WEST SUSSEX COUNTY COUNCIL
PRE-APPLICATION CONSULTATION

TO:	Organisation: WSP FAO: Adam Coleman
FROM:	WSCC - Highway Authority
DATE:	15 October 2024
LOCATION:	Kwik-Fit site, Brighton Road, Shoreham, West Sussex.
SUBJECT:	Internal Reference: PRE-67-24 Residential development of 50 dwellings plus commercial/retail development of 125m2.
DATE OF SITE VISIT:	3 October 2024
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	TBA at planning application stage

The Highway Authority has been consulted for pre-application advice for proposed development of 50 homes and 125m2 of commercial/retail development on land at:

Kwik-Fit site,
Brighton Road,
Shoreham,
West Sussex.

The advice provided below has been prepared by means of a desktop study and site visit, using the information and plans submitted with this request, in conjunction with other available WSCC map information.

Site-Specific Advice.

Following scrutiny of the submitted documents contained in Transport Scoping Report 70118838 - TA Scope - August 2024, the following comments are made:

1. *Access* – All access works and any off-site works, including any footways, must be safety audited.

2. *Access by bicycle* – The Transport Statement should include reference to accessibility in-line with LTN 1/20.

3. The site frontage should be set-back and dedicated to the Highway Authority for future use as a walking and cycle route as-per other neighbouring and nearby sites. It is understood that a 5.3m set-back into the site from the

kerb edge should be provided and dedicated as highway, or as might otherwise be agreed with the Highway Authority.

4. Site should tie-in with what has been constructed adjacent re-footway interface etc. Will need to have wide area for future cycle route (in hard surfacing – so widened footway including tactile paving across bellmouth etc).

5. Although parking is shown for some of the residential properties forming part of the proposal, some parking (including cycle parking) should also be made available for the commercial/retail uses for staff and visitors, including provision to service these (i.e. deliveries etc). Parking guidance can be found on the WSCC website by clicking on the following link:

   Pre-application advice for roads and transport - West Sussex County Council

6. Parking spaces immediately adjacent to walls will be difficult to use. A buffer/gap or wider bays should be provided where spaces are shown adjacent to buildings/walls etc.

7. EV 'active' provision needs to be higher – see WSCC guidance note (45% 'active' in 2024 and 49% 'active' in 2025).

8. Given the low car parking provision offered, a parking beat survey should be undertaken and provided to demonstrate what on and off-street provision is available close to the site. Additionally, information about parking provision for neighbouring and other nearby recent developments, should be provided for comparison purposes with whatever is proposed for this site (as-per the information provided in your email of 10 October 2024).

9. Cycle parking provision should include space for tools, work-station and larger bikes such as adapted bikes etc. And, given reduced car parking provision, consideration should be given to provide over what the guidance note suggests.

10. Tracking diagrams should be provided within the TS/TA to demonstrate that all types of vehicles likely to access the site (including delivery vehicles/HGVs and the car wash site remaining to the west) can negotiate the newly-constructed traffic island on the A259 outside the site (as-per the information provided in your email of 10 October 2024). Tracking should also be undertaken within the development.

11. *Trip rates* – Acceptable.

12. *Distribution* – Acceptable.

13. *Scope of junctions assessed* – Acceptable.

14. PIA scope of study area as-per Appendix 'D' in your Scoping Note - Acceptable.

15. *Years modelled* – Acceptable.

16. *TEMPRO Growth* – Acceptable.

17. Road sign and streetlight on frontage will need to be carefully re-located.

18. *S106* – The sum of £3,171 per unit (index linked to adoption of 'Shoreham Harbour Joint Area Action Plan' - JAAP) will be required from the development. In addition, contributions towards the upgrade of a segregated cycle facility along the site frontage may also be required (cost dependant on what works the site delivers and frontage to the A259).

Standard Highway Authority Advice.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated.
- Schedule of existing uses including planning history with reference numbers.
- Description, including site layout plans, of the proposed development and schedule of uses.
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated.
- Design Audit of any proposed highway works, including plan identifying any departures from standards.
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, with the Road Safety Audit Response Report (RSARR) in Microsoft WORD format for the LHA to edit as Overseeing Organisation, including any amended plans.
- A Transport Statement, including location plan of key services, availability of sustainable modes of transport, including access to bus and train services and walking and cycling routes, and existing/future vehicular generation.
- A Travel Plan Statement.
- Reference to supporting national, regional, and local planning documents and policies.
- Parking strategy, including provision of parking for all modes of transport including electric vehicle (EV) provision.
- Other relevant data collected to-date.
- Proposed trip rates supported with TRICS outputs and site selection methodology.

- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology.
- Reference to any nearby PRoW and how these might assist with access to and from the site.

I have provided, below, some standard guidance relating to road design and current standards.

There are two sets of guidance which govern road design: Manual for Streets (MfS) for lightly trafficked residential streets; and Design Manual for Roads and Bridges (DMRB) for all other roads, including rural roads. I have included links to both below.

Manual for Streets:

http://www2.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf

DMRB supplementary documents CD 109 (Search for "CD 109"):

https://standardsforhighways.co.uk/dmrb/

WSCC supports the approach set out in MFS, which has been adopted guidance for residential street design since its introduction in 2007. Within this document there are some very useful references to visibility splays, turning circles and car parking layouts. The document does not however provide specific measurements for visibility splays, so:

"X "Distances from the (kerb back) are typically:

- 2.4 metres - for domestic single access points and shared or busy crossovers (this may be reduced to 2.0 metres in certain circumstances in consultation with the Local Highways Authority and subject to local context)
- 4.5 metres - for busy junctions
- 9.0 metres -major junctions

"Y "Distances are based on vehicle speed, and for lightly trafficked residential streets MFS would be applied:

- 20 mph - 25 metres
- 25 mph - 33 metres
- 30 mph - 43 metres

For a road where the 85th percentile speed is in excess of 39 mph and for roads where MFS does not apply, CD 109 distances from DMRB would be applied:

- 40 mph -120 metres
- 50 mph -160 metres
- 60 mph -215 metres

I have attached a link to our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

The 'Additional Information' section of the WSCC Pre-application advice for roads and transport webpage provides a range of additional advice and guidance which you may find useful in preparing your application. Please click the link below and navigate to the 'Additional Information' section.

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

Here you will be able to access our Local Design Guide which provides further advice on how MfS is to be interpreted and applied within West Sussex.

Parking
For applications within Arun, Crawley and South Downs National Park any parking provision should be provided in line with the Planning Authorities adopted Supplementary Planning Guidance (SPG) which will set out parking standards for development in these areas. Within you will find recommended levels for cycle parking and also guidance on levels of Electric Vehicle charging points for new developments.

Arun
https://www.arun.gov.uk/supplementary-planning-documents-spds/

Crawley
https://crawley.gov.uk/planning/planning-policy/local-plan/supplementary-planning-documents/urban-design-spd

South Downs National Park
https://www.southdowns.gov.uk/planning-policy/supplementary-planning-documents/

For all other areas West Sussex County Councils latest parking standards which we adopted in August 2019 as Supplementary Planning Guidance (SPG) should be used. This can be found at the link below under the 'Additional Information' section.

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

Please note that any advice given by council officers for highways pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Additionally, comments made in this response should not be considered exhaustive, as other matters may arise as part of any future submissions. And finally, any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal

consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Tim Townsend
Planning Services

Appendix C

PERSONAL INJURY COLLISION DATA

Brighton Road – Shoreham – WSP

Collision report 01/09/2019 – 31/08/2024

Date produced
24 October 2024

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

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

Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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.

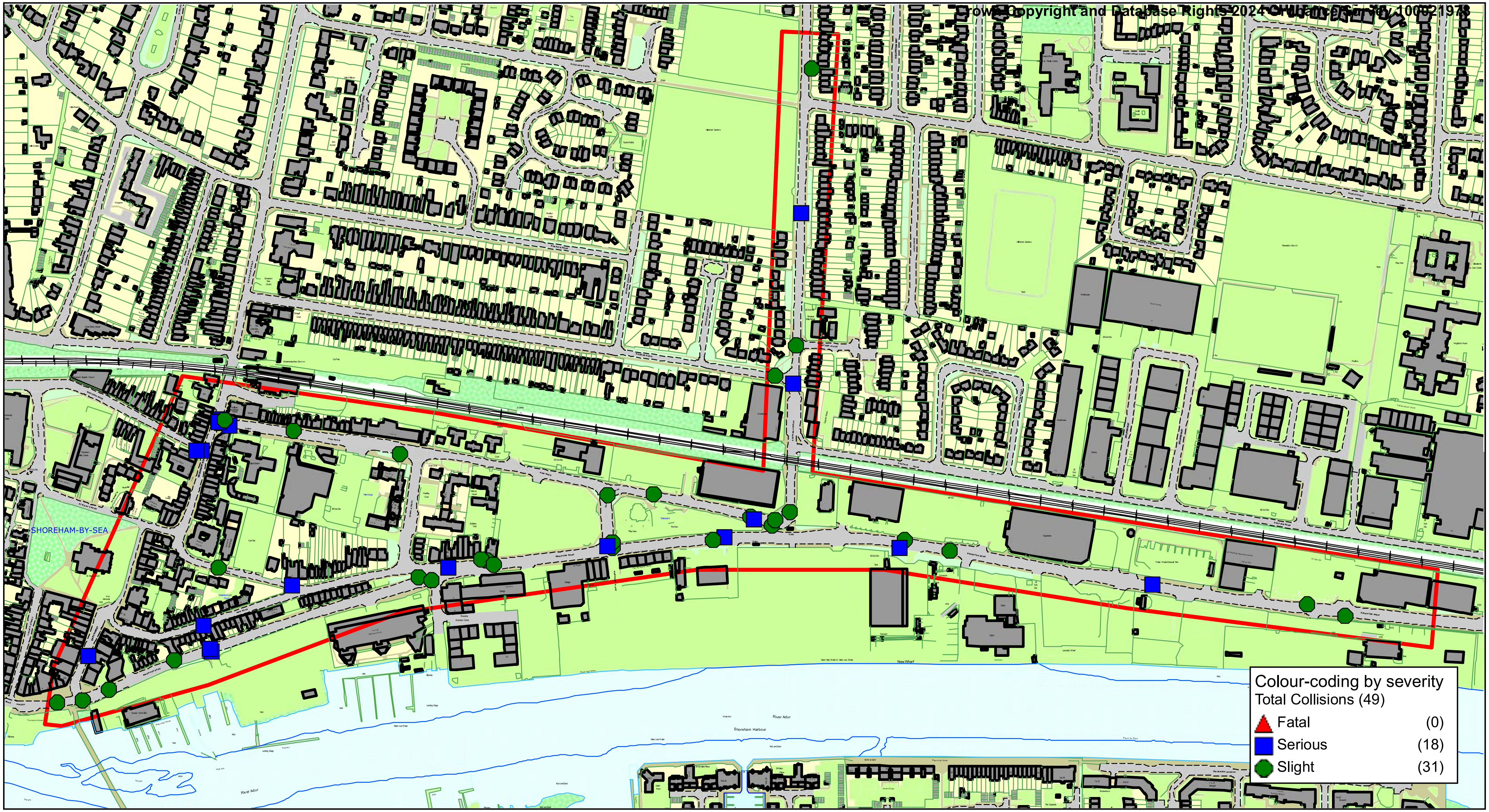
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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



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Sussex Safer Roads
PARTNERSHIP

Brighton Road Shoreham by Sea
Collision Dates 01/09/2019 - 31/08/2024
WSP

SCALE	1 : 5000
DATE	24/10/2024
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

Notes:

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

Selected Polygon:Brighton Road Shoreham by Sea (WSP)

470879721	Tuesday	HAM ROAD AT JUNCTION WITH BRUNSWICK ROAD	Veh 1	Car	Turning left	N	to E					
	17/09/2019		Veh 2	Pedal cycle	Going ahead	N	to SE	Dri	F	38	Serious	
R1: U	1132 hrs											
R2: U	Daylight:street lights present											
E 521,746	Dry											
N 105,259	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	

ON THE 17/09/19 AT AROUND 11:32 HOURS, V2 WAS CYCLING SOUTH DOWN BRUNSWICK ROAD, SHOREHAM WHEN V1 CAME FROM BEHIND AND ATTEMPTED TO OVERTAKE THE BIKE AND TURN LEFT INTO HAM ROAD, SHOREHAM. THIS RESULTED IN THE NEAR SIDE OF V1 MAKING CONTACT WITH THE
FEMALE ON V2 WHICH FORCED HER ONTO THE CURB. SHE HAS THEN FALLEN OFF THE BIKE V2 ONTO THE GROUND. V1 HAS THEN CONTINUED EAST DOWN HAM ROAD WITHOUT STOPPING. SPOKEN TO THE TWO WITNESSES WHO BOTH PROVIDED AN ACCOUNT. ONE SAID IN HER ACCOUNT THAT SH
STEPPED ONTO THE ROAD AND ATTEMPTED TO STOP V1, BUT THE DRIVER DID NOT REACT. THE WITNESS THEN NOTED DOWN THE VRM. OFFICERS PNC'D THE PROVIDED INDEX AND A SIMILAR INDEX APPEARED AS A SILVER VW. V2 RIDER WAS SEEN BY AMBULANCE AND TAKEN TO WORTHING
HOSPITAL. SHE RECIEVED A SCAN WHICH REVEALED THAT SHE HAD A FRACTURED SHOULDER. ON 20/09/19, POLICE ATTENDED THE REGISTERED OWNER OF V1 ADDRESS AND CONFIRMED THAT HE WAS DRIVING THE VEHICLE WHEN THE INCIDENT TOOK PLACE AND PROVIDED AN ACCOUNT.

20917960	Friday	GORDON ROAD NEAR JUNCTION WITH EASTERN AVENUE	Veh 1	Car	Going ahead	W	to E	Ped	M	31	Slight	
	10/01/2020		Veh 2	Car	Parked	0	to 0					
R1: U	1805 hrs		Veh 3	Goods < 3.5t	Parked	0	to 0					
R2: U	Darkness: street lights present a											
E 522,271	Dry											
N 105,300	Fine without high winds											
	30 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Aggressive driving	Vehicle 1	Very Likely

VEH2 PARKED ON NORTH SIDE OF THE ROAD ON THE WEST SIDE OF GORDON ROAD, SHOREHAM. VEH1 HAS COME ON TO GORDON ROAD VIA BUCKINGHAM ROAD AND CLIPPED VEH2 OFFSIDE WING MIRROR. VEH2 DRIVEN AFTER VEH1 HAVING FAILED TO STOP. VEH1 STOPPED AND THE VEHICLE ROLL
ED BACK IN TO VEH2. VEH2 DRIVER GOT OUT AND OPENED VEH1 DRIVER DOOR. VEH1 DROVE OFF WITH VEH2 DRIVER HANGING ON TO DOOR. HITTING HIM IN TO A PARKED VAN. CAUSING NO DAMAGE. VEH1 DRIVER EXITED VEHICLE AND FLED SCENE.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

Notes:

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

20931750
R1: A 259
R2: U
E 521,961
N 105,118

Tuesday 18/02/2020 0845 hrs
Daylight:street lights present
Dry
Fine without high winds
30 mph

384BRIGHTON ROAD (A259) AT JUNCTION WITH NEW ROAD

Veh 1	Car	Going ahead	W to E				
Veh 2	Pedal cycle	Going ahead	W to E	Dri	F	37	Serious

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	

DRIVER OF V1 IS EXITING NEW ROAD TURNING ONTO BRIGHTON ROAD. THIS IS A VERY WIDE JUNCTION AND IS USED BY SOME AS A SLIP ROAD, REQUIRING DRIVERS TRUNING LEFT FROM HERE TO CHECK OVER THE SHOULDER. THE DRIVER OF V1 APPEARS TO HAVE THEN HURRIED INTO BR
IGHTON ROAD TO JOIN TRAFFIC, AND NOT LOOKED PROPERLY. V2 WAS RIDING EAST WHERE V1 HAS KNOCKED THE CYCLIST OFF. THE CYCLIST WAS WEARING A HELMET. THE IP APPEARD TO BE FITTING HOWEVER AMBULANCE BELIEVED THE EXTENT OF HER INJURIES TO BE CONCUSSION A
D THIS HAS NOW BEEN CONFIRMED BY THE HOSPITAL ALONG WITH CUTS AND BRUISES. DOES NOT RECALL COLLISION.

20933920
R1: U
R2: U
E 521,753
N 105,253

Tuesday 25/02/2020 1530 hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

HAM ROAD NEAR JUNCTION WITH BRUNSWICK ROAD

Veh 1	Car	Turning left	N to E				
Veh 2	Pedal cycle	Stopping	E to W	Dri	M	23	Serious

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	

VEHICLE 1 WAS DRIVING SOUTH BOUND ON BRUNSWICK ROAD AND INDICATED TO TURN LEFT INTO HAM ROAD IN SHOREHAM BY SEA. IT WAS RAINING VERY HARD AT THE TIME AND THE ROAD MARKINGS ARE FAINT. HE TURNED LEFT BUT TRIED TO AVOID A POTHOLE AND STEERED ONTO THE WR
ONG SIDE OF THE CARRIDGEWAY NOT SEEING A CYCLIST WHO WAS TRAVELLING ALONG HAM ROAD WEST BOUND APPROACHING THE JUNCTION WITH BRUBSWIVK ROAD AND COLLIDED WITH THE CYCLIST. MIOR INJURY TO SHOULDER BUT ALSO BANGED HIS HEAD AND WAS TAKEN TO HOSPITAL BY AM
ULANCE TO BE CHECKED OVER.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

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:										

20944300 Saturday BRIGHTON ROAD (A259) Veh 1 Goods < 3.5t Going ahead E to W
04/04/2020 Veh 2 Pedal cycle Going ahead E to W Dri M 17 Slight
R1: A 259 1845 hrs
Daylight:street lights present
E 522,812 Dry
N 105,072 Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
4th:	Loss of control	Vehicle 1	Possible
5th:	Travelling too fast for conditions	Vehicle 1	Very Likely

V2 TRAVELLING WEST ALONG 30MPH STRETCH OF EMPTY URBAN ROAD. V1 ALSO TRAVELLING WEST ON SAME STRECTH OF ROAD. FOR UNKNOWN REASON V1 HAS DRIVEN TOO CLOSE TO V2 AND STRUCK V2, POSSIBLY WITH WING MIRROR BUT UNKNOWN. IMPACT HAS CAUSED RIDER OF V2 TO FALL
TO THE GROUND AND SUSTAIN INJURY. V1 FAILED TO REMAIN AT SCENE AND DROVE OFF WITHOUT PROVIDING ANY DETAILS. V1 OR DRIVER HAS NOT BEEN TRACED.

20945427 Thursday HIGH STREET (A259) NEAR JUNCTION WITH EAST STREET Veh 1 Car Going ahead NW to NE Ped M 40 Slight
09/04/2020
R1: A 259 1641 hrs
R2: U Daylight:street lights present
E 521,590 Dry
N 104,990 Fine without high winds
30 mph

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

ALLEGATION THAT WHILST POLICE VEHICLE IS ARRIVING AT SCENE OF A REPORT OF A FIGHT THE INJURED PARTY CLAIMS THA HE WAS STRUCK BY POLICE VEHICLE, WW104 IN THE MIDDLE OF THE ROAD.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

Notes:

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

20976321	Wednesday	BRIGHTON ROAD (A259) AT	Veh 1	Car	Turning right	W	to S				
	26/08/2020	JUNCTION WITH PRIVATE ROAD	Veh 2	M/C > 500 cc	Going ahead	E	to W	Dri	M	58	Serious
R1: A 259	0838 hrs										
R2: U	Daylight:street lights present										
E 522,223	Dry										
N 105,147	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

ON WEDNESDAY 26TH AUGUST AT APPROXIMATELY 0830HRS, V1 WAS DRIVING EASTBOUND ON BRIGHTON ROAD, SHOREHAM. SHE HAS APPROACHED KWIK FIT AND APPROACHED THE TURNING RIGHT BAY. WHEN SHE HAS BEGUN TO TURN SHE DID NOT SEE V2, TRAVELLING ON THE OPPOSITE SIDE
OF THE CARRIAGEWAY TRAVELLING WESTBOUND. A V1 WAS TURNING RIGHT SHE HAS NOT SEE V1 AND HAS HIT V2 ON THE FRONT OFFSIDE CAUSING HIM TO FALL OFF INTO THE ROAD. THERE WAS DAMAGE TO THE FRONT OFFSIDE OF V1 AND DAMAGE TO THE FRONT OF V2. AMBULANCE
THEN ARRIVED ON SCENE AND TREATED V2 FOR HIS INJURIES. RIDER HAD AN OPEN FRACTURE TO HIS RIGHT LEG AND AN ABRASION TO HIS LEFT KNEE. HE WAS THEN TAKEN TO BRIGHTON HOSPITAL WHERE HE HAD A CONFIRMED BREAK TO HIS RIGHT LEG. V1 DRIVER WAS ASSESSED BY
PARAMEDICS BUT DID NOT HAVE ANY INJURIES FROM THE COLLISION. WHEN POLICE ARRIVED THEY TOOK A SPECIMEN OF BREATH FROM V1 AS SHE HAD BEEN INVOLVED IN A RTC. THE RESULTS CAME BACK TO NEGATIVE. V1 INTERVIEWD UNDER CAUTION OF WHAT HAPPENED AND REC

20978238	Friday	BRIGHTON ROAD (A259)	Veh 1	Car	Going ahead	W	to E	Dri	M	23	Slight
	04/09/2020		Veh 1	Car	Going ahead	W	to E	FSP	M	23	Serious
R1: A 259	2356 hrs										
	Darkness: street lights present a										
E 522,629	Wet/Damp										
N 105,102	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Possible
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	

V1 TRAVELLING EAST ALONG A259 REPORTEDLY AT EXCESS SPEED OPPOSITE B&Q. V1 CROSSES CENTRE LINE OF ROAD AND COLLIDES WITH STREET FURNITURE ON CENTRAL ISLAND. CONTINUES ONTO OPPOSITE CARRIAGEWAY, FLIPS ONTO ROOF AND COLLIDES WITH STEEL FENCING AND WA
LL CAUSING SERIOUS DAMAGE. DRIVER EXTRACATES PASSENGER THEN DECAMPS ON FOOT DIRECTION OF TRAVEL TOWARDS BRIGHTON WHERE THEY ARE DETAINED AND ARRESTED.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

Notes:

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

20984006 Thursday 24/09/2020 1013 hrs — EASTERN CLOSE AT JUNCTION WITH EASTERN AVENUE

R1: U
R2: U
E 522,291
N 105,329

Daylight:street lights present
Wet/Damp
Raining without high winds
30 mph

Veh 1	Goods 3.5 - 7.5t	Turning right	E	to	N						
Veh 2	M/C < 125 cc	Going ahead	S	to	N	Dri	M	29	Slight		
Veh 3	Car	Parked	0	to	0						

Causation Factor:	**Participant:**	**Confidence:**
1st: Failed to look properly	Vehicle 1	Very Likely

EASTERN AVENUE HAD CARS PARKED ON THE SOUTHBOUND CARRIAGEWAY DUE TO RAILWAY CROSSING. VEH 1 WAS EXITING FROM EASTERN CLOSE. VEH 2 WAS TRAVELLING NORTH ON EASTERN AVENUE. VEH 2 ATTEMPTED TO STOP AND LOST TRACTION AND DROPPED HIS MOTORCYCLE. THE MOTORC
YCLE SKIDDING ALONG THE GROUND AND HIT VEH 1 AND VEH 3 (WHICH WAS PARKED). VEH2 RIDER SUSTAINED A SUSPECTED BROKEN WRIST AND BRUISING AND SHALLOW LACERATIONS ON KNEE, SIDE AND HANDS.

20987180 Monday 05/10/2020 1333 hrs — TARMOUNT LANE - 48 METRES FROM JUNCTION WITH NEW ROAD

R1: U
E 521,743
N 105,118

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

Veh 1	Car	Going ahead	W	to	E						
Veh 2	Car	Going ahead	W	to	E	Dri	M	39	Slight		

Causation Factor:	**Participant:**	**Confidence:**
1st: Aggressive driving	Vehicle 2	Very Likely

VEH 2 ACCELERATED HARD AND V1 STOPPED QUICKLY. VEH 2 UNABLE TO STOP IN TIME

20993281 Monday 26/10/2020 1603 hrs — BRIGHTON ROAD (A259) - 37 METRES FROM JUNCTION WITH BRIGHTON ROAD

R1: A 259
E 521,997
N 105,125

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

Veh 1	Bus/coach	Parked	0	to	0	Alight	M	36	Slight		

BUS WAS STATIONARY AT BUS STOP OUTSIDE OF DUKE OF WELLINGTON PUB IN SHOREHAM. PASSENGER WHO APPEARED TO BE DRUNK STEPPED OFF THE BUS AND MISSED THE STEP AND LANDED ON THE FLOOR. PASSENGER HAD BLOODY NOSE. THE PASSENGER THEN WALKED OFF WITH ANOTHER MA
N AND SAID SOMETHING ABOUT MAKING THE STEP MORE VISIBLE.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

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Notes:

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
20994724	Saturday	EASTERN AVENUE - 76 METRES FROM JUNCTION WITH DOLPHIN ROAD	Veh 1	Car	Going ahead LH bend	SW	to N	Dri	M	86	Slight
	31/10/2020		Veh 2	Car	Going ahead	E	to W	Dri	M	47	Slight
R1: U	1225 hrs										
	Daylight:street lights present										
E 522,268	Wet/Damp										
N 105,158	Raining with high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Travelling too fast for conditions — Vehicle 1 — Very Likely

V1 OVERTAKING STATIONARY TRAFFIC WAITING AT SOUTHERN END OF RAILWAY CROSSING ON EASTERN AVENUE. V1 OFFSIDED KEEP LEFT BOLLARDS INTO THE PATH OF V2. VEHICLES PASSED NS TO NS COLLIDING WITH EACH OTHER'S FRONT NS WING. V1 SPUN AND ROLLED ONTO IT
S OS. DRIVER OF V1 HAD TO BE CUT OUT OF VEHICLE BY FIRE, NOT MECHANICALLY TRAPPED, BUT UNABLE TO GET OUT ON HIS OWN WHILST VEHICLE ON IT'S SIDE. DRIVER HAD NO COMPLAINTS OF INJURY, BUT MINOR CUTS / BRUISING SEEN TO HANDS DRIVER OF V2 COMPLAIN
D OF PAIN TO LEFT ARM FROM AIRBAG ACTIVATING.

201011242	Thursday	HAM ROAD NEAR JUNCTION WITH SURRY STREET	Veh 1	Car	Going ahead	E	to W	FSP	F	26	Slight
	31/12/2020		Veh 2	Car	Parked	0	to 0				
R1: U	2020 hrs		Veh 3	Goods < 3.5t	Parked	0	to 0				
R2: U	Darkness: street lights present a		Veh 4	Car	Parked	0	to 0				
E 521,915	Wet/Damp		Veh 5		Going ahead	S	to N				
N 105,226	Fine without high winds										
	30 mph										

Causation Factor: **Participant:** **Confidence:**

1st: Careless/Reckless/In a hurry — Vehicle 1 — Very Likely

V2, V3 AND V4 WERE PARKED ON HAM ROAD, NEAR TO THE JUNCTION OF SURRY STREET. V1 WAS BEING DRIVEN ALONG HAM ROAD IN A WESTERLY DIRECTION. DRIVER REPORTED THAT HE WAS DRIVING AT 30MPH. V1 APPEARS TO HAVE PASSED THE JUNCTION OF SURRY STREET AND THE DRI
VER REPORTS A MALE ON AN ELECTRIC SCOOTER (V5) COMING BETWEEN PARKED VEHICLES INTO THE CARRIAGEWAY. THE DRIVER HAS SWERVED WITHOUT BRAKING TO AVOID THE MALE ON THE SCOOTER AND HAS COLLIDED WITH V2 WHICH HAS SHUNTED V3 AND V4. V1 HAD COLLIDED WITH THE
REAR OFFSIDE OF V2. V1 HAS THEN REVERSED AND MOVED TO THE SIDE OF THE ROAD TO AVOID BLOCKING CARRIAGEWAY. WITNESS HAS BEEN SPOKEN TO WHO HAS GIVEN AN ACCOUNT STATING THAT HE HEARD THE CRASH BUT DIDN'T SEE ANYONE ELSE IN THE AREA. BREATH TEST CONDUC
ED WITH A RESULT OF ZERO.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

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:										
211025464	Thursday	BRIGHTON ROAD (A259)	Veh 1	Goods < 3.5t	Going ahead	W to E				
	25/02/2021		Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	46	Slight
R1: A 259	1115 hrs									
	Daylight:street lights present									
E 522,394	Dry									
N 105,144	Fine without high winds									
	30 mph									

THERE WAS PLENTY OF ROOM TO PASS DOWN THE INSIDE, WHICH AS THE TRAFFIC WAS STATIONARY I ATTEMPTED TO DO. AS I ENTERED THE GAP VERY SLOWLY AND WITH CARE TRAFFIC BEGAN TO MOVE AGAIN, THE DRIVER OF THE VEHICLE DELIBERATELY, IN MY OPINION, MOVED OVER TO
THE LEFT TO STOP ME FROM GETTING THROUGH, HE HIT MY RIGHT ELBOW WITH HIS NEAR SIDE WING MIRROR, ALMOST KNOCKING ME OFF, I RESPONDED BY BANGING THE SIDE OF HIS VEHICLE OUT OF FRUSTRATION FROM ALMOST BEING KNOCKEI OFF MY BIKE, AT THIS POINT I LOST MY B
LANCE A LITTLE AND HIS RESPONSE TO THAT WAS TO DRIFT FURTHER OVER TO THE LEFT LEAVING ME WITH NO ROAD AND FORCING ME TO CYCLE INTO THE CURB AND BE THROWN FROM MY BIKE.

211024284	Friday	TARMOUNT LANE NEAR JUNCTION WITH NEW ROAD	Veh 1	Pedal cycle	Going ahead	W to E	Dri	M	44	Serious
	26/02/2021		Veh 2	Car	Wait to turn left	W to E				
R1: U	0755 hrs									
R2: U	Daylight:street lights present									
E 521,813	Dry									
N 105,101	Fine without high winds									
	30 mph									

VEHICLE 2 WAS STOPPED AT THE JUNCTION OF TARMOUNT LANE WITH NEW ROAD, HAVING TRAVELLED EASTERLY ALONG TARMOUNT LANE. VEHICLE 1, PEDAL CYCLIST, CYCLED INTO THE REAR OF VEHICLE 2, HAVING ALSO TRAVELLED IN AN EASTERLY DIRECTION ALONG TARMOUNT LANE. CY
CLIST APPEARS TO HAVE SUSTAINED INJURY TO FACE HAVING HIT REAR OF VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

Notes:

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

211046854
Tuesday 18/05/2021 1700 hrs
R1: A 259
Daylight:street lights present
E 521,736
Dry
N 105,038
Fine without high winds
30 mph

BRIGHTON ROAD (A259) - 134 METRES FROM JUNCTION WITH EAST STREET

Veh 1	Car	Turning right	SE to NE			
Veh 2	M/C < 125 cc	O/take m/veh o/side	NE to W	Dri	F	57 Serious
Veh 3	Bus/coach	Going ahead	NE to W			

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible

V1 (CAR) FACING NORTH AND WAITING TO EXIT PRIVATE DRIVEWAY ENTRANCE OF SUSSEX YACHT CLUB WITH INTENTION OF TURNING RIGHT TO HEAD EAST ON A259. V2 (MOPED) HEADING WEST ON A259 DURING PERIOD OF HEAVY SLOW MOVING RUSH HOUR TRAFFIC. V3 (BUS) IN THE QUEUE
OF SLOW MOVING TRAFFIC AND ALSO HEADING WEST ON A259. V3 DRIVER SLOWED TO A STOP TO ALLOW V1 TO EXIT DRIVEWAY. V2 MOPED AS A RESULT OF THIS IMPACTED WITH V1 CAUSING RIDER TO FALL OFF.

211062416
Saturday 03/07/2021 1230 hrs
R1: A 259
R2: U
Daylight:street lights present
E 522,117
Dry
N 105,137
Fine without high winds
30 mph

BRIGHTON ROAD (A259) AT JUNCTION WITH EASTERN AVENUE

Veh 1	Car	Going ahead	W to E	Dri	F	25 Slight
Veh 2	Car	Turning right	E to N			

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 2	Possible
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Possible

V1 TRAVELLING EAST ALONG THE BRIGHTON ROAD, SHOREHAM. V2 TRAVELLING WEST TURNED NORTH ACROSS THE PATH OF V1.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

Notes:

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

211066785 Thursday 15/07/2021 1300 hrs — BRIGHTON ROAD (A259) - 98 METRES FROM JUNCTION WITH EAST STREET

Veh 1 Car Going ahead E to W
Veh 2 Car Stopping E to W Dri F 33 Slight

R1: A 259
E 521,701
N 105,030

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely

V2 WAS DRIVING WEST ON THE A259 BRIGHTON ROAD, IN SHOREHAM BY SEA APPROACHING THE JUNCTION WITH EAST STREET. AS SHE APPROACHED A PEDESTRIAN CROSSING SHE DROPPED HER SPEED AT WHICH POINT V1 TRAVELLING IN THE SAME DIRECTION BEHIND V2 COLLIDED WITH THE
REAR OF V2 CAUSING DAMAGE AND SLIGHT INJURY. EXCHANGED V1'S DETAILS BUT DRIVER OF V1 DECLINED TO TAKE DETAILS OF V2 DRIVER.

211077349 Monday 16/08/2021 1045 hrs — HAM ROAD

Veh 1 Car Going ahead W to E Ped F 10 Slight

R1: U
E 521,814
N 105,248

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

V1 WAS DRIVING SLOWLY AT AROUND 15 MPH LOOKING FOR A PARKING SPACE. CHILD HAS RUN OUT FROM BETWEEN CARS TO CROSS THE ROAD AND COLLIDED WITH CAR, FALLING TO THE GROUND. INJURY CAUSED. FATHER HAD CALLED OUT TO CHILD NOT TO CROSS THE ROAD AS SHE WAS FOL
LOWING TO CATCH HIM UP.

211114140 Thursday 25/11/2021 0800 hrs — HAM ROAD AT JUNCTION WITH BRUNSWICK ROAD

Veh 1 Car Turning right S to E
Veh 2 Pedal cycle Going ahead N to S Dri F 20 Slight

R1: U
R2: U
E 521,742
N 105,257

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V2 WAS TRAVELLING SOUTHBOUND ON BRUNSWICK ROAD, SHOREHAM. V1 WAS TRAVELLING NORTHBOUND ON BRUNSWICK ROAD. V1 HAD SLOWED TO TURN RIGHT INTO HAM ROAD, SHOREHAM WHERE IT MOVED INTO THE PATH OF V2. THIS IMMEDIATELY PROPELLING THE CYCLIST OF V2 OVE
R THE HANDLEBARS AND ONTO THE ROAD IMMEDIATELY IN FRONT.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

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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:										

221152327	Thursday	BRIGHTON ROAD (A259) AT	Veh 1	M/C < 125 cc	Going ahead	E	to W	Dri	M	20	Slight
	10/03/2022	JUNCTION WITH PRIVATE JUNCTION	Veh 2	Car	Turning right	E	to N	Dri	F	40	Slight
R1: A 259	1149 hrs										
R2: U	Darkness: street lights present a										
E 521,639	Dry										
N 105,002	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible

V1 HAS BEEN FILTERING THROUGH TRAFFIC ALONG SINGLE LANE ROAD BETWEEN BOTH SETS OF TRAFFIC. HAS PULLED ALONGSIDE CAR (V2) WHICH HAS ADEQUATE TURNING INTO PETROL STATION AND COLLISION HAS OCCURRED. NEARSIDE OF BIKE WITH OFFSIDE OF CAR.

221169868	Monday	WESTERN ROAD AT JUNCTION WITH	Veh 1	Car	Turning right	N	to W	Ped	F	76	Serious
	25/04/2022	BRUNSWICK ROAD,									
R1: U	1550 hrs	SHOREHAM-BY-SEA, WEST SUSSEX									
R2: U	Daylight:street lights present										
E 521,727	Dry										
N 105,229	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge vehicles path or speed	Casualty 1	Possible

V1 WAS TRAVELLING SOUTH ON BRUNSWICK ROAD, SHOREHAM-BY-SEA, AND INDICATED TO TURN RIGHT INTO WESTERN ROAD TRAVELLING AT A LOW SPEED PEDESTRIAN WAS CROSSING WESTERN ROAD, NEAR TO THE JUNCTION OF BRUNSWICK ROAD, FROM SOUTH TO NORTH. V1 HAS COLLID
ED WITH PEDESTRIAN WHO HAS FALLEN TO THE FLOOR SUSTAINING INJURY.

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection:

Notes:

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

221187622	Monday	EASTERN AVENUE - 136 METRES	Veh 1	Car	Going ahead	W	to E			
	13/06/2022	FROM JUNCTION WITH HAM ROAD,	Veh 2	Car	Going ahead	E	to W	Dri	M 46	Slight
R1: U	1915 hrs	SHOREHAM-BY-SEA, WEST SUSSEX	Veh 2	Car	Going ahead	E	to W	FSP	M 61	Slight
	Daylight:street lights present		Veh 3	Car	Going ahead	E	to W			
E 522,248	Dry									
N 105,166	Fine without high winds									
	30 mph									

Causation Factor: **Participant:** **Confidence:**

1st: Disobeyed Give Way or Stop sign or markings — Vehicle 1 — Very Likely

VEH 2 AND 3 WERE BEHIND EACH OTHER WHEN VEH 1 PROCEEDED ON THE WRONG SIDE OF THE ROAD COMING TOWARDS HIM CONTRAVEENING A TRAFFIC SIGN THAT DIRECTS TO RIGHT SIDE OF ROAD. VEH 2 SLAMMED BRAKES ON AND SWERVED TOWARDS THE WOODEN FENCE TO AVOID VEH 1 THAT
JUST MISSED HIM. VEH 3 WAS UNABLE TO MANOUVRE ANYWHERE AS THERE WAS A PARKED CAR AND HIT VEH 2. VEH 1 DROVE OFF AND WAS FOUND IN MCDONALDS CAR PARK AND WOULD NOT GIVE DETAILS AS HE DID NOT HIT ANYONE. ALSO MENTIONS VEH 1 ON PHONE. HAS FOOTAGE OF TH
INCIDENT DASHCAM.

221196805	Saturday	NEW ROAD - 89 METRES FROM	Veh 1	Car	Going ahead	W	to E	Dri	F 40	Slight
	09/07/2022	JUNCTION WITH EAST STREET,	Veh 2	Car	Parked	0	to 0	FSP	M 4	Serious
R1: U	1854 hrs	SHOREHAM-BY-SEA, WEST SUSSEX	Veh 3	Car	Parked	0	to 0			
	Daylight:street lights present		Veh 4	Car	Parked	0	to 0			
E 521,729	Dry									
N 105,063	Fine without high winds									
	30 mph									

Causation Factor: **Participant:** **Confidence:**

1st: Impaired by alcohol — Vehicle 1 — Very Likely

V1 WAS SEEN TO BE DRIVING THE WRONG WAY DOWN UPPER EAST STREET, SHOREHAM, BY A WITNESS. V1 DROVE DOWN NEW ROAD THE WRONG WAY AND WAS SEEN TO HIT THE SIDE OF VEHICLE 2 WHICH HIT INTO VEHICLE 3 AND 4 WHICH WERE BOTH PARKED ON THE RIGHT SIDE OF NEW RD.
SHE WAS SEEN TO HAVE BEEN SWERVING AND LOST CONTROL OF THR VEHICLE.

221200065	Sunday	EASTERN AVENUE - 61 METRES	Veh 1	Car	Going ahead LH bend	NW	to NE			
	17/07/2022	FROM JUNCTION WITH DOLPHIN	Veh 2	Goods < 3.5t	Stopping	N	to S		F 39	Slight
R1: U	2142 hrs	ROAD, SHOREHAM-BY-SEA, WEST	Veh 2	Goods < 3.5t	Stopping	N	to S	Dri	M 39	Slight
	Darkness: street lights present a									
E 522,285	Dry									
N 105,171	Fine without high winds									
	30 mph									

Causation Factor: **Participant:** **Confidence:**

1st: Travelling too fast for conditions — Vehicle 1 — Very Likely

2nd: Exceeding speed limit — Vehicle 1 — Possible

V1 APPROACHING LEFT HAND BEND V2 LOOKING TO TURN LEFT. V1 HAS BALLOONED THE CORNER AND CROSSED ONTO THE WRONG SIDE OF THE ROAD COLLIDING WITH THE FRONT OFFSIDE OF V2.

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection:

Notes:

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

221223658	Tuesday	EASTERN AVENUE - 43 METRES	Veh 1	Car	Going ahead	W to E				
	27/09/2022	FROM JUNCTION WITH HAM ROAD,	Veh 2	Car	Wait go ahead held	W to E	Dri	F	24	Slight
R1: U	1244 hrs	SHOREHAM-BY-SEA, WEST SUSSEX	Veh 3	Car	Wait go ahead held	W to E				
	Daylight:street lights present									
E 522,156	Dry									
N 105,188	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 HAS BEEN DRIVING ONTO EASTERN AVENUE FROM A259 PAST THE JUNCTION OF HAM ROAD. V1 DRIVER STATES SHE DIDNT SEE THE LINE OF QUEUING TRAFFIC ON THE ROAD AND HAS NOT BEEN ABLE TO BREAK IN TIME GOING INTO THE BACK OF V2 WHICH HAS THEN BEEN SHUNTED INTOV3.

.

221224679	Thursday	EASTERN AVENUE NEAR JUNCTION	Veh 1	Car	Stopping	NW to NE				
	29/09/2022	WITH BRIGHTON ROAD (A259),	Veh 2	M/C < 125 cc	Wait go ahead held	NE to SW	Dri	M	49	Slight
R1: U	1235 hrs	SHOREHAM-BY-SEA, WEST SUSSEX								
R2: A 259	Daylight:street lights present									
E 522,117	Dry									
N 105,142	Fine without high winds									
	30 mph									

V2 RAN INTO V2 WAITING @ RED ATS

221234948	Wednesday	BRIGHTON ROAD (A259) NEAR	Veh 1	Goods < 3.5t	Turning left	SW to W				
	26/10/2022	JUNCTION WITH NEW ROAD,	Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	56	Slight
R1: A 259	1430 hrs	SHOREHAM-BY-SEA, WEST SUSSEX								
R2: U	Daylight:street lights present									
E 521,933	Dry									
N 105,109	Fine without high winds									
	30 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to signal/Misleading signal	Vehicle 1	Possible
5th:	Failed to judge other persons path or speed	Vehicle 2	Possible
6th:	Following too close	Vehicle 2	Possible

V1 TRAVELLING EASTBOUND ON THE A259 BRIGHTON ROAD, SHOREHAM, TURNING LEFT ONTO NEW ROAD, WHEN IN COLLISION WITH V2 WHICH WAS TRAVELLING EASTBOUND ON BRIGHTON ROAD.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

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

221241383 Thursday 10/11/2022 1900 hrs — BRIGHTON ROAD (A259) - 99 METRES FROM JUNCTION WITH EASTERN AVENUE,

Veh 1 Car U turn E to E
Veh 2 M/C < 125 cc Going ahead E to W Dri M 30 Slight

R1: A 259
E 522,212
N 105,144

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

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

V1 & V2 TRAVELLING W/B ON A259 BRIGHTON ROAD. V1 IS STOPPED DUE TO QUEUING TRAFFIC. V1 PERFORMS A U TURN TO HER RIGHT AS V2 IS FILTERING DOWN THE OFFSIDE. V1 AND V2 COLLIDE WITH EACH OTHER RESULTING IN THE RIDER OF V2 SUSTAINING MINOR INJURIES.

221253904 Saturday 10/12/2022 1145 hrs — BRUNSWICK ROAD AT JUNCTION WITH HAM ROAD, SHOREHAM-BY-SEA, WEST SUSSEX

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

R1: U
R2: U
E 521,743
N 105,255

Daylight:street lights present
Dry
Other
30 mph

V2 (BICYCLE) WAS TRAVELLING IN A SOUTHERLY DIRECTION ON BRUNSWICK ROAD, SHOREHAM BY SEA. V1 HAS PULLED OUT OF HAM ROAD ONTO BRUNSWICK ROAD AND COLLIDED WITH V2 AT THE JUNCTION, CAUSING MINOR INJURIES TO THE RIDER. V1 REFUSED TO EXCHANGE DETAILS.

231266651 Friday 13/01/2023 0735 hrs — EASTERN AVENUE AT JUNCTION WITH GORDON ROAD, SHOREHAM-BY-SEA, WEST SUSSEX

Veh 1 Car Turning right N to W
Veh 2 M/C > 500 cc Turning right W to S Dri M 30 Serious

R1: U
R2: U
E 522,288
N 105,293

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely

V1 WAS HEADING SOUTHBOUND ON EASTERN AVENUE, SHOREHAM BY SEA. V1 CONDUCTED A RIGHT TURN TOWARDS GORDON ROAD AND INTO THE PATH OF ONCOMING V2 (MOTORBIKE). V1 AND V2 HAVE COLLIDED.

Details of Personal Injury Accidents for Period - 01/09/2019 to 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

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:										

231310556 Tuesday 23/05/2023 1115 hrs — BRIGHTON ROAD (A259), SHOREHAM-BY-SEA, WEST SUSSEX

Veh 1	Car	O/take m/veh o/side	W	to	E			
Veh 2	Pedal cycle	Turning right	W	to	S	Dri	F	29 Slight

R1: A 259
Daylight:street lights present
E 522,776
Dry
N 105,083
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely

V2 CYCLIST TRAVELLING EASTBOUND ON BRIGHTON ROAD A259. CYCLIST WANTED TO CROSS ROAD TO USE PAVEMENT. AS V2 LOOKED BEHIND THEY HAVE SEEN A WHITE VEHICLE COMING UP BEHIND TRAVELLING SAME DIRECTION. V2 SIGNALLED TO TURN RIGHT, HOWEVER SIGNAL MINIMA
L, AS V2 TURNED V1 BEGAN TO OVERTAKE AND THEN DROVE INTO THE SIDE OF V2 CAUSING CYCLIST TO COME OFF BIKE AND LAND IN ROAD SUSTAINING INJURY. V1 DRIVER STOPPED AND OFFERED THEIR DETAILS HOWEVER V2 CYCLIST TOLD THEM TO LEAVE AND NO DETAILS WERE EX
HANGED. DRIVER HAD LEFT SCENE PRIOR TO POLICE ARRIVAL.

231313320 Thursday 25/05/2023 1725 hrs — BRIGHTON ROAD (A259) - 134 METRES FROM JUNCTION WITH EAST STREET, SHOREHAM-BY-SEA,

Veh 1	Car	Wait go ahead held	S	to	N			
Veh 2	Pedal cycle	Going ahead	E	to	W	Dri	M	55 Serious

R1: A 259
Daylight:street lights present
E 521,735
Dry
N 105,041
Fine without high winds
30 mph

V2 PEDAL CYCLIST WAS TRAVELLING WEST AT APPROX 18MPH, HE WAS PASSING SLOW MOVING TRAFFIC ON HIS OFFSIDE WHEN A VEHICLE CAME FROM HIS NEARSIDE INTO HIS PATH FROM A CARPARK, V2 APPLIED HIS BRAKES AND WENT OVER THE HANDLEBARS BUT NOT FULLY, HIS CHIN CON
NECTED WITH THE OFFSIDE A PILLAR OF V1 CAUSING INJURY TO HIS CHIN.

231316607 Thursday 08/06/2023 2213 hrs — EASTERN VENUE MIDDLE ROAD JUNCTION

Veh 1	Pedal cycle	Going ahead	W	to	E	Dri	M	15 Slight
Veh 2	Car	Going ahead	S	to	N			

R1: U
R2: U
Darkness: street lights present a
E 522,306
Dry
N 105,592
Fine without high winds
30 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Cyclist entering road from pavement	Vehicle 1	Very Likely

THIS IS A REPORT OF A TWO VEHICLE RTC WHERE V1 CYCLIST HAS GONE THROUGH JUNCTION WITHOUT LOOKING CAUSING V2 TO COLLIDE WITH HIM.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
231318864	Sunday	EASTERN AVENUE - 71 METRES FROM JUNCTION WITH DOLPHIN ROAD, SHOREHAM-BY-SEA, WEST	Veh 1	Car	U turn	W to W					
	11/06/2023		Veh 2	M/C < 125 cc	Going ahead	W to E	Dri	M	46	Slight	
R1: U	0020 hrs										
	Darkness: street lights present a										
E 522,271	Dry										
N 105,163	Fine without high winds										
	30 mph										

V1, IN LANE 1, COLLIDED WITH V2 WHICH WAS IN THE RIGHT FILTER LANE GOING INTO MCDONALDS WHEN COMPLETING A TURI IN THE ROAD DUE TO THE RAILWAY CROSSINGS BEING DOWN.

231322218	Saturday	BRIGHTON ROAD (A259) - 16 METRES FROM JUNCTION WITH NEW ROAD, SHOREHAM-BY-SEA,	Veh 1	Car	Going ahead RH bend	SW to E	Ped	F	28	Slight
	24/06/2023									
R1: A 259	0001 hrs									
R2: U	Darkness: street lighting unkno									
E 521,992	Dry									
N 105,126	Fine without high winds									
	30 mph									

C1 WAS STANDING AT THE BUS STOP NEAR THE DUKE OF WELLINGTON WHEN V1 HEADING EAST SUDDENLY PULLED INTO THE BUS STOP, CLIPPING C1. C1 LOST HER FOOTING AND FELL OVER. V1 DROVE OFF BEFORE C1 COULD TAKE ANY DETAILS.

231325495	Monday	BRIGHTON ROAD (A259) AT JUNCTION WITH EAST STREET, SHOREHAM-BY-SEA, WEST SUSSEX	Veh 1	Car	Going ahead	W to E	Ped	F	12	Slight
	03/07/2023									
R1: A 259	1710 hrs									
R2: U	Daylight:street lights present									
E 521,614	Dry									
N 104,992	Fine without high winds									
	30 mph									

Causation Factor:	**Participant:**	**Confidence:**
1st: Careless/Reckless/In a hurry	Casualty 1	Very Likely

C1 HAS GONE ACROSS IN FRONT OF TRAFFIC ON THE PELICAN CROSSING FROM EAST STREET OVER THE A259 GOING TOWARDS THE ADUR FERRY BRIDGE AS IT WAS CLEAR. C1 HAS FOLLOWED BUT NOT CHECKED IF IT WAS CLEAR OR PRESSED TO USE THE CROSSING AND VEHICLE HAS THEN COL
LIDED WITH HER ON THE NEARSIDE WING MIRROR. DRIVER OF VEHICLE SAID THAT THE PEDESTRIAN CROSSING WAS CLEAR AND A GREEN SIGNAL.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

Notes:

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

231349338 Tuesday 22/08/2023 1909 hrs — EASTERN AVENUE - 81 METRES FROM JUNCTION WITH ADUR DRIVE, SHOREHAM-BY-SEA, WEST

R1: U

Daylight:street lights present

E 522,296

Dry

N 105,455

Fine without high winds

30 mph

Veh 1	Car	Going ahead	S	to N	Dri	F	57	Slight
Veh 2	Car	O/take s/veh o/side	N	to S	FSP	F	19	Slight
Veh 2	Car	O/take s/veh o/side	N	to S	Dri	M	21	Serious
Veh 3	Car	Parked	0	to 0				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Distraction in vehicle	Vehicle 1	Possible

V1 TRAVELLING NORTH IN THE CENTRE OF THE ROAD. DRIVER HAS NOT SEEN V2. V2 TRAVELLING SOUTH AND ALREADY COMMITED IN TO PARKED CARS TO THE NEARSIDE. SPACE IN THE ROAD FOR TWO CARS TO TRAVELLING ADJACENT TO EACH OTHER SAFELY. V1 HITS V2. V2 HITS V3 WHIC
H IS PARKED.

231347948 Saturday 02/09/2023 1230 hrs — BRUNSWICK ROAD SHOREHAM BY SEA

R1: U

R2: U

Daylight:street lights present

E 521,722

Dry

N 105,229

Fine without high winds

30 mph

Veh 1	Car	Parked	0	to 0				
Veh 2	Pedal cycle	Going ahead	N	to S	Dri	M	49	Serious

DRIVER OF VEHICLE 1 OPENED CAR DOOR AND HIT CYCLIST. CYCLIST HIT CAR DOOR AND SUSTAINED A MINOR HEAD INJURY. CYCLIST TOOK DETAILS OF DRIVER AND MATTER DEALT WITH BETWEEN THEM. DRIVER OF VEHICLE 1 THEN FLAGGED POLICE DOEN TO MAKE THEM AWARE OF INCIDEN
T.

231353591 Thursday 14/09/2023 1700 hrs — HAM ROAD AT JUNCTION WITH BRUNSWICK ROAD, SHOREHAM-BY-SEA, WEST SUSSEX

R1: U

R2: U

Daylight:street lights present

E 521,743

Dry

N 105,256

Fine without high winds

30 mph

Veh 1	Car	Turning right	E	to N				
Veh 2	Pedal cycle	Turning right	S	to E	Dri	F	69	Serious

WHILST V2 WAS TURNING INTO HAM ROAD FROM BRUNSWICK ROAD, V1 HAS EXITED FROM HAM ROAD INTO THE BRUNSWICK ROAD INTO V2 CAUSING INJURY TO ITS RIDER AND DAMAGE TO THE V2 ITSELF.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("Brighton Road Shoreham by Sea (WSP)")

			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:											

231359090	Tuesday	EASTERN AVENUE AT JUNCTION	Veh 1	M/C < 50 cc	Going ahead RH bend	S	to E	Dri	M	52	Slight
	03/10/2023	WITH HAM ROAD,	Veh 2	Car	Turning right	E	to NW				
R1: U	1745 hrs	SHOREHAM-BY-SEA, WEST SUSSEX									
R2: U	Daylight:street lights present										
E 522,112	Dry										
N 105,187	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 2	Possible

VEHICLE 1 HAD TURNED INTO EASTERN AVENUE AT THE TRAFFIC LIGHTS AND FOLLOWED THE ROAD TOWARDS MCDONALDS. WHEN HE APPROACHED THE CORNER, WHICH IS MET WITH THE JUCTUON OF HAM ROAD VEHICLE 2 WAS TURNING RIGHT OFF EASTERN AVENUE TO HAM ROAD. VEHICLE 2 HAS
THEN DROVE INTO THE SIDE OF THE BIKE CAUSING THE DRIVER TO FALL OFF AND CAUSE DAMAGE TO THE VEHICLE AND INJURY TO THE RIDER.

231364303	Wednesday	EASTERN AVENUE - 140 METRES	Veh 1	M/C < 125 cc	Going ahead	E	to W	Dri	M	31	Slight
	18/10/2023	FROM JUNCTION WITH HAM ROAD,	Veh 1	M/C < 125 cc	Going ahead	E	to W	Ped	M	76	Serious
R1: U	1035 hrs	SHOREHAM-BY-SEA, WEST SUSSEX									
	Daylight:street lights present										
E 522,251	Wet/Damp										
N 105,164	Fine with high winds										
	30 mph										

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

V1 COLLIDED WITH PEDESTRIAN AT PEDESTRIAN CROSSING.

231367777	Friday	BRIGHTON ROAD (A259),	Veh 1	Goods > 7.5t	Going ahead	E	to W				
	27/10/2023	SHOREHAM-BY-SEA, WEST SUSSEX	Veh 2	Car	Stopping	E	to W	Dri	M	44	Slight
R1: A 259	1600 hrs										
	Daylight:street lights present										
E 522,437	Dry										
N 105,134	Fine without high winds										
	30 mph										

V2 WAS STOPPED IN A QUEUE OF TRAFFIC. V2 DRIVER HEARD AND FELT A BANG, LOOKED IN HIS REAR VIEW MIRROR AND SAW V1, A LORRY, RIGHT BEHIND.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
231376596	Tuesday	BRIGHTON ROAD SHOREHAM BY SEA	Veh 1	Car	Going ahead	E	to W				
	14/11/2023		Veh 2	Car	Stopping	E	to W	FSP	F	49	Slight
R1: A 259	1502 hrs		Veh 2	Car	Stopping	E	to W	Dri	M	55	Slight
	Daylight:street lights present										
E 522,004	Dry										
N 105,121	Fine without high winds										
	30 mph										

V.2 WAS DRIVING WEST ON THE BRIGHTON ROAD, AND BEGAN TO SLOW TO A STOP. V.1 DROVE INTO THE BACK OF V.2. DETAILS WERE EXCHANGED. DRIVER AND PASSENGER OF V.2 SUSTAINED INJURIES.

231377820	Wednesday	BRIGHTON ROAD (A259) AT JUNCTION WITH EASTERN AVENUE, SHOREHAM-BY-SEA, WEST SUSSEX	Veh 1	Car	Turning right	E	to N				
	22/11/2023		Veh 2	Pedal cycle	Starting	W	to E	Dri	F	38	Serious
R1: A 259	1648 hrs										
R2: U	Darkness: street lights present a										
E 522,112	Wet/Damp										
N 105,138	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely

V1 WAS TRAVELLING WEST ON THE BRIGHTON ROAD TURNING RIGHT INTO EASTERN AVENUE. V2 WAS TRAVELLING EASTBOUND ON BRIGHTON ROAD V1 TURNS RIGHTS ACROSS PATH OF V2 AND COLLIDES WITH V2

231379547	Saturday	EAST STREET - 42 METRES FROM JUNCTION WITH BRIGHTON ROAD (A259), SHOREHAM-BY-SEA, WEST	Veh 1		Going ahead	N	to S	Ped	F	71	Serious
	25/11/2023										
R1: U	1300 hrs										
	Daylight:street lights present										
E 521,619	Dry										
N 105,034	Fine without high winds										
	20 mph										

C1 WAS LOOKING AROUND AT MARKET STALLS. V1 IS A MOBILITY SCOOTER BEING DRIVEN BEHIND C1. V1 HIT C1 FROM BEHIND WHERE C1 WAS PUSHED FORWARD FALLING TO THE GROUND. V1 DRIVER LOOKED PANICKED AND THE MOBILITY SCOOTER LUNGED FORWARD AND RUN OVER C1 CAUSING A
FRACTURE TO THE LEFT LEG.

Details of Personal Injury Accidents for Period - **01/09/2019** **to** **31/08/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents ~~within selected Polygons -susse 2024 all requests ("Brighton~~ Road Shoreham by Sea (WSP)")

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
	Date										
Road No. **2nd Road No.**	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
241411291	Tuesday	BRIGHTON ROAD (A259) AT	Veh 1	Car	Going ahead	N	to S	Dri	M	79	Slight
	16/01/2024	JUNCTION WITH NEW ROAD,	Veh 2	M/C < 125 cc	Going ahead	W	to E	Dri	M	25	Slight
R1: A 259	0910 hrs	SHOREHAM-BY-SEA, WEST SUSSEX									
R2: U	Daylight:street lights present										
E 521,945	Dry										
N 105,106	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 2	Possible

V1 EMERGED FROM NEW ROAD, TO CROSS BRIGHTON ROAD IN A SOUTHERLY DIRECTION ONTO SURRY HARD. V2, TRAVELLING EASTBOUND ON A259 BRIGHTON ROAD, COLLIDED WITH OFFSIDE OF V1.

241409107	Monday	HAM ROAD NEAR JUNCTION WITH	Veh 1	Car	Turning left	N	to E	Ped	F	52	Slight
	12/02/2024	BRUNSWICK ROAD,									
R1: U	1300 hrs	SHOREHAM-BY-SEA, WEST SUSSEX									
R2: U	Daylight:street lights present										
E 521,749	Dry										
N 105,258	Fine without high winds										
	30 mph										

P1 CROSSING HAM ROAD. V1 TRAVELLING SOUTH DOWN BRUNSWICK ROAD ALLEGEDLY NOT INDICATING LEFT. P1 BEGAN TO CROSS AS V1 TURNED LEFT AND COLLIDED WITH P1.

241458594	Friday	BRIGHTON ROAD (A259),	Veh 1	Car	Going ahead	E	to W	Ped	M	35	Serious
	21/06/2024	SHOREHAM-BY-SEA, WEST SUSSEX									
R1: A 259	2130 hrs										
	Darkness: street lights present a										
E 522,389	Dry										
N 105,137	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Other	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible

PEDESTRIAN (ROAD WORKER) WAS PUSHING A LINE PAINTER ALONG BRIGHTON ROAD, SHOREHAM-BY-SEA ACROSS FROM HALFORDS. V1 HAS HIT THE TROLLEY (PRAM) WHICH HAS PUSHED INTO PEDESTRIANS HAND CAUSING A CUT TO HIS RIGHT HAND. V1 DRIVER HAS CONTINUED ON AND FAI
LED TO STOP TO EXCHANGE DETAILS. A CO-WORKER HAS FOLLOWED V1 AND TOOK A PHOTO OF THE REGISTRATION.

Appendix D

TRAFFIC SURVEY RESULTS

Survey results can be supplied on request

Appendix E

SITE ACCESS ASSESSMENT RESULTS

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access Junction.j10
Path: \\uk.wspgroup.com\central data\Projects\70118xxx\70118838 - Kwik-Fit, Brighton Road, Shoreham\03 WIP\TP Transport Planning\01 Analysis & Calcs\Junctions 10
Report generation date: 07/01/2025 13:41:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Observed									
Stream B-AC	D1	0.0	11.88	0.03	B	D2	0.0	11.58	0.04	B
Stream C-B		0.0	6.45	0.03	A		0.0	6.18	0.01	A
	2029 DM									
Stream B-AC	D3	0.0	13.72	0.04	B	D4	0.0	13.68	0.05	B
Stream C-B		0.0	6.90	0.03	A		0.0	6.79	0.01	A
	2029 DS									
Stream B-AC	D5	0.1	12.49	0.06	B	D6	0.1	13.46	0.06	B
Stream C-B		0.0	6.87	0.03	A		0.0	6.90	0.03	A
	2032 DM									
Stream B-AC	D7	0.0	13.67	0.04	B	D8	0.1	13.79	0.05	B
Stream C-B		0.0	6.98	0.03	A		0.0	6.89	0.01	A
	2032 DS									
Stream B-AC	D9	0.1	12.80	0.07	B	D10	0.1	13.81	0.06	B
Stream C-B		0.0	7.02	0.04	A		0.0	6.98	0.03	A

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

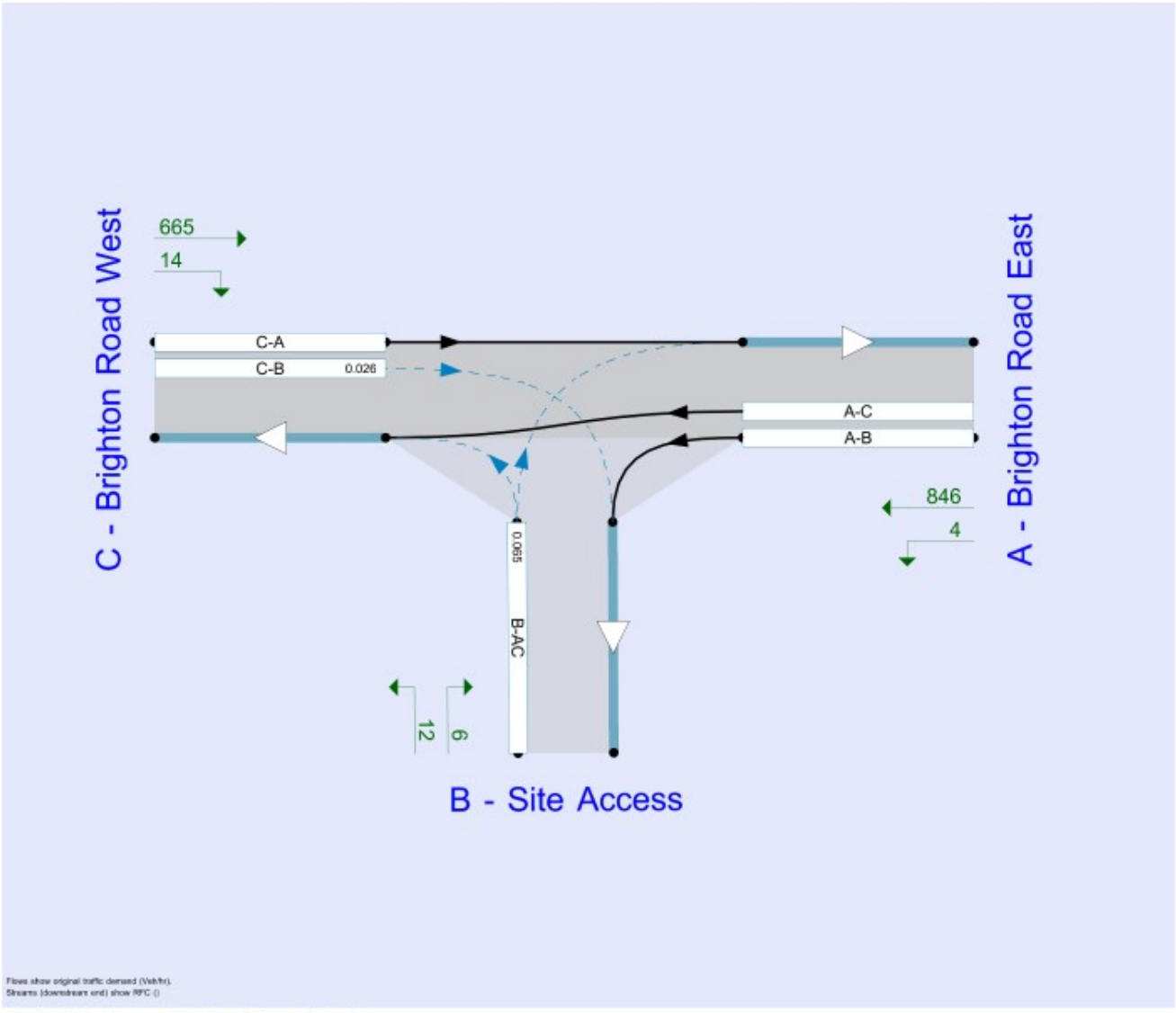
File summary

File Description

Title	Site Access Junction
Location	Shoreham-by-Sea
Site number	
Date	07/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	70118838
Enumerator	CORP\UKCXW059
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	07:45	09:15	90	15	✓
D2	2024 Observed	PM	FLAT	15:45	17:15	90	15	✓
D3	2029 DM	AM	FLAT	07:45	09:15	90	15	✓
D4	2029 DM	PM	FLAT	15:45	17:15	90	15	✓
D5	2029 DS	AM	FLAT	07:45	09:15	90	15	✓
D6	2029 DS	PM	FLAT	15:45	17:15	90	15	✓
D7	2032 DM	AM	FLAT	07:45	09:15	90	15	✓
D8	2032 DM	PM	FLAT	15:45	17:15	90	15	✓
D9	2032 DS	AM	FLAT	07:45	09:15	90	15	✓
D10	2032 DS	PM	FLAT	15:45	17:15	90	15	✓

Analysis Set Details

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

2024 Observed , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

Arms

Arms

Arm	Name	Description	Arm type
A	Brighton Road East		Major
B	Site Access		Minor
C	Brighton Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Brighton Road West	6.00		✓	3.50	215.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.20	17	14

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	451	0.082	0.208	0.131	0.296
B-C	582	0.089	0.226	-	-
C-B	797	0.309	0.309	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	561	100.000
B - Site Access		FLAT	✓	10	100.000
C - Brighton Road West		FLAT	✓	776	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	6	555
	B - Site Access	2	0	8
	C - Brighton Road West	760	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	9
	B - Site Access	50	0	0
	C - Brighton Road West	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	11.88	0.0	B	10	15
C-A					760	1140
C-B	0.03	6.45	0.0	A	16	24
A-B					6	9
A-C					555	833

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.874	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.446	A
A-B	6	2			6				
A-C	555	139			555				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.884	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	555	139			555				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.884	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	555	139			555				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.884	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	555	139			555				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.884	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	555	139			555				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	313	0.032	10	0.0	0.0	11.884	B
C-A	760	190			760				
C-B	16	4	574	0.028	16	0.0	0.0	6.449	A
A-B	6	2			6				
A-C	555	139			555				

2024 Observed , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

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)	Run automatically
D2	2024 Observed	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	664	100.000
B - Site Access		FLAT	✓	13	100.000
C - Brighton Road West		FLAT	✓	582	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	3	661
	B - Site Access	5	0	8
	C - Brighton Road West	576	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	2
	B - Site Access	0	0	0
	C - Brighton Road West	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	11.58	0.0	B	13	20
C-A					576	864
C-B	0.01	6.18	0.0	A	6	9
A-B					3	5
A-C					661	992

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.573	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.584	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.584	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.584	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.584	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	324	0.040	13	0.0	0.0	11.584	B
C-A	576	144			576				
C-B	6	2	588	0.010	6	0.0	0.0	6.183	A
A-B	3	0.75			3				
A-C	661	165			661				

2029 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

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)	Run automatically
D3	2029 DM	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	680	100.000
B - Site Access		FLAT	✓	10	100.000
C - Brighton Road West		FLAT	✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	6	674
	B - Site Access	2	0	8
	C - Brighton Road West	888	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	8
	B - Site Access	50	0	0
	C - Brighton Road West	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	13.72	0.0	B	10	15
C-A					888	1332
C-B	0.03	6.90	0.0	A	17	26
A-B					6	9
A-C					674	1011

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.705	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.902	A
A-B	6	2			6				
A-C	674	169			674				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.720	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.905	A
A-B	6	2			6				
A-C	674	169			674				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.720	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.905	A
A-B	6	2			6				
A-C	674	169			674				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.720	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.905	A
A-B	6	2			6				
A-C	674	169			674				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.720	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.905	A
A-B	6	2			6				
A-C	674	169			674				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	3	272	0.037	10	0.0	0.0	13.720	B
C-A	888	222			888				
C-B	17	4	538	0.032	17	0.0	0.0	6.905	A
A-B	6	2			6				
A-C	674	169			674				

2029 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.14	A

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)	Run automatically
D4	2029 DM	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	829	100.000
B - Site Access		FLAT	✓	13	100.000
C - Brighton Road West		FLAT	✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	3	826
	B - Site Access	5	0	8
	C - Brighton Road West	648	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	2
	B - Site Access	0	0	0
	C - Brighton Road West	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	13.68	0.0	B	13	20
C-A					648	972
C-B	0.01	6.79	0.0	A	6	9
A-B					3	5
A-C					826	1239

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.658	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.790	A
A-B	3	0.75			3				
A-C	826	207			826				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.677	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.790	A
A-B	3	0.75			3				
A-C	826	207			826				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.677	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.792	A
A-B	3	0.75			3				
A-C	826	207			826				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.677	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.792	A
A-B	3	0.75			3				
A-C	826	207			826				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.677	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.792	A
A-B	3	0.75			3				
A-C	826	207			826				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	276	0.047	13	0.0	0.0	13.677	B
C-A	648	162			648				
C-B	6	2	536	0.011	6	0.0	0.0	6.792	A
A-B	3	0.75			3				
A-C	826	207			826				

2029 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

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)	Run automatically
D5	2029 DS	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	681	100.000
B - Site Access		FLAT	✓	20	100.000
C - Brighton Road West		FLAT	✓	907	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	7	674
	B - Site Access	3	0	17
	C - Brighton Road West	888	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	8
	B - Site Access	37	0	0
	C - Brighton Road West	6	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	12.49	0.1	B	20	30
C-A					888	1332
C-B	0.03	6.87	0.0	A	19	29
A-B					7	11
A-C					674	1011

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.0	0.1	12.463	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.865	A
A-B	7	2			7				
A-C	674	169			674				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.1	0.1	12.486	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.867	A
A-B	7	2			7				
A-C	674	169			674				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.1	0.1	12.486	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.867	A
A-B	7	2			7				
A-C	674	169			674				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.1	0.1	12.486	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.867	A
A-B	7	2			7				
A-C	674	169			674				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.1	0.1	12.486	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.867	A
A-B	7	2			7				
A-C	674	169			674				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	308	0.065	20	0.1	0.1	12.486	B
C-A	888	222			888				
C-B	19	5	543	0.035	19	0.0	0.0	6.867	A
A-B	7	2			7				
A-C	674	169			674				

2029 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

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)	Run automatically
D6	2029 DS	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	830	100.000
B - Site Access		FLAT	✓	18	100.000
C - Brighton Road West		FLAT	✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	4	826
	B - Site Access	6	0	12
	C - Brighton Road West	648	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	2
	B - Site Access	0	0	0
	C - Brighton Road West	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	13.46	0.1	B	18	27
C-A					648	972
C-B	0.03	6.90	0.0	A	14	21
A-B					4	6
A-C					826	1239

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.0	0.1	13.432	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.895	A
A-B	4	1			4				
A-C	826	207			826				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.1	0.1	13.456	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.898	A
A-B	4	1			4				
A-C	826	207			826				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.1	0.1	13.456	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.898	A
A-B	4	1			4				
A-C	826	207			826				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.1	0.1	13.456	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.898	A
A-B	4	1			4				
A-C	826	207			826				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.1	0.1	13.456	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.898	A
A-B	4	1			4				
A-C	826	207			826				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	286	0.063	18	0.1	0.1	13.456	B
C-A	648	162			648				
C-B	14	4	536	0.026	14	0.0	0.0	6.898	A
A-B	4	1			4				
A-C	826	207			826				

2032 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.17	A

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)	Run automatically
D7	2032 DM	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	698	100.000
B - Site Access		FLAT	✓	11	100.000
C - Brighton Road West		FLAT	✓	929	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	7	691
	B - Site Access	2	0	9
	C - Brighton Road West	912	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	8
	B - Site Access	50	0	0
	C - Brighton Road West	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	13.67	0.0	B	11	16
C-A					912	1368
C-B	0.03	6.98	0.0	A	17	26
A-B					7	11
A-C					691	1037

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.655	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.978	A
A-B	7	2			7				
A-C	691	173			691				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.673	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.980	A
A-B	7	2			7				
A-C	691	173			691				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.673	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.980	A
A-B	7	2			7				
A-C	691	173			691				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.673	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.980	A
A-B	7	2			7				
A-C	691	173			691				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.673	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.980	A
A-B	7	2			7				
A-C	691	173			691				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	274	0.040	11	0.0	0.0	13.673	B
C-A	912	228			912				
C-B	17	4	533	0.032	17	0.0	0.0	6.980	A
A-B	7	2			7				
A-C	691	173			691				

2032 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.15	A

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)	Run automatically
D8	2032 DM	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	849	100.000
B - Site Access		FLAT	✓	14	100.000
C - Brighton Road West		FLAT	✓	672	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	3	846
	B - Site Access	5	0	9
	C - Brighton Road West	665	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	2
	B - Site Access	0	0	0
	C - Brighton Road West	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	13.79	0.1	B	14	21
C-A					665	998
C-B	0.01	6.89	0.0	A	7	11
A-B					3	5
A-C					846	1269

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.0	0.1	13.766	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.885	A
A-B	3	0.75			3				
A-C	846	212			846				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.1	0.1	13.789	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.885	A
A-B	3	0.75			3				
A-C	846	212			846				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.1	0.1	13.789	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.885	A
A-B	3	0.75			3				
A-C	846	212			846				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.1	0.1	13.789	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.887	A
A-B	3	0.75			3				
A-C	846	212			846				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.1	0.1	13.789	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.887	A
A-B	3	0.75			3				
A-C	846	212			846				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	275	0.051	14	0.1	0.1	13.789	B
C-A	665	166			665				
C-B	7	2	530	0.013	7	0.0	0.0	6.887	A
A-B	3	0.75			3				
A-C	846	212			846				

2032 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.24	A

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)	Run automatically
D9	2032 DS	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	698	100.000
B - Site Access		FLAT	✓	20	100.000
C - Brighton Road West		FLAT	✓	932	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	7	691
	B - Site Access	3	0	17
	C - Brighton Road West	912	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	8
	B - Site Access	37	0	0
	C - Brighton Road West	6	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	12.80	0.1	B	20	30
C-A					912	1368
C-B	0.04	7.02	0.0	A	20	30
A-B					7	11
A-C					691	1037

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.0	0.1	12.772	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.018	A
A-B	7	2			7				
A-C	691	173			691				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.1	0.1	12.800	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.021	A
A-B	7	2			7				
A-C	691	173			691				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.1	0.1	12.800	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.021	A
A-B	7	2			7				
A-C	691	173			691				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.1	0.1	12.800	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.021	A
A-B	7	2			7				
A-C	691	173			691				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.1	0.1	12.800	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.021	A
A-B	7	2			7				
A-C	691	173			691				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	301	0.066	20	0.1	0.1	12.800	B
C-A	912	228			912				
C-B	20	5	533	0.038	20	0.0	0.0	7.021	A
A-B	7	2			7				
A-C	691	173			691				

2032 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

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)	Run automatically
D10	2032 DS	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road East		FLAT	✓	850	100.000
B - Site Access		FLAT	✓	18	100.000
C - Brighton Road West		FLAT	✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	4	846
	B - Site Access	6	0	12
	C - Brighton Road West	665	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Brighton Road East	B - Site Access	C - Brighton Road West
From	A - Brighton Road East	0	0	2
	B - Site Access	0	0	0
	C - Brighton Road West	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	13.81	0.1	B	18	27
C-A					665	998
C-B	0.03	6.98	0.0	A	14	21
A-B					4	6
A-C					846	1269

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.0	0.1	13.780	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.980	A
A-B	4	1			4				
A-C	846	212			846				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.1	0.1	13.808	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.982	A
A-B	4	1			4				
A-C	846	212			846				

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.1	0.1	13.808	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.982	A
A-B	4	1			4				
A-C	846	212			846				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.1	0.1	13.808	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.982	A
A-B	4	1			4				
A-C	846	212			846				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.1	0.1	13.808	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.982	A
A-B	4	1			4				
A-C	846	212			846				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	5	279	0.065	18	0.1	0.1	13.808	B
C-A	665	166			665				
C-B	14	4	529	0.026	14	0.0	0.0	6.982	A
A-B	4	1			4				
A-C	846	212			846				

Appendix F

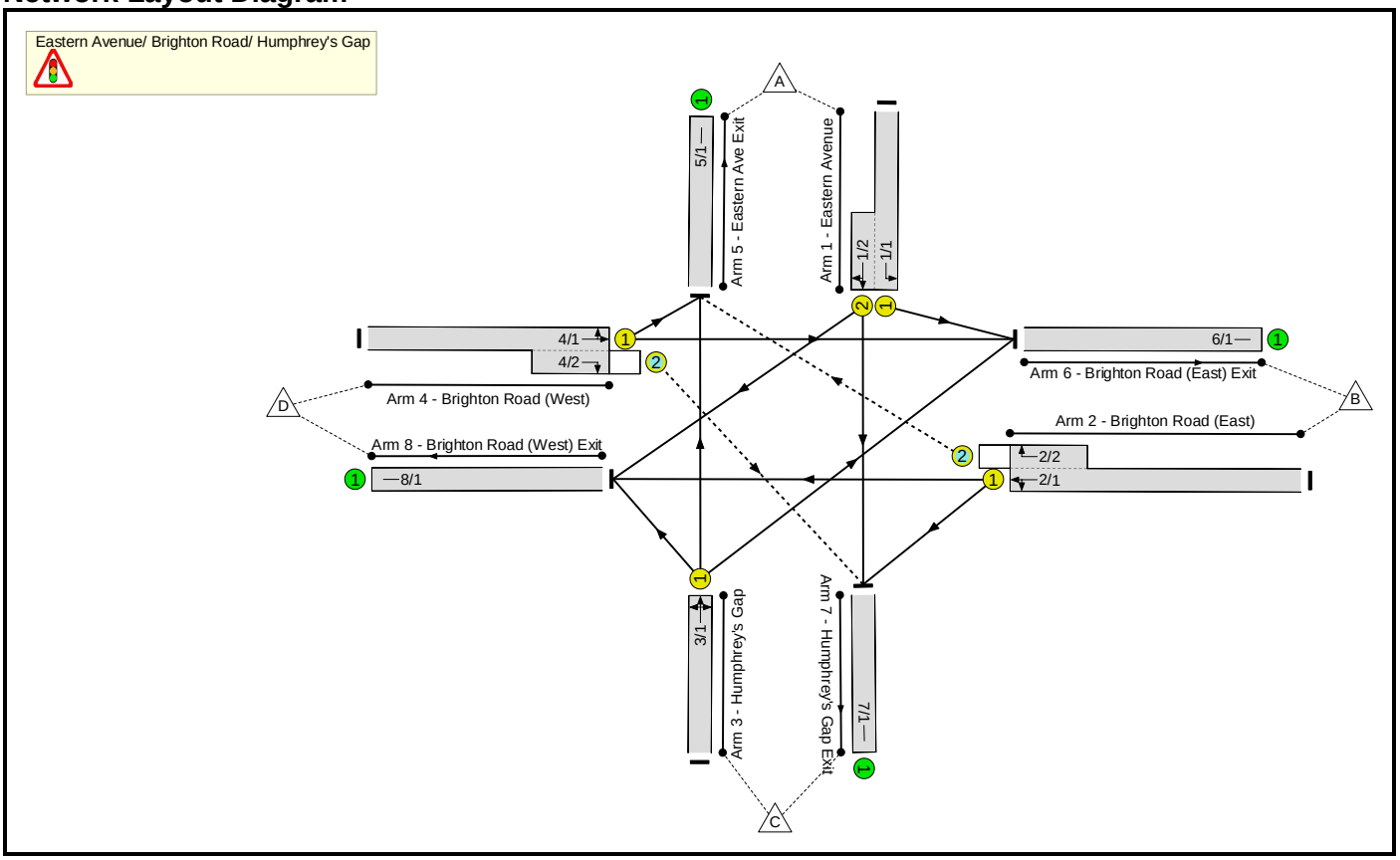
BRIGHTON ROAD / EASTERN AVENUE ASSESSMENT RESULTS

Full Input Data And Results

User and Project Details

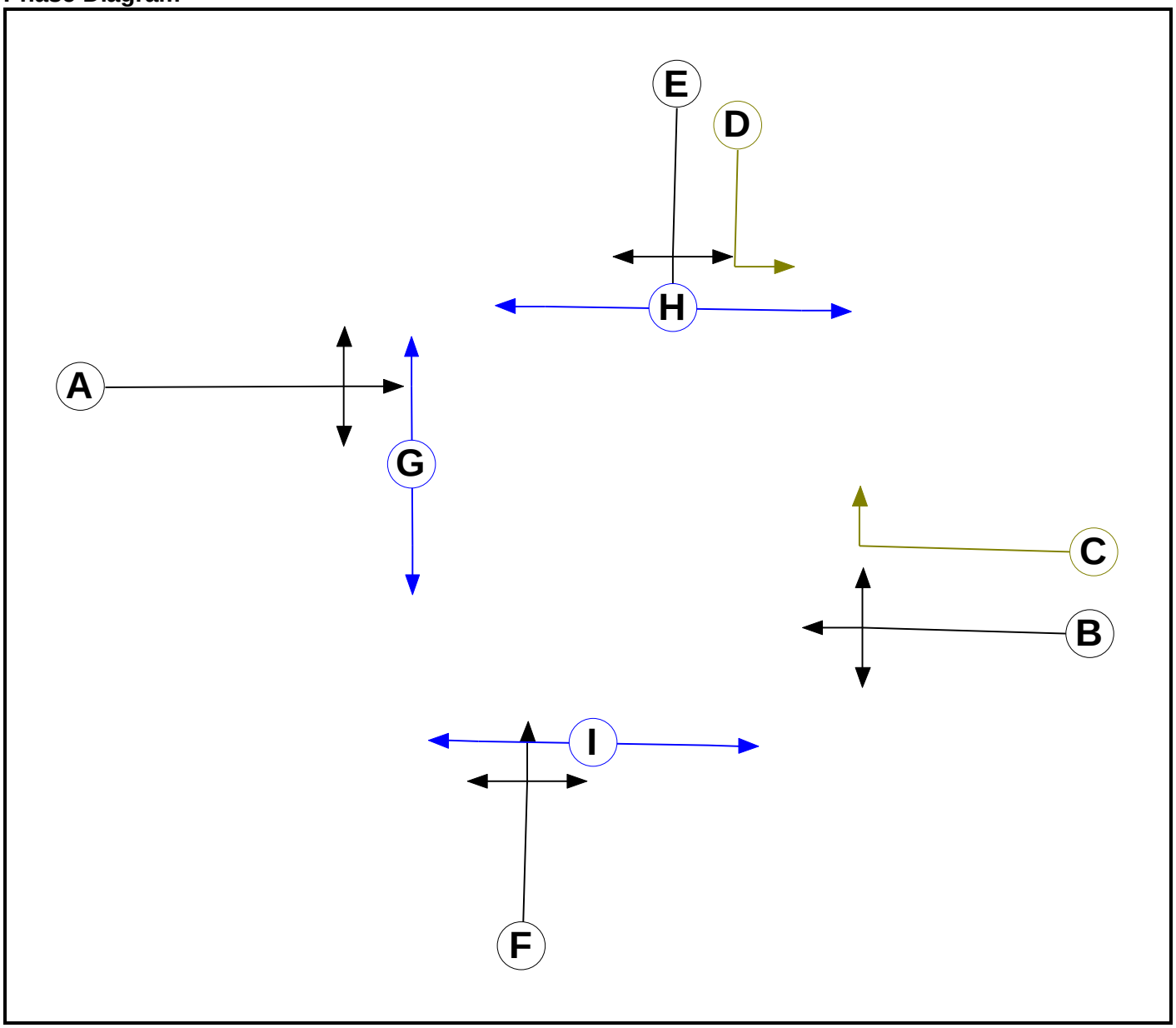
Project:	
Title:	
Location:	
Additional detail:	
File name:	Brighton Road_Eastern Avenue_Humphrey's Gap Revised.lsg3x
Author:	
Company:	
Address:	

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	Filter	B	4	4
D	Filter	E	4	0
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Full Input Data And Results

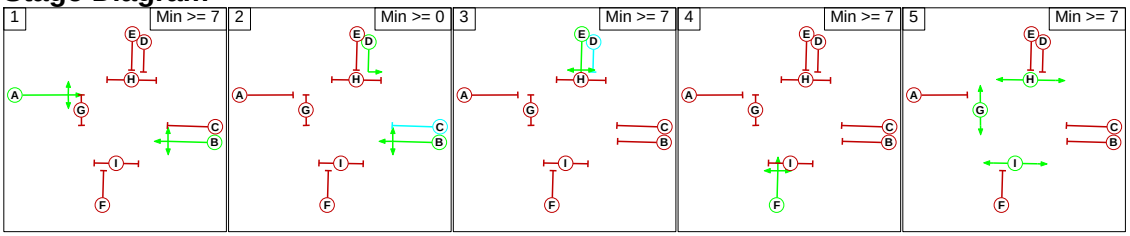
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	5	6	6	5	5	7	7
	B	-		-	-	5	5	7	5	5
	C	5	-		-	5	5	-	5	-
	D	5	-	-		-	5	-	5	-
	E	5	5	5	-		5	7	5	5
	F	5	5	5	5	5		7	7	7
	G	10	10	10	10	10	10		-	-
	H	10	10	10	10	10	10	-		-
	I	9	9	9	9	9	9	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B D
3	E
4	F
5	G H I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		6	6	5	7
	2	X		5	X	X
	3	5	5		5	7
	4	5	5	5		7
	5	10	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Brighton Road (East))	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
4/2 (Brighton Road (West))	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: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	U	E D	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 6 Left	10.00
1/2 (Eastern Avenue)	U	E	2	3	5.0	User	1987	-	-	-	-	-
2/1 (Brighton Road (East))	U	B	2	3	60.0	User	2074	-	-	-	-	-
2/2 (Brighton Road (East))	O	B C	2	3	5.0	Geom	-	3.15	0.00	Y	Arm 5 Right	12.70
3/1 (Humphrey's Gap)	U	F	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	13.00
											Arm 8 Left	6.20
4/1 (Brighton Road (West))	U	A	2	3	60.0	User	2164	-	-	-	-	-
4/2 (Brighton Road (West))	O	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 7 Right	11.60
5/1 (Eastern Ave Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Brighton Road (East) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Humphrey's Gap Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Brighton Road (West) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Observed'	08:15	09:15	01:00	
2: '2024 Observed'	16:00	17:00	01:00	
3: '2029 DM'	08:15	09:15	01:00	
4: '2029 DM'	16:00	17:00	01:00	
5: '2029 DS'	08:15	09:15	01:00	
6: '2029 DS'	16:00	17:00	01:00	
7: '2032 DM'	08:15	09:15	01:00	
8: '2032 DM'	16:00	17:00	01:00	
9: '2032 DS'	08:15	09:15	01:00	
10: '2032 DS'	16:00	17:00	01:00	

Scenario 1: '2024 Observed AM' (FG1: '2024 Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	137	4	87	228
	B	95	0	4	459	558
	C	1	2	0	5	8
	D	96	637	6	0	739
	Tot.	192	776	14	551	1533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Observed AM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	228(In) 137(Out)
1/2 (short)	91
2/1 (with short)	558(In) 463(Out)
2/2 (short)	95
3/1	8
4/1 (with short)	739(In) 733(Out)
4/2 (short)	6
5/1	192
6/1	776
7/1	14
8/1	551

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	12.5 %	1708	1708
				Arm 6 Right	13.00	25.0 %		
				Arm 8 Left	6.20	62.5 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Observed PM' (FG2: '2024 Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	104	1	98	203
	B	0	0	1	554	555
	C	18	6	0	7	31
	D	85	459	1	0	545
	Tot.	103	569	3	659	1334

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Observed PM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	203(In) 104(Out)
1/2 (short)	99
2/1 (with short)	555(In) 555(Out)
2/2 (short)	0
3/1	31
4/1 (with short)	545(In) 544(Out)
4/2 (short)	1
5/1	103
6/1	569
7/1	3
8/1	659

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	0.0 %	1930	1930
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	58.1 %	1871	1871
				Arm 6 Right	13.00	19.4 %		
				Arm 8 Left	6.20	22.6 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2029 DM AM' (FG3: '2029 DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	151	26	102	279
	B	124	0	13	538	675
	C	13	26	0	27	66
	D	112	728	52	0	892
	Tot.	249	905	91	667	1912

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2029 DM AM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	279(In) 151(Out)
1/2 (short)	128
2/1 (with short)	675(In) 551(Out)
2/2 (short)	124
3/1	66
4/1 (with short)	892(In) 840(Out)
4/2 (short)	52
5/1	249
6/1	905
7/1	91
8/1	667

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	19.7 %	1761	1761
				Arm 6 Right	13.00	39.4 %		
				Arm 8 Left	6.20	40.9 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2029 DM PM ' (FG4: '2029 DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	15	113	255
	B	123	0	24	678	825
	C	21	20	0	18	59
	D	100	506	64	0	670
	Tot.	244	653	103	809	1809

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2029 DM PM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	255(In) 127(Out)
1/2 (short)	128
2/1 (with short)	825(In) 702(Out)
2/2 (short)	123
3/1	59
4/1 (with short)	670(In) 606(Out)
4/2 (short)	64
5/1	244
6/1	653
7/1	103
8/1	809

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	35.6 %	1811	1811
				Arm 6 Right	13.00	33.9 %		
				Arm 8 Left	6.20	30.5 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2029 DS AM' (FG5: '2029 DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	151	26	102	279
	B	125	0	13	546	684
	C	13	26	0	27	66
	D	112	731	52	0	895
	Tot.	250	908	91	675	1924

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2029 DS AM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	279(In) 151(Out)
1/2 (short)	128
2/1 (with short)	684(In) 559(Out)
2/2 (short)	125
3/1	66
4/1 (with short)	895(In) 843(Out)
4/2 (short)	52
5/1	250
6/1	908
7/1	91
8/1	675

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	19.7 %	1761	1761
				Arm 6 Right	13.00	39.4 %		
				Arm 8 Left	6.20	40.9 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2029 DS PM' (FG6: '2029 DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	128	15	113	256
	B	123	0	24	681	828
	C	21	20	0	18	59
	D	100	514	64	0	678
	Tot.	244	662	103	812	1821

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2029 DS PM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	256(In) 128(Out)
1/2 (short)	128
2/1 (with short)	828(In) 705(Out)
2/2 (short)	123
3/1	59
4/1 (with short)	678(In) 614(Out)
4/2 (short)	64
5/1	244
6/1	662
7/1	103
8/1	812

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	35.6 %	1811	1811
				Arm 6 Right	13.00	33.9 %		
				Arm 8 Left	6.20	30.5 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2032 DM AM' (FG7: '2032 DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	26	104	285
	B	127	0	13	553	693
	C	13	26	0	27	66
	D	115	748	53	0	916
	Tot.	255	929	92	684	1960

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2032 DM AM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	285(In) 155(Out)
1/2 (short)	130
2/1 (with short)	693(In) 566(Out)
2/2 (short)	127
3/1	66
4/1 (with short)	916(In) 863(Out)
4/2 (short)	53
5/1	255
6/1	929
7/1	92
8/1	684

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	19.7 %	1761	1761
				Arm 6 Right	13.00	39.4 %		
				Arm 8 Left	6.20	40.9 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2032 DM PM' (FG8: '2032 DM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	131	15	116	262
	B	126	0	24	695	845
	C	22	21	0	19	62
	D	103	520	64	0	687
	Tot.	251	672	103	830	1856

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2032 DM PM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	262(In) 131(Out)
1/2 (short)	131
2/1 (with short)	845(In) 719(Out)
2/2 (short)	126
3/1	62
4/1 (with short)	687(In) 623(Out)
4/2 (short)	64
5/1	251
6/1	672
7/1	103
8/1	830

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	35.5 %	1810	1810
				Arm 6 Right	13.00	33.9 %		
				Arm 8 Left	6.20	30.6 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2032 DS AM' (FG9: '2032 DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	155	26	104	285
	B	128	0	13	560	701
	C	13	26	0	27	66
	D	115	750	53	0	918
	Tot.	256	931	92	691	1970

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2032 DS AM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	285(In) 155(Out)
1/2 (short)	130
2/1 (with short)	701(In) 573(Out)
2/2 (short)	128
3/1	66
4/1 (with short)	918(In) 865(Out)
4/2 (short)	53
5/1	256
6/1	931
7/1	92
8/1	691

Full Input Data And Results

Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	19.7 %	1761	1761
				Arm 6 Right	13.00	39.4 %		
				Arm 8 Left	6.20	40.9 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2032 DS PM' (FG10: '2032 DS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	131	15	116	262
	B	126	0	24	698	848
	C	22	21	0	19	62
	D	103	528	64	0	695
	Tot.	251	680	103	833	1867

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2032 DS PM
Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap	
1/1 (with short)	262(In) 131(Out)
1/2 (short)	131
2/1 (with short)	848(In) 722(Out)
2/2 (short)	126
3/1	62
4/1 (with short)	695(In) 631(Out)
4/2 (short)	64
5/1	251
6/1	680
7/1	103
8/1	833

Full Input Data And Results

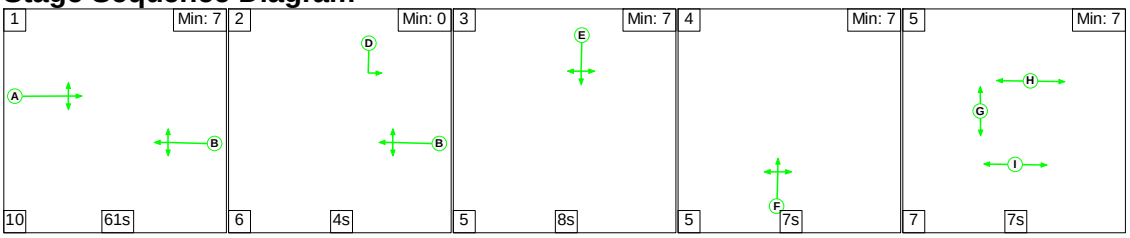
Lane Saturation Flows

Junction: Eastern Avenue/ Brighton Road/ Humphrey's Gap

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 (Eastern Avenue)	3.30	0.00	Y	Arm 6 Left	10.00	100.0 %	1691	1691
1/2 (Eastern Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1987	1987
2/1 (Brighton Road (East) Lane 1)	This lane uses a directly entered Saturation Flow						2074	2074
2/2 (Brighton Road (East))	3.15	0.00	Y	Arm 5 Right	12.70	100.0 %	1726	1726
3/1 (Humphrey's Gap)	4.00	0.00	Y	Arm 5 Ahead	Inf	35.5 %	1810	1810
				Arm 6 Right	13.00	33.9 %		
				Arm 8 Left	6.20	30.6 %		
4/1 (Brighton Road (West) Lane 1)	This lane uses a directly entered Saturation Flow						2164	2164
4/2 (Brighton Road (West))	3.00	0.00	Y	Arm 7 Right	11.60	100.0 %	1696	1696
5/1 (Eastern Ave Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Brighton Road (East) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Humphrey's Gap Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Brighton Road (West) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 Observed AM' (FG1: '2024 Observed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

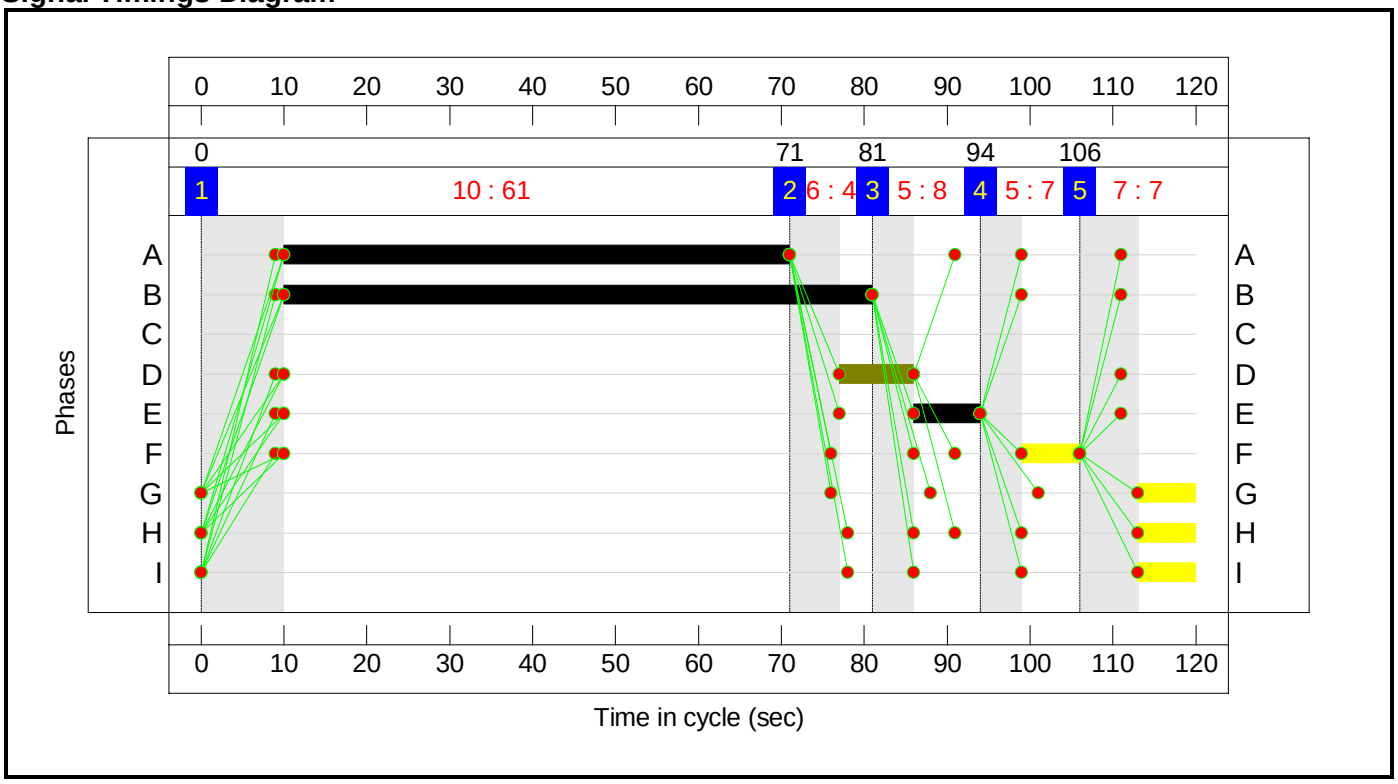


Stage Timings

Stage	1	2	3	4	5
Duration	61	4	8	7	7
Change Point	0	71	81	94	106

Full Input Data And Results

Signal Timings Diagram



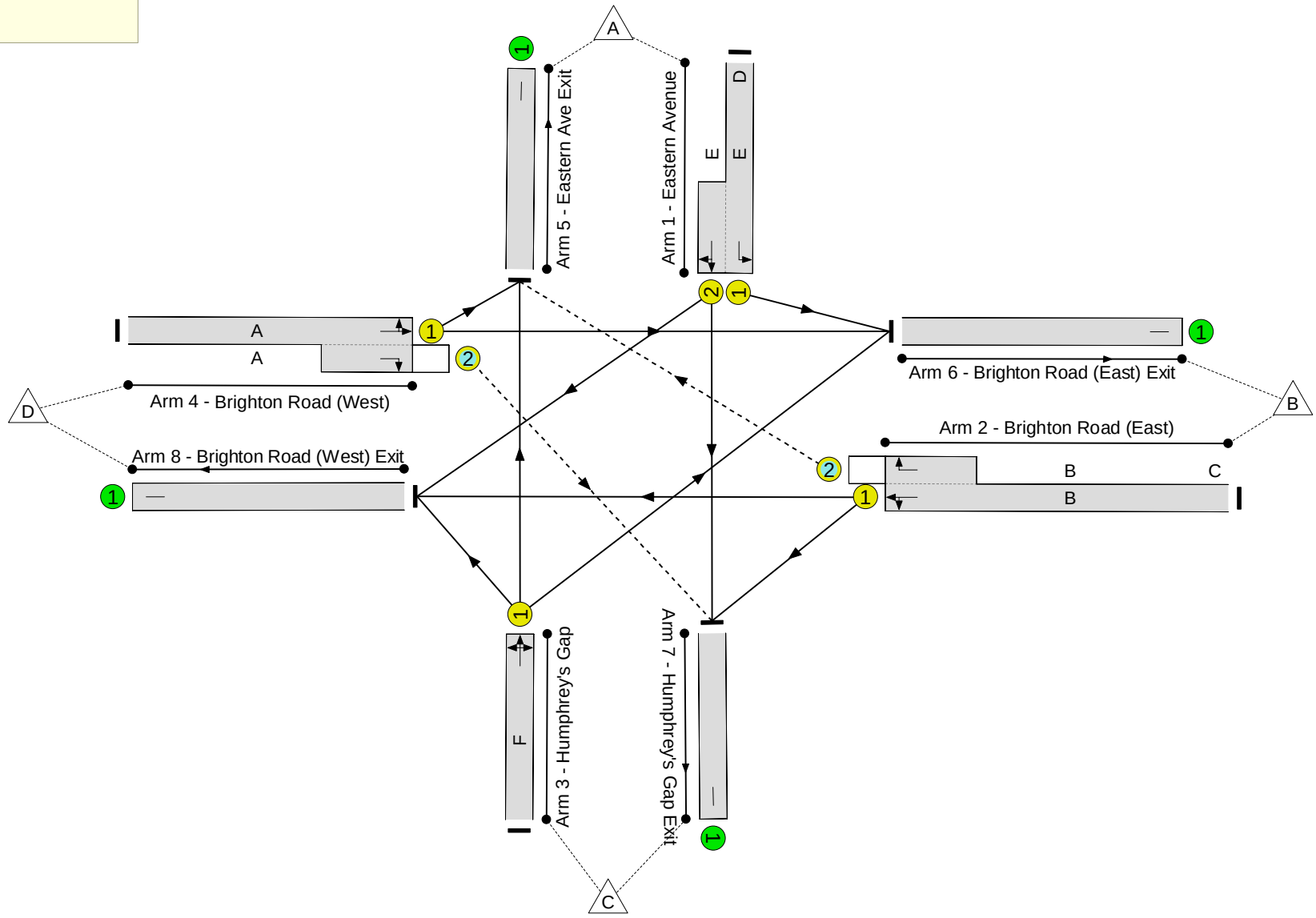
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 36.7 %

Total Traffic Delay: 12.3 pcuHr



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.8%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.8%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	17:8	9	228	1691:1987	355	64.3%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	71	0	558	2074:1726	1233	45.2%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	8	1708	114	7.0%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	739	2164:1696	1123	65.8%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%

Full Input Data And Results

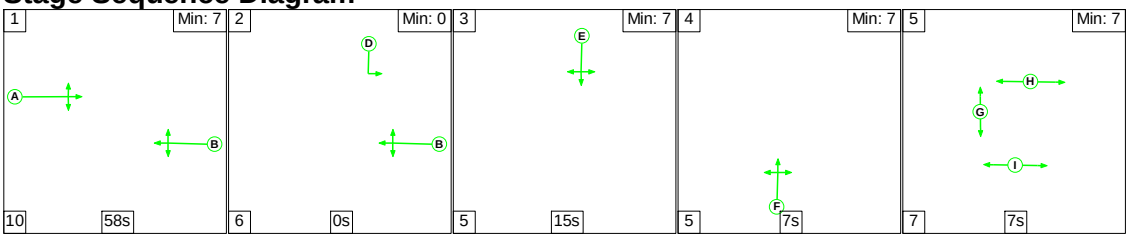
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**93**	**6**	**2**	**9.6**	**2.3**	**0.5**	**12.3**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**93**	**6**	**2**	**9.6**	**2.3**	**0.5**	**12.3**	**-**	**-**	**-**	**-**
1/1+1/2	228	228	-	-	-	3.2	0.9	-	4.0	63.8	4.2	0.9	5.1
2/1+2/2	558	558	87	6	2	1.9	0.4	0.5	2.8	18.2	8.7	0.4	9.2
3/1	8	8	-	-	-	0.1	0.0	-	0.2	69.7	0.2	0.0	0.3
4/1+4/2	739	739	6	0	0	4.4	1.0	0.0	5.3	25.9	17.8	1.0	18.8
5/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 36.7 Total Delay for Signalled Lanes (pcuHr): 12.33 Cycle Time (s): 120
PRC Over All Lanes (%): 36.7 Total Delay Over All Lanes(pcuHr): 12.33

Full Input Data And Results

Scenario 2: '2024 Observed PM' (FG2: '2024 Observed', Plan 1: 'Network Control Plan 1')

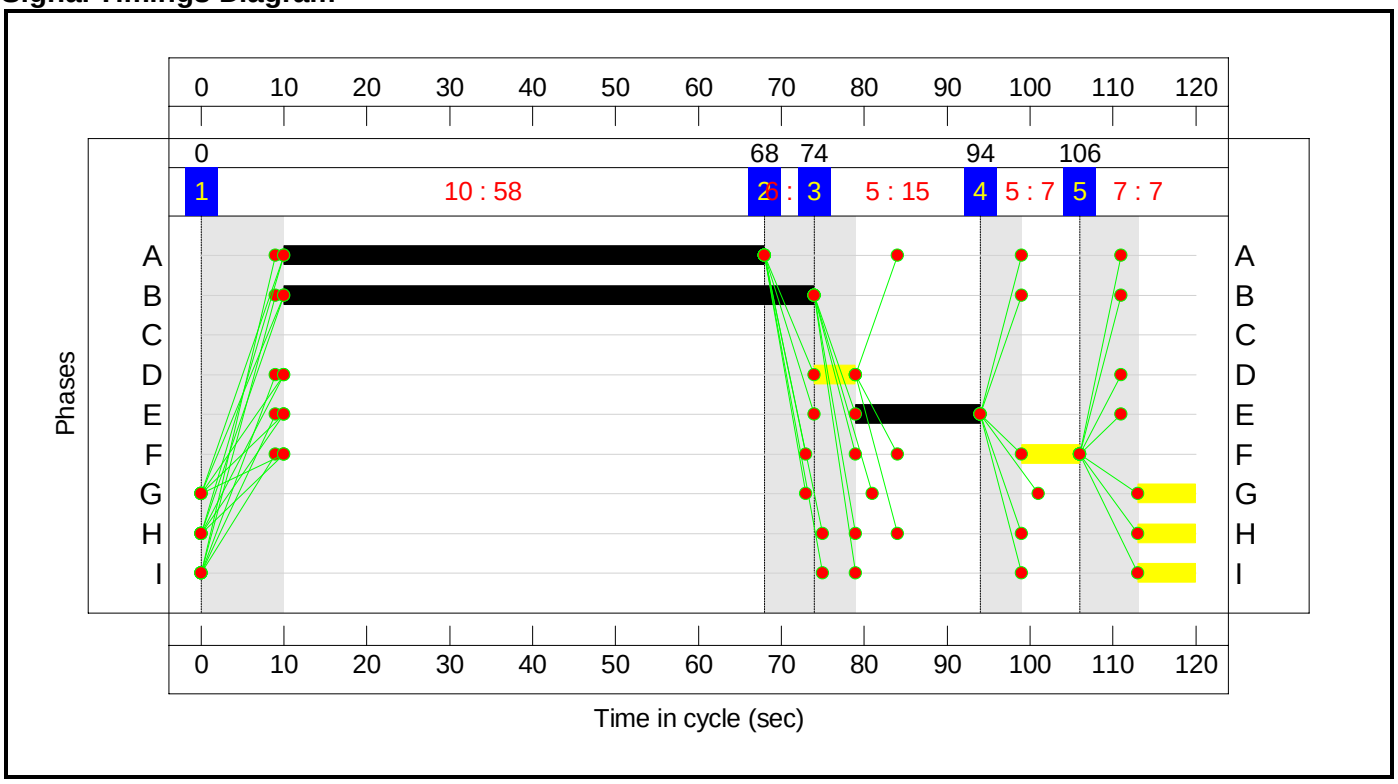
Stage Sequence Diagram



Stage Timings

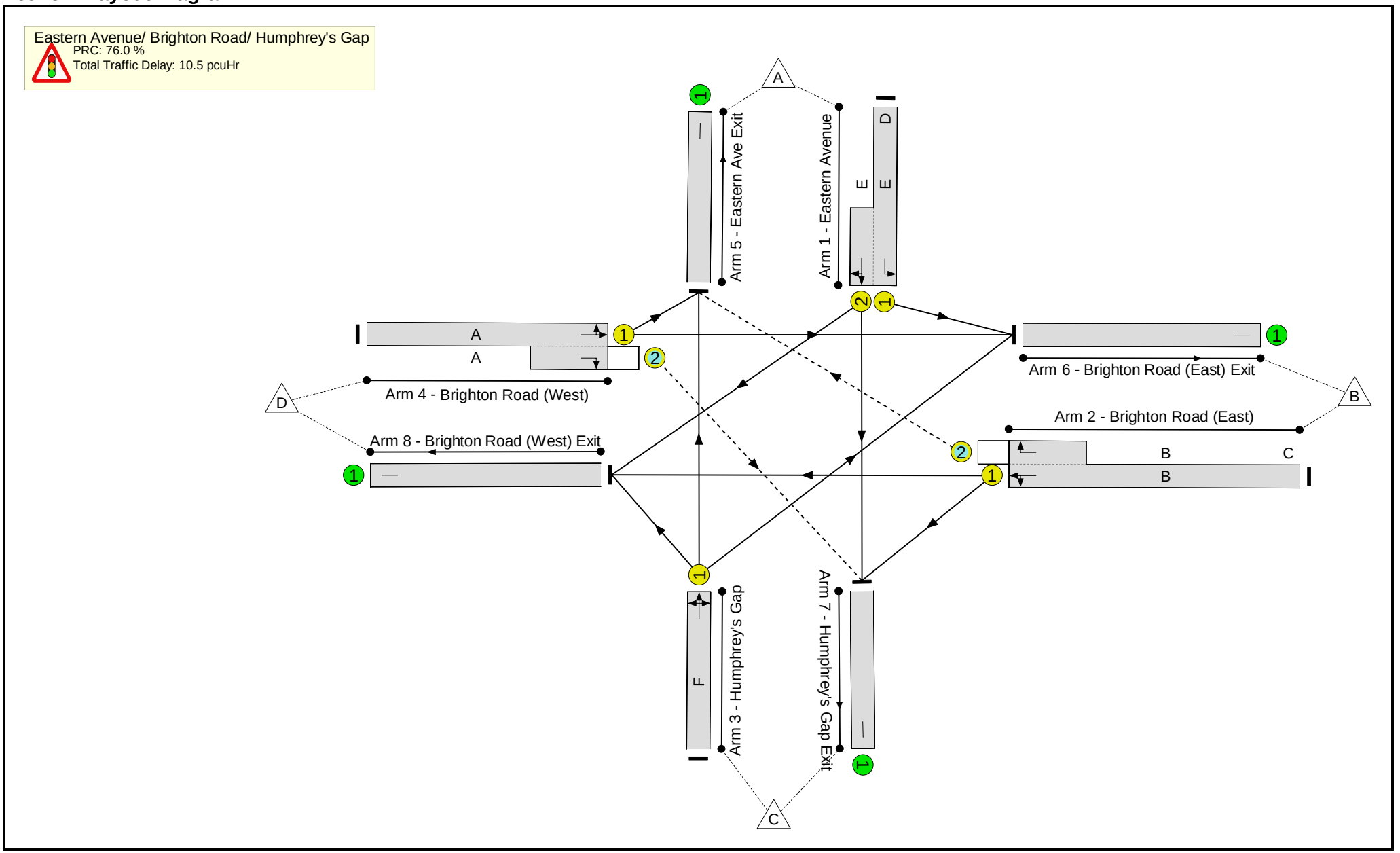
Stage	1	2	3	4	5
Duration	58	0	15	7	7
Change Point	0	68	74	94	106

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.1%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	20:15	5	203	1691:1987	414	49.0%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	64	0	555	2074:1930	1118	49.6%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	31	1871	125	24.9%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	58	-	545	2164:1696	1066	51.1%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%

Full Input Data And Results

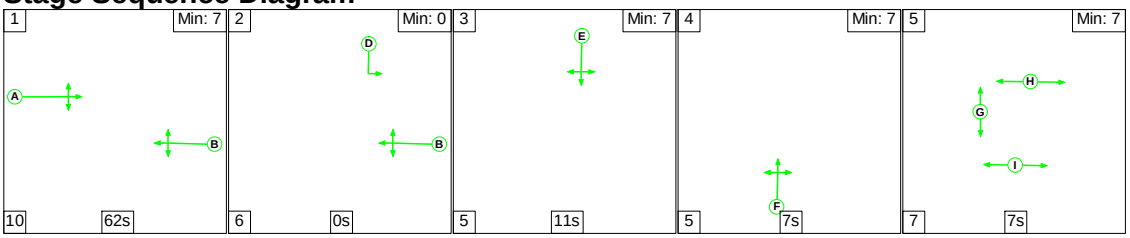
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1**	**0**	**0**	**8.8**	**1.7**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**1**	**0**	**0**	**8.8**	**1.7**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1+1/2	203	203	-	-	-	2.6	0.5	-	3.0	53.9	3.0	0.5	3.5
2/1+2/2	555	555	0	0	0	2.7	0.5	0.0	3.2	20.5	11.6	0.5	12.1
3/1	31	31	-	-	-	0.5	0.2	-	0.6	72.3	1.0	0.2	1.1
4/1+4/2	545	545	1	0	0	3.1	0.5	0.0	3.7	24.2	12.3	0.5	12.8
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 76.0 Total Delay for Signalled Lanes (pcuHr): 10.49 Cycle Time (s): 120
PRC Over All Lanes (%): 76.0 Total Delay Over All Lanes(pcuHr): 10.49

Full Input Data And Results

Scenario 3: '2029 DM AM' (FG3: '2029 DM', Plan 1: 'Network Control Plan 1')

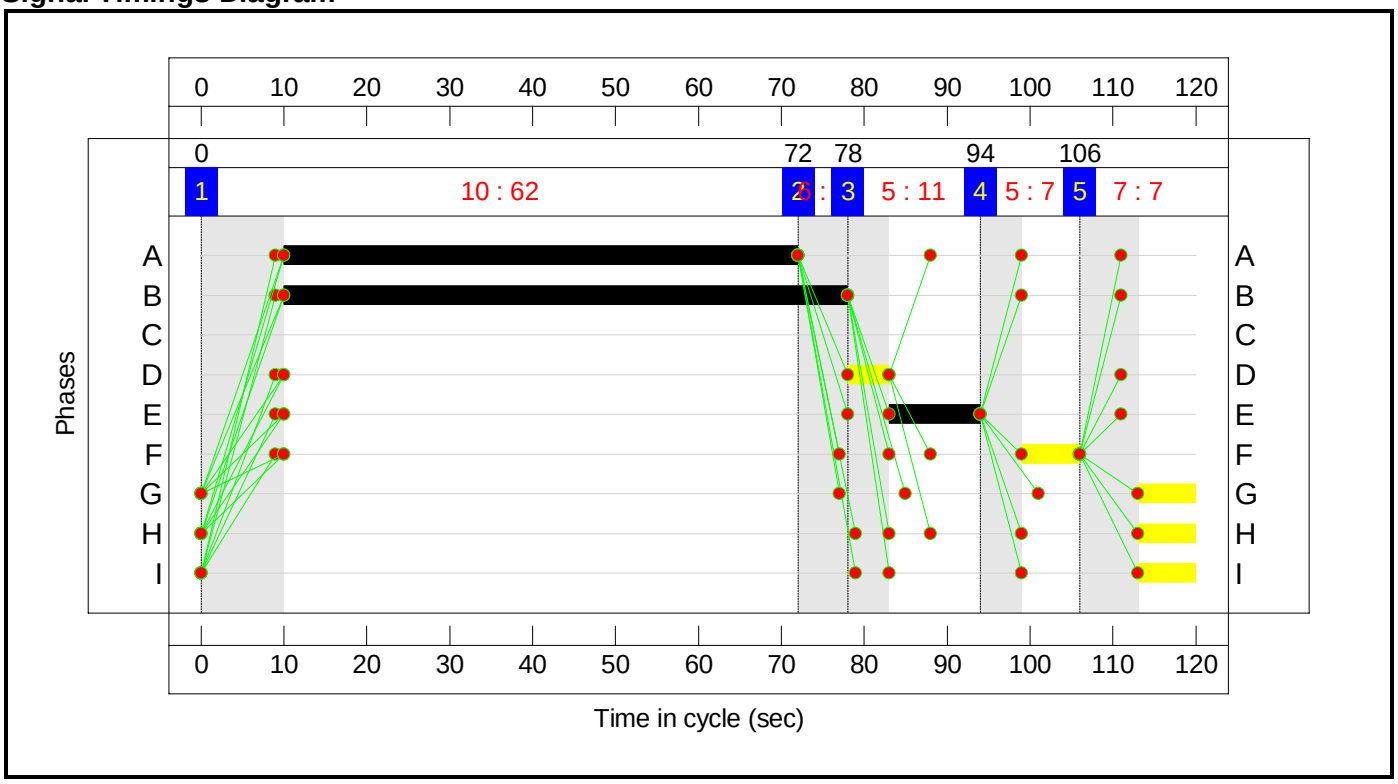
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	62	0	11	7	7
Change Point	0	72	78	94	106

Signal Timings Diagram



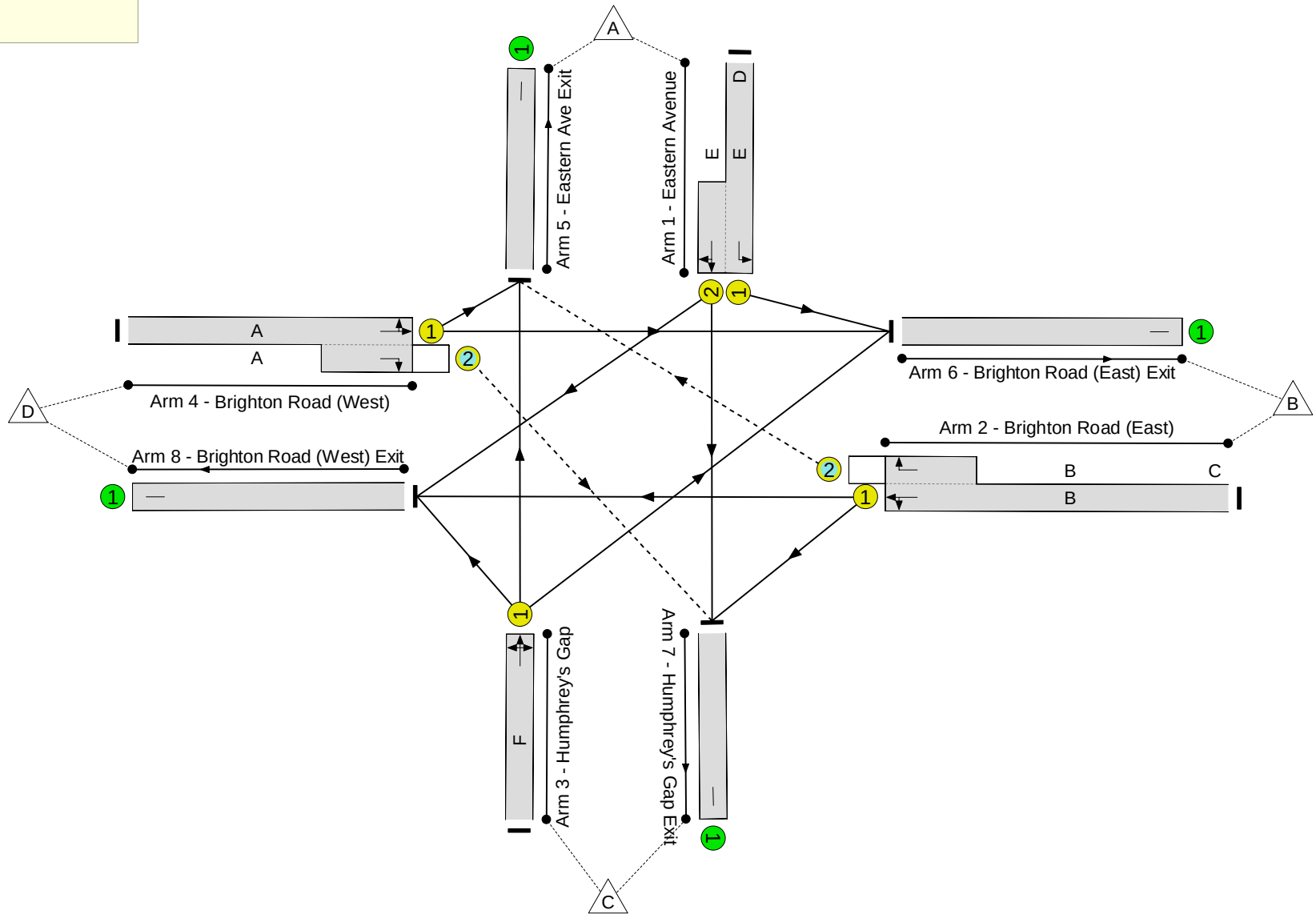
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 14.6 %

Total Traffic Delay: 19.1 pcuHr



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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.6%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	16:11	5	279	1691:1987	367	76.1%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	68	0	675	2074:1726	1175	57.5%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	66	1761	117	56.2%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	62	-	892	2164:1696	1135	78.6%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%

Full Input Data And Results

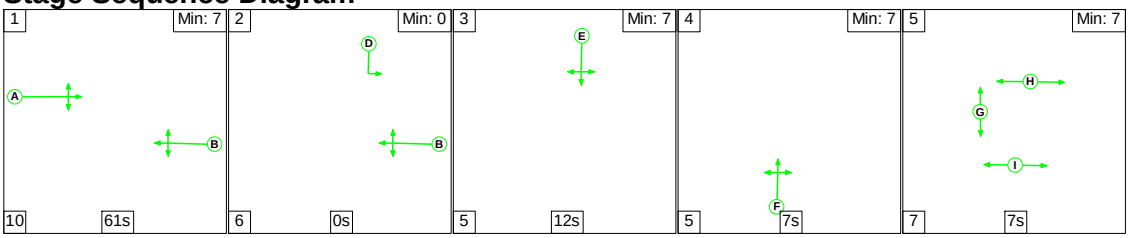
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**152**	**22**	**2**	**13.5**	**4.6**	**0.9**	**19.1**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**152**	**22**	**2**	**13.5**	**4.6**	**0.9**	**19.1**	**-**	**-**	**-**	**-**
1/1+1/2	279	279	-	-	-	3.9	1.5	-	5.4	70.0	4.7	1.5	6.3
2/1+2/2	675	675	100	22	2	3.1	0.7	0.8	4.6	24.4	12.6	0.7	13.2
3/1	66	66	-	-	-	1.0	0.6	-	1.6	88.5	2.1	0.6	2.8
4/1+4/2	892	892	52	0	0	5.6	1.8	0.1	7.5	30.3	23.5	1.8	25.3
5/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 19.13 Cycle Time (s): 120
PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 19.13

Full Input Data And Results

Scenario 4: '2029 DM PM ' (FG4: '2029 DM', Plan 1: 'Network Control Plan 1')

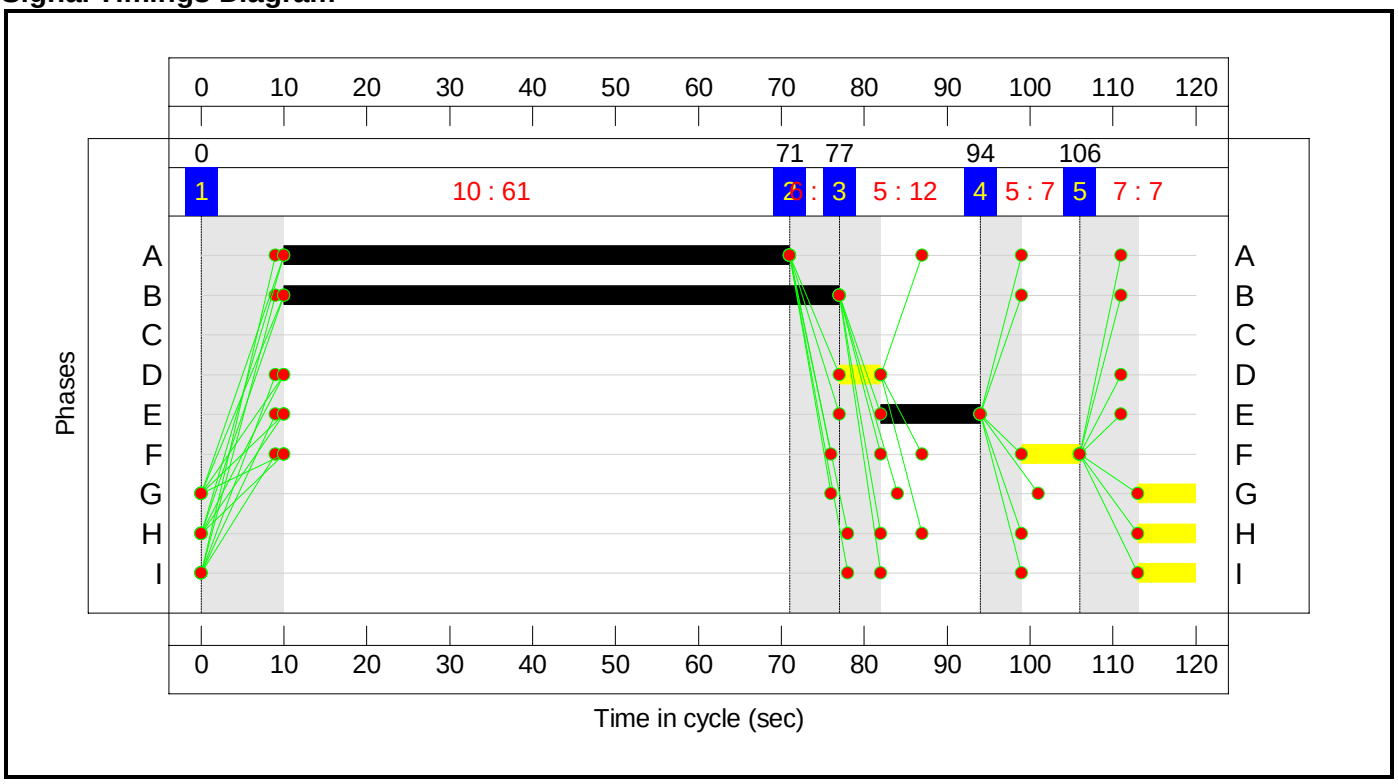
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	61	0	12	7	7
Change Point	0	71	77	94	106

Signal Timings Diagram



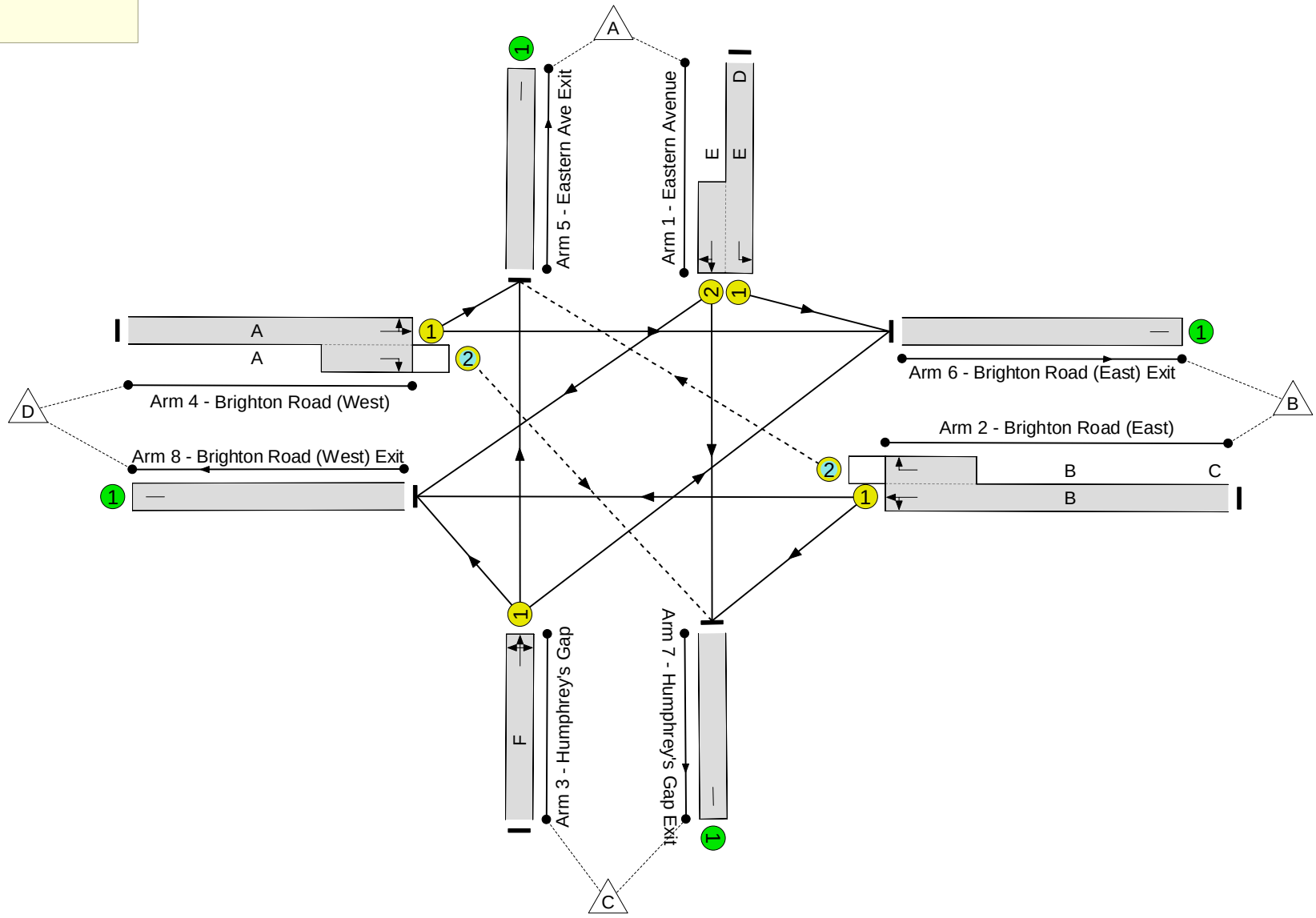
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 27.0 %

Total Traffic Delay: 16.5 pcuHr



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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.9%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	17:12	5	255	1691:1987	360	70.9%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	67	0	825	2074:1726	1166	70.7%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	59	1811	121	48.9%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	670	2164:1696	1115	60.1%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%

Full Input Data And Results

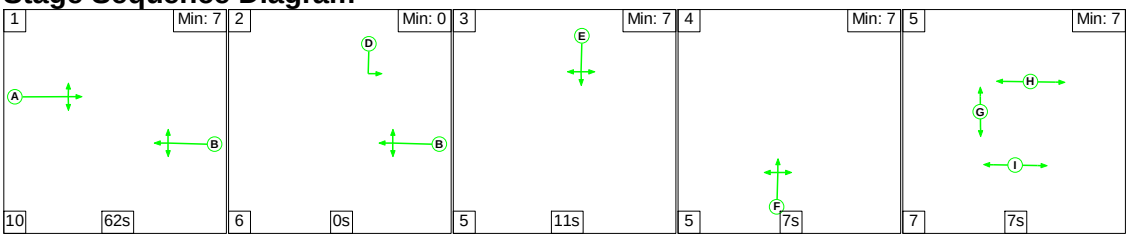
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**181**	**4**	**2**	**12.2**	**3.6**	**0.7**	**16.5**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**181**	**4**	**2**	**12.2**	**3.6**	**0.7**	**16.5**	**-**	**-**	**-**	**-**
1/1+1/2	255	255	-	-	-	3.5	1.2	-	4.7	65.8	4.1	1.2	5.2
2/1+2/2	825	825	117	4	2	4.2	1.2	0.4	5.7	25.0	18.6	1.2	19.8
3/1	59	59	-	-	-	0.9	0.5	-	1.4	82.8	1.9	0.5	2.4
4/1+4/2	670	670	64	0	0	3.7	0.8	0.3	4.8	25.6	14.7	0.8	15.5
5/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 27.0 Total Delay for Signalled Lanes (pcuHr): 16.52 Cycle Time (s): 120
PRC Over All Lanes (%): 27.0 Total Delay Over All Lanes(pcuHr): 16.52

Full Input Data And Results

Scenario 5: '2029 DS AM' (FG5: '2029 DS', Plan 1: 'Network Control Plan 1')

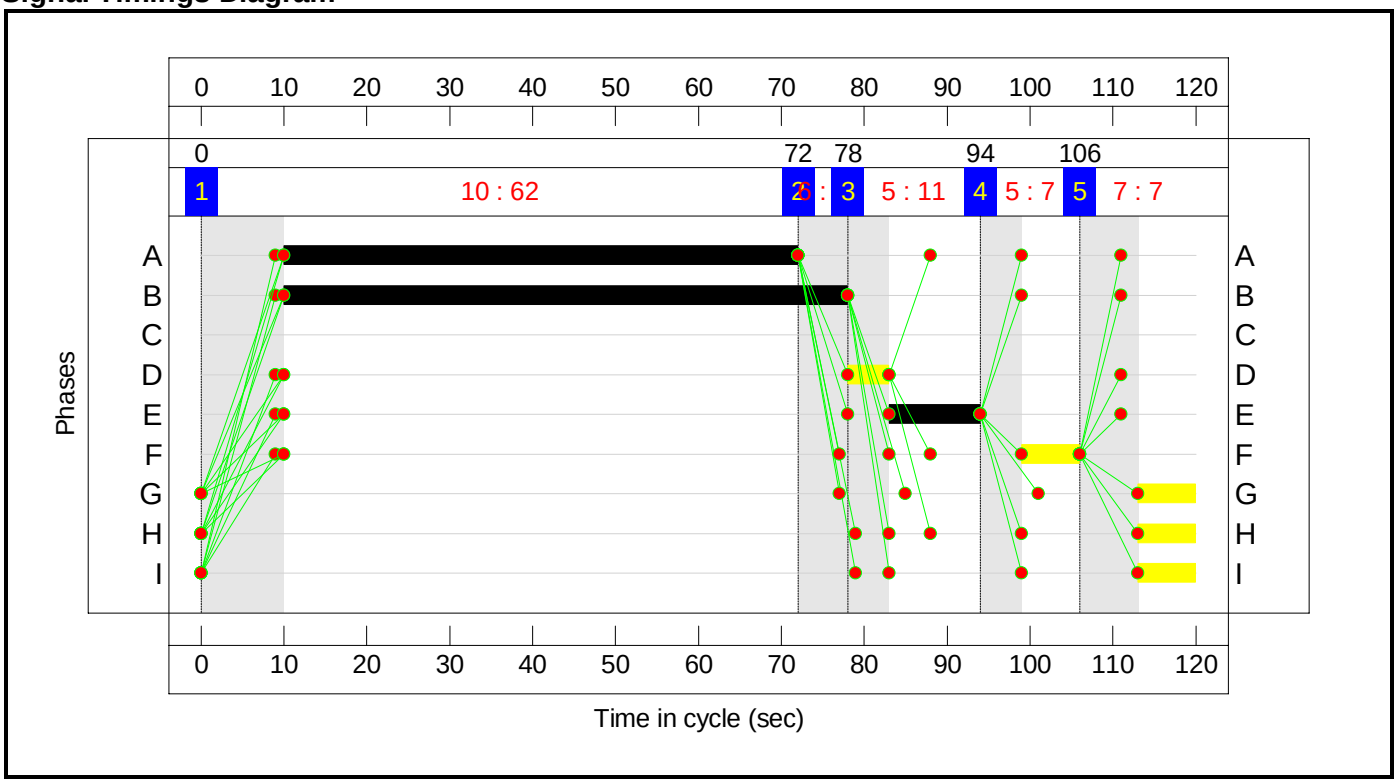
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	62	0	11	7	7
Change Point	0	72	78	94	106

Signal Timings Diagram



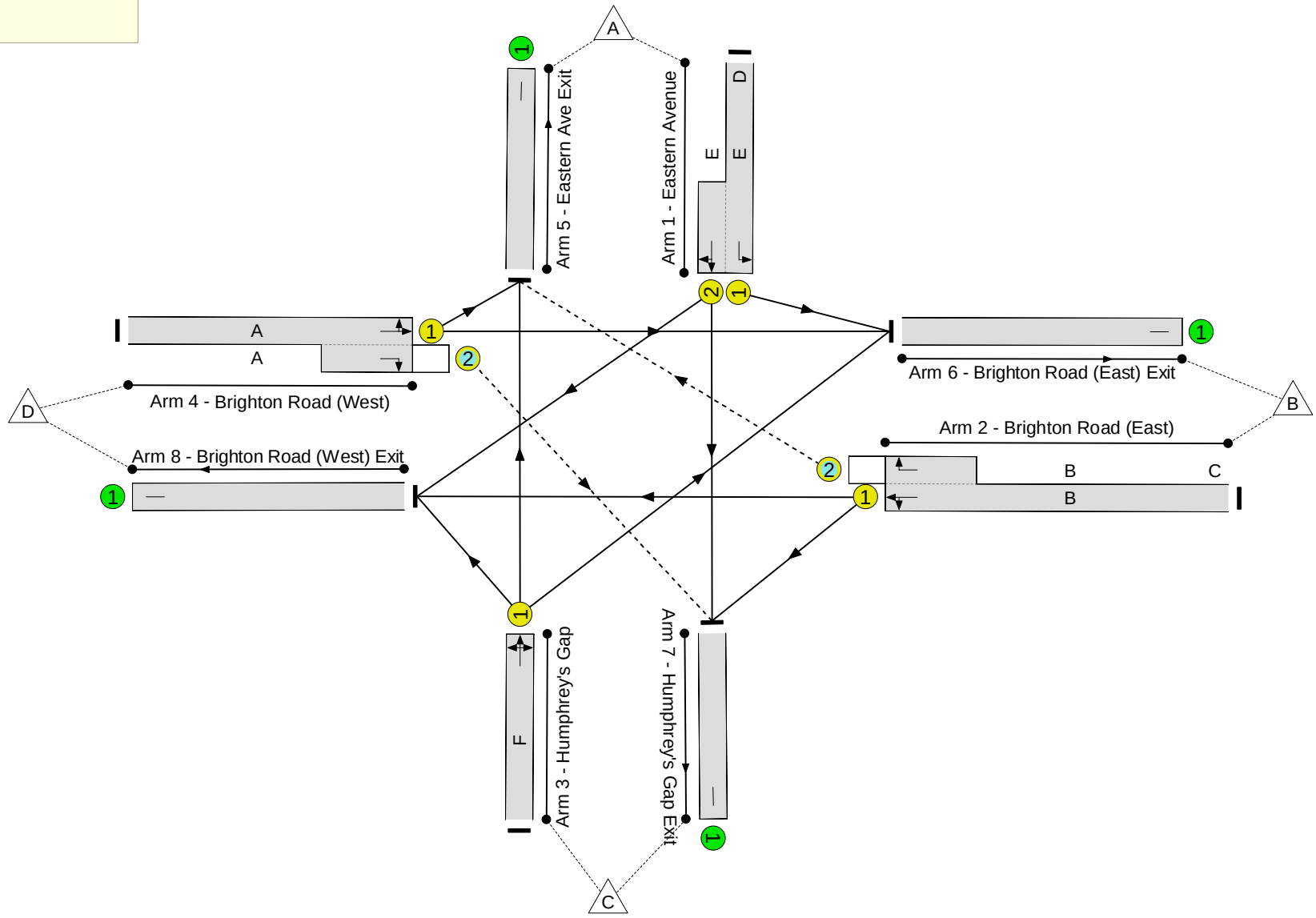
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 14.2 %

Total Traffic Delay: 19.3 pcuHr



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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.8%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	16:11	5	279	1691:1987	367	76.1%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	68	0	684	2074:1726	1175	58.2%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	66	1761	117	56.2%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	62	-	895	2164:1696	1135	78.8%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

Full Input Data And Results

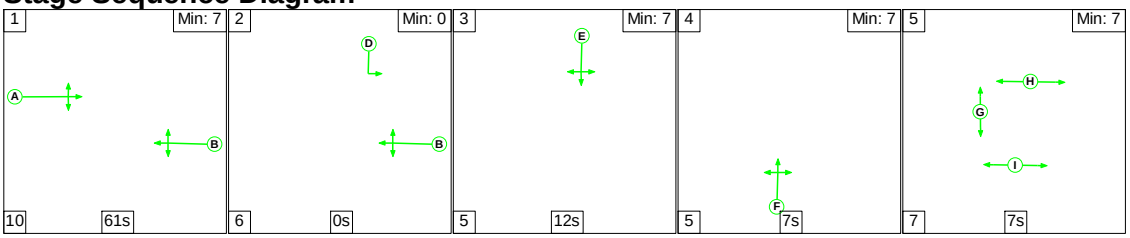
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**152**	**23**	**2**	**13.6**	**4.7**	**0.9**	**19.3**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**152**	**23**	**2**	**13.6**	**4.7**	**0.9**	**19.3**	**-**	**-**	**-**	**-**
1/1+1/2	279	279	-	-	-	3.9	1.5	-	5.4	70.0	4.7	1.5	6.3
2/1+2/2	684	684	100	23	2	3.1	0.7	0.8	4.7	24.5	12.9	0.7	13.6
3/1	66	66	-	-	-	1.0	0.6	-	1.6	88.5	2.1	0.6	2.8
4/1+4/2	895	895	52	0	0	5.6	1.8	0.1	7.6	30.5	23.6	1.8	25.4
5/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.2 Total Delay for Signalled Lanes (pcuHr): 19.28 Cycle Time (s): 120
PRC Over All Lanes (%): 14.2 Total Delay Over All Lanes(pcuHr): 19.28

Full Input Data And Results

Scenario 6: '2029 DS PM' (FG6: '2029 DS', Plan 1: 'Network Control Plan 1')

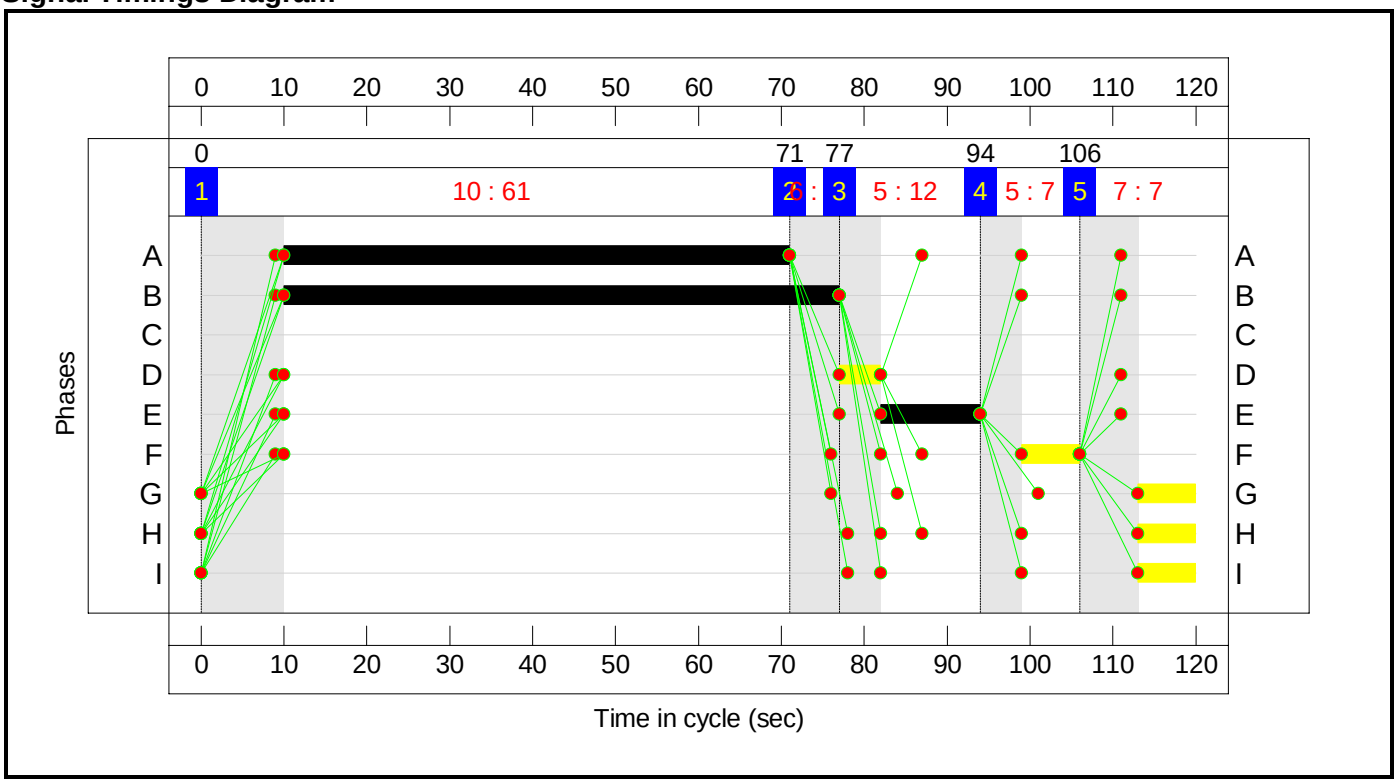
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	61	0	12	7	7
Change Point	0	71	77	94	106

Signal Timings Diagram



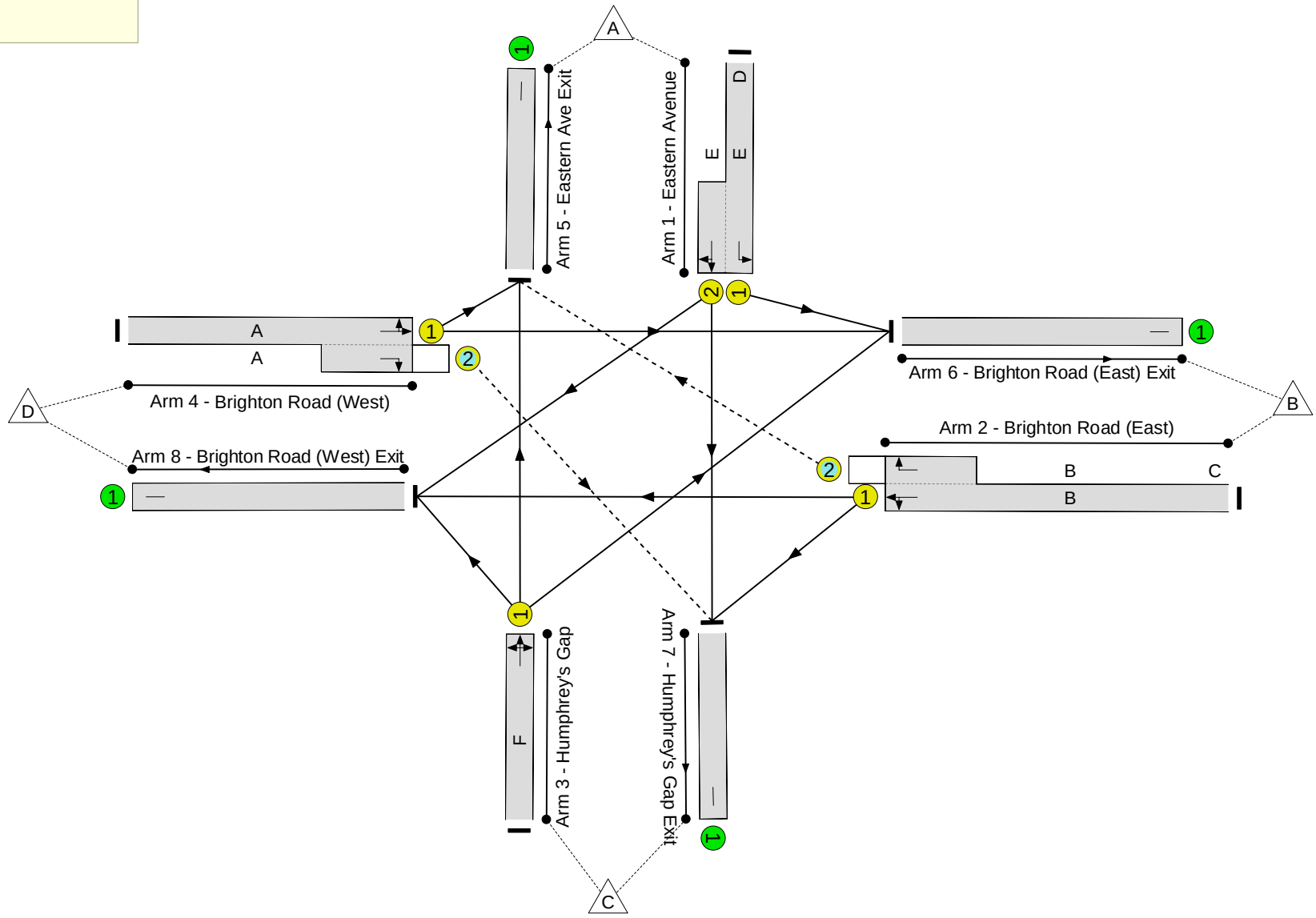
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 26.8 %

Total Traffic Delay: 16.7 pcuHr



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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.0%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	17:12	5	256	1691:1987	361	70.9%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	67	0	828	2074:1726	1166	71.0%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	59	1811	121	48.9%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	678	2164:1696	1115	60.8%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	812	Inf	Inf	0.0%

Full Input Data And Results

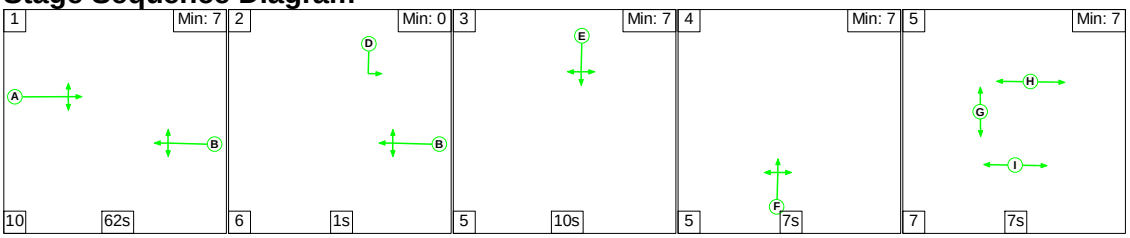
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**181**	**4**	**2**	**12.3**	**3.7**	**0.7**	**16.7**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**181**	**4**	**2**	**12.3**	**3.7**	**0.7**	**16.7**	**-**	**-**	**-**	**-**
1/1+1/2	256	256	-	-	-	3.5	1.2	-	4.7	65.7	4.1	1.2	5.2
2/1+2/2	828	828	117	4	2	4.2	1.2	0.4	5.8	25.2	18.7	1.2	19.9
3/1	59	59	-	-	-	0.9	0.5	-	1.4	82.8	1.9	0.5	2.4
4/1+4/2	678	678	64	0	0	3.7	0.8	0.3	4.9	25.8	15.1	0.8	15.9
5/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 26.8 Total Delay for Signalled Lanes (pcuHr): 16.69 Cycle Time (s): 120
PRC Over All Lanes (%): 26.8 Total Delay Over All Lanes(pcuHr): 16.69

Full Input Data And Results

Scenario 7: '2032 DM AM' (FG7: '2032 DM', Plan 1: 'Network Control Plan 1')

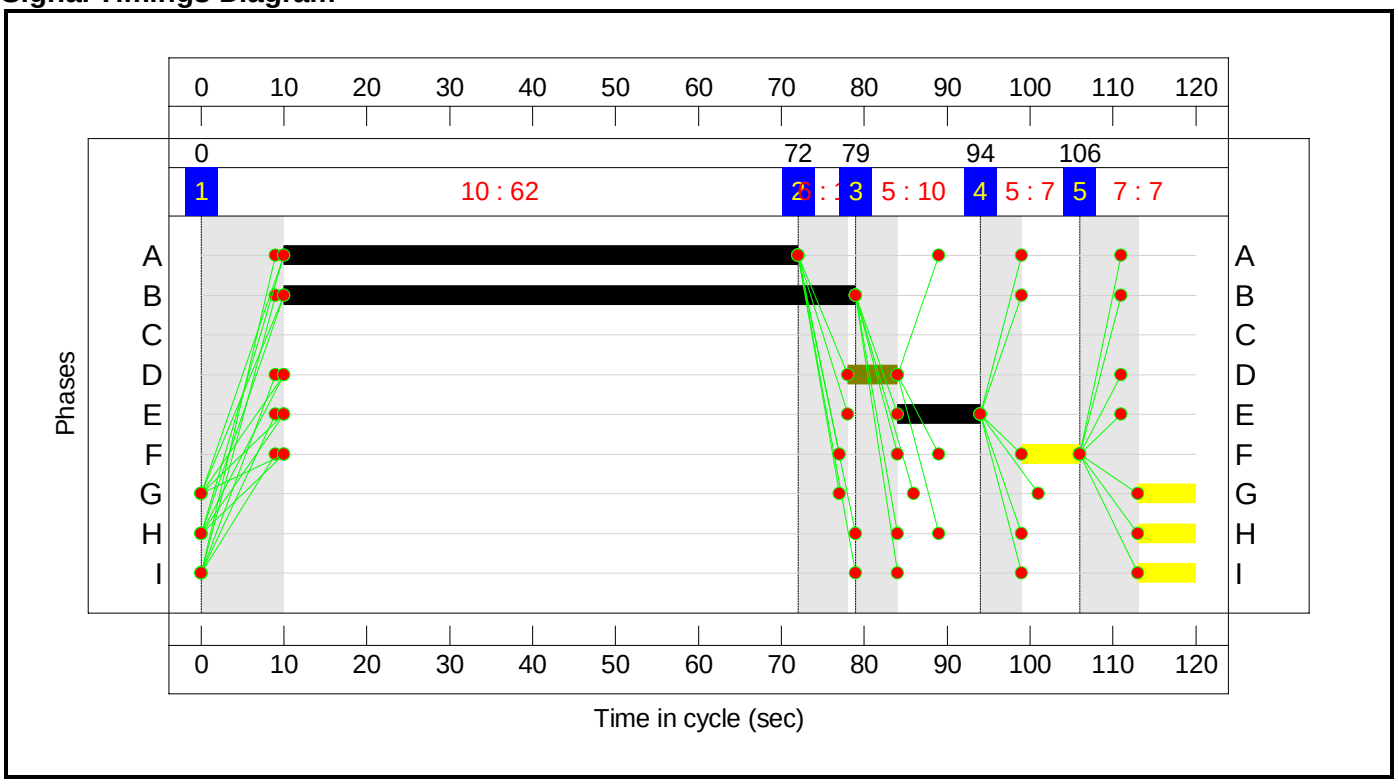
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	62	1	10	7	7
Change Point	0	72	79	94	106

Signal Timings Diagram



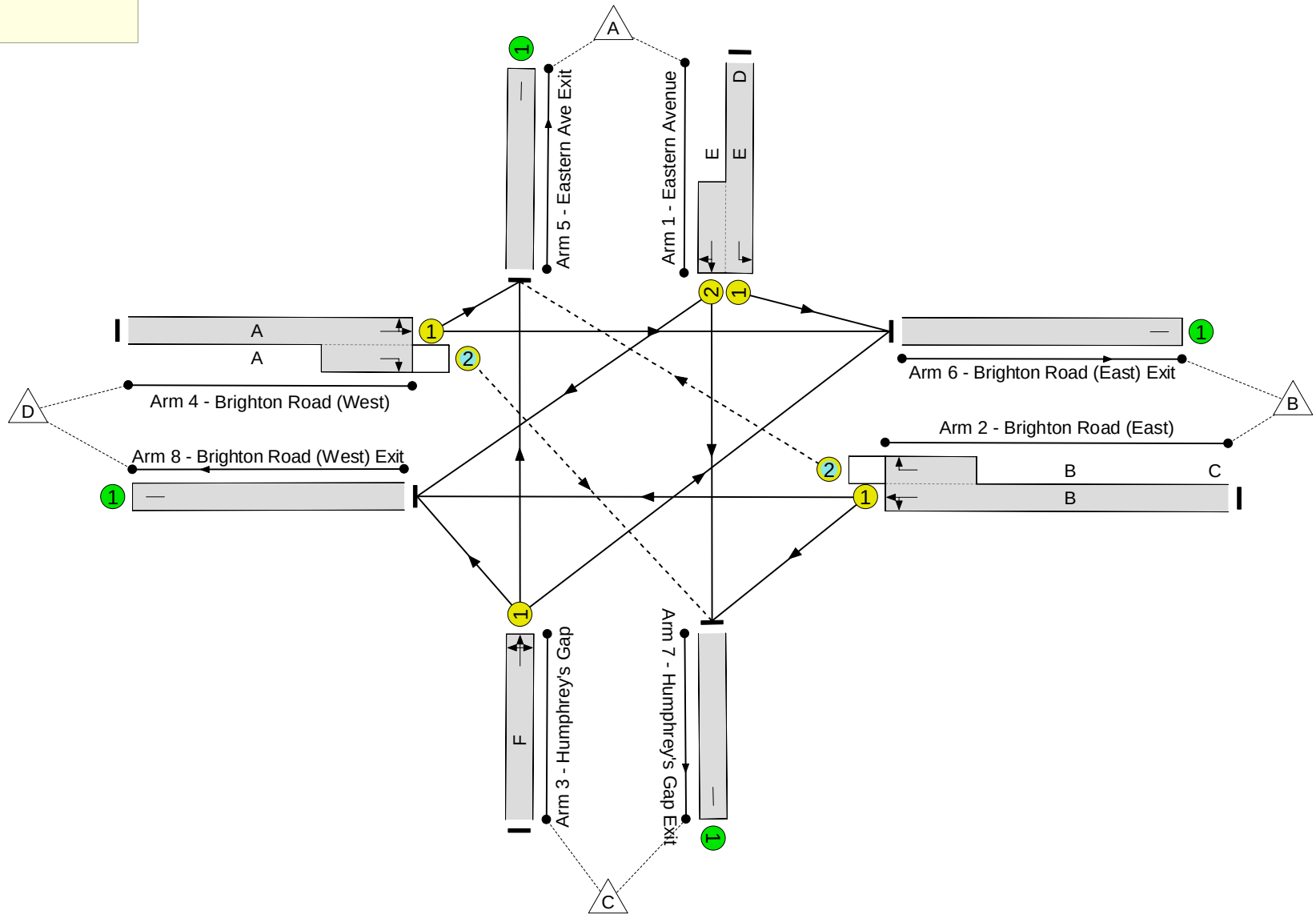
Full Input Data And Results

Network Layout Diagram

Eastern Avenue/ Brighton Road/ Humphrey's Gap

PRC: 11.6 %

Total Traffic Delay: 20.2 pcuHr



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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	16:10	6	285	1691:1987	359	79.5%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	69	0	693	2074:1726	1189	58.3%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	66	1761	117	56.2%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	62	-	916	2164:1696	1135	80.7%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%

Full Input Data And Results

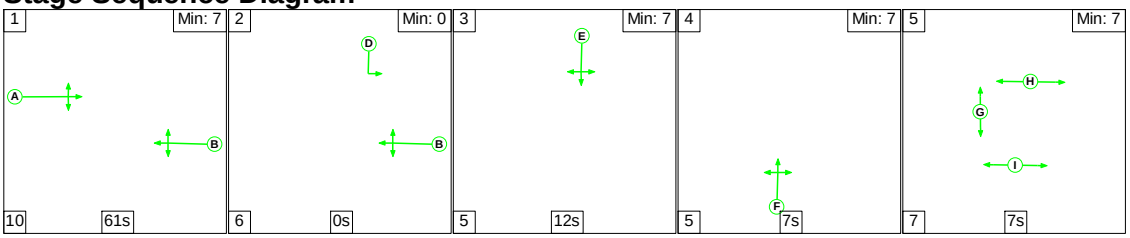
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**141**	**37**	**2**	**14.0**	**5.2**	**1.0**	**20.2**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**141**	**37**	**2**	**14.0**	**5.2**	**1.0**	**20.2**	**-**	**-**	**-**	**-**
1/1+1/2	285	285	-	-	-	4.0	1.8	-	5.9	74.0	4.9	1.8	6.7
2/1+2/2	693	693	88	37	2	3.1	0.7	0.9	4.7	24.3	12.9	0.7	13.6
3/1	66	66	-	-	-	1.0	0.6	-	1.6	88.5	2.1	0.6	2.8
4/1+4/2	916	916	53	0	0	5.9	2.0	0.1	8.0	31.5	24.6	2.0	26.7
5/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 20.18 Cycle Time (s): 120
PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 20.18

Full Input Data And Results

Scenario 8: '2032 DM PM' (FG8: '2032 DM', Plan 1: 'Network Control Plan 1')

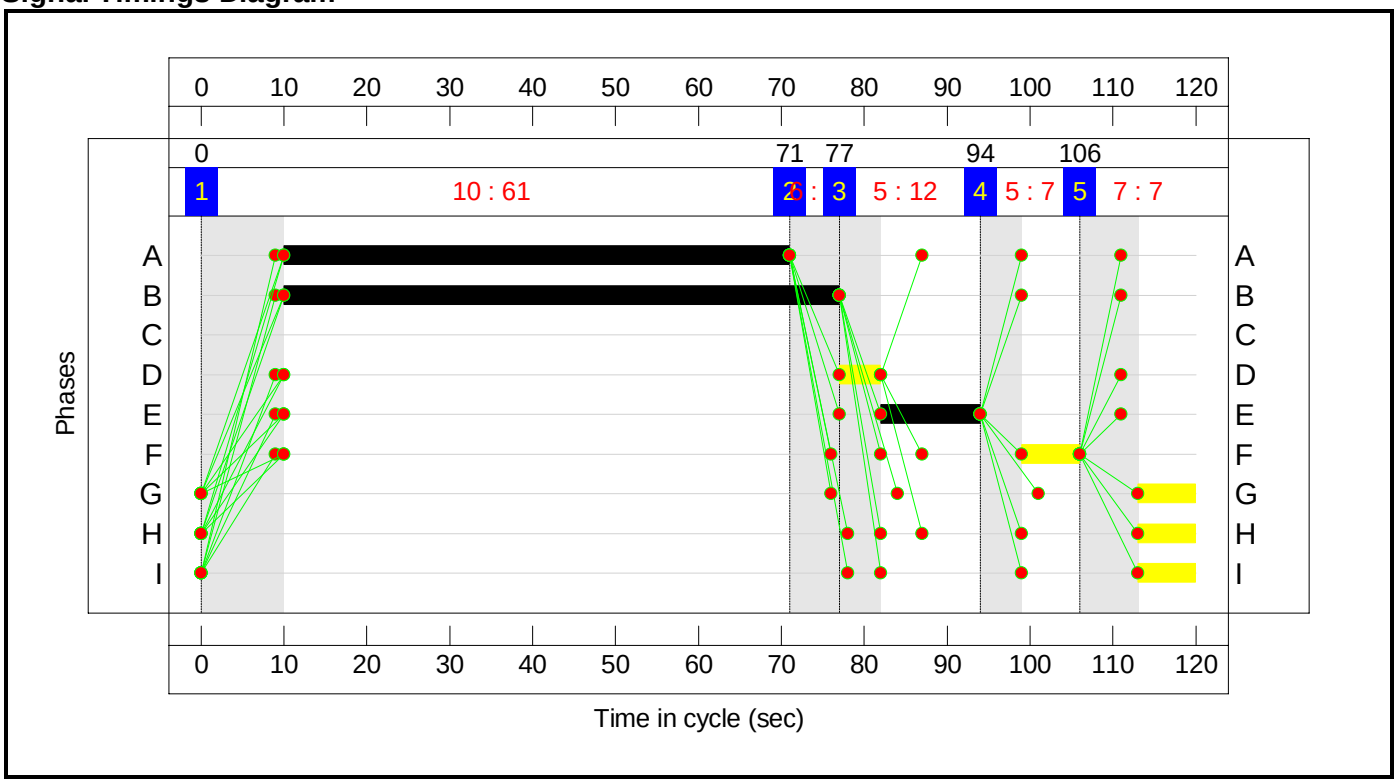
Stage Sequence Diagram



Stage Timings

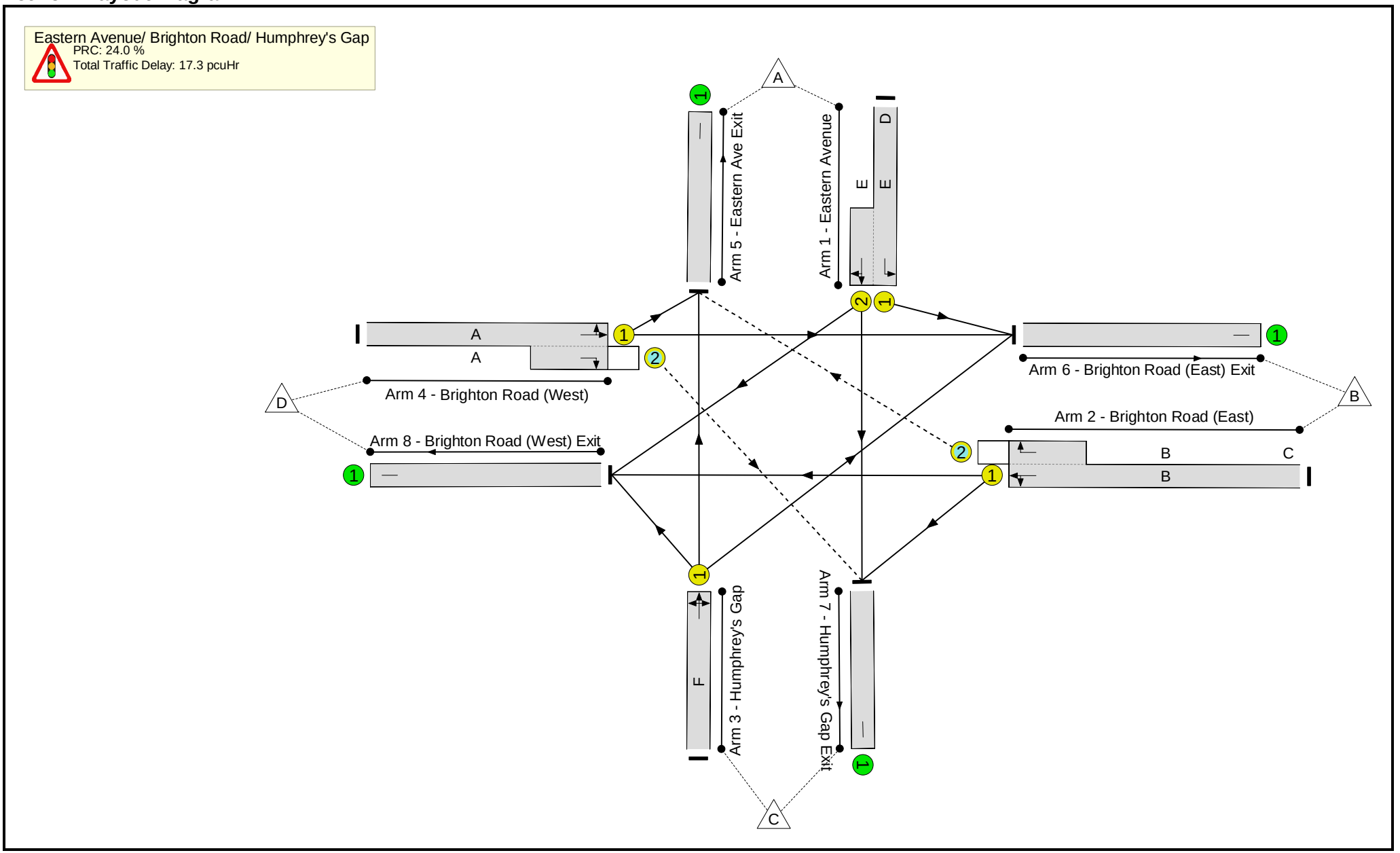
Stage	1	2	3	4	5
Duration	61	0	12	7	7
Change Point	0	71	77	94	106

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.6%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.6%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	17:12	5	262	1691:1987	361	72.6%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	67	0	845	2074:1726	1166	72.5%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	62	1810	121	51.4%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	687	2164:1696	1115	61.6%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%

Full Input Data And Results

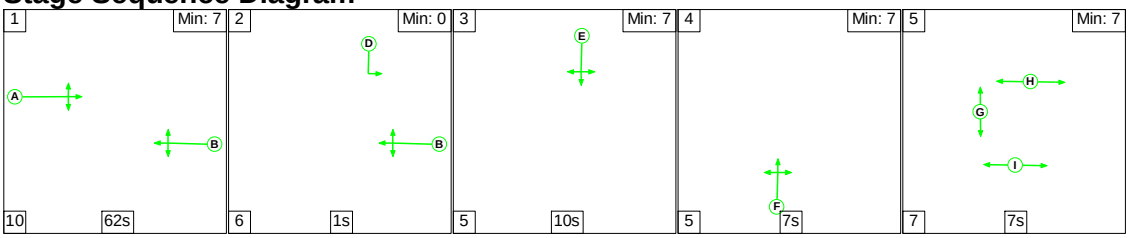
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**184**	**4**	**2**	**12.6**	**3.9**	**0.8**	**17.3**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**184**	**4**	**2**	**12.6**	**3.9**	**0.8**	**17.3**	**-**	**-**	**-**	**-**
1/1+1/2	262	262	-	-	-	3.6	1.3	-	4.9	66.8	4.1	1.3	5.4
2/1+2/2	845	845	120	4	2	4.3	1.3	0.4	6.0	25.8	19.5	1.3	20.8
3/1	62	62	-	-	-	0.9	0.5	-	1.5	84.3	2.0	0.5	2.5
4/1+4/2	687	687	64	0	0	3.8	0.8	0.4	5.0	26.1	15.3	0.8	16.1
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.0 Total Delay for Signalled Lanes (pcuHr): 17.33 Cycle Time (s): 120
PRC Over All Lanes (%): 24.0 Total Delay Over All Lanes(pcuHr): 17.33

Full Input Data And Results

Scenario 9: '2032 DS AM' (FG9: '2032 DS', Plan 1: 'Network Control Plan 1')

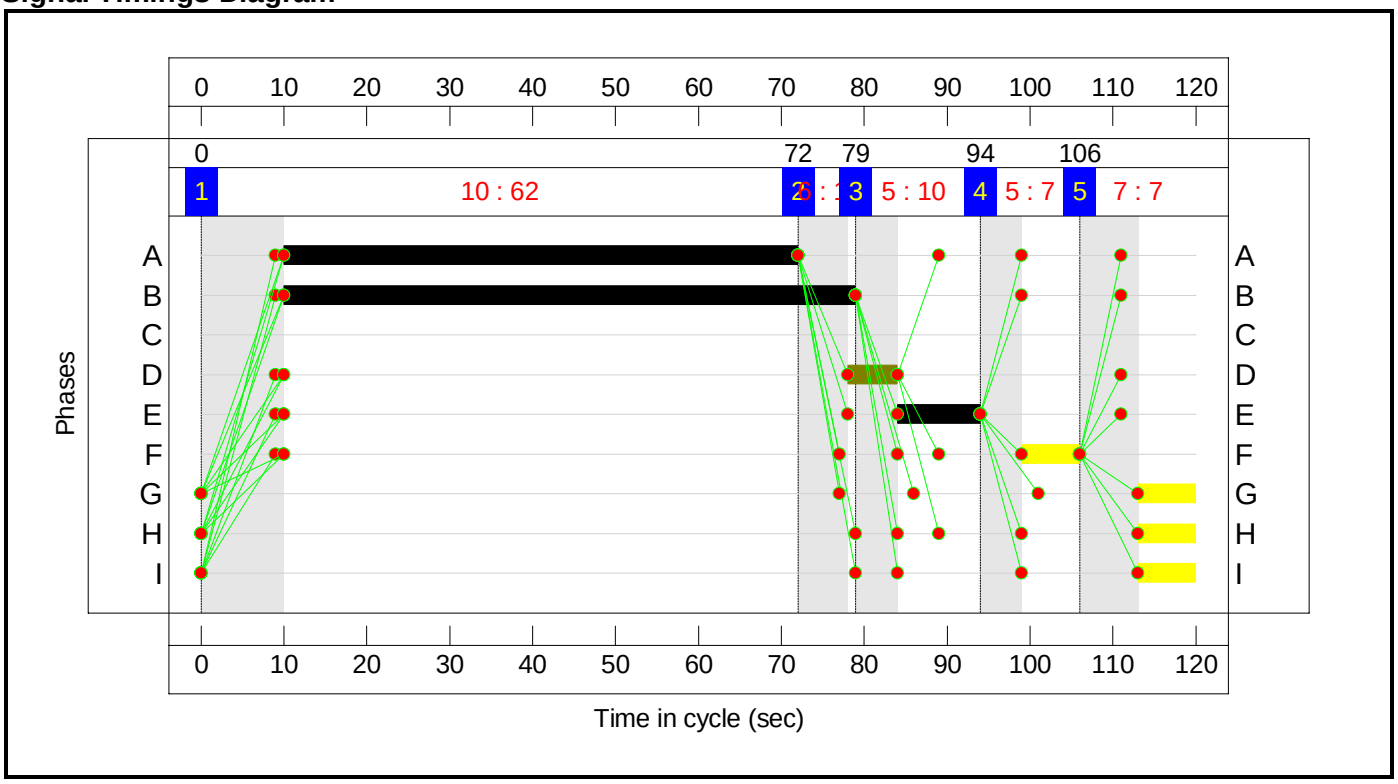
Stage Sequence Diagram



Stage Timings

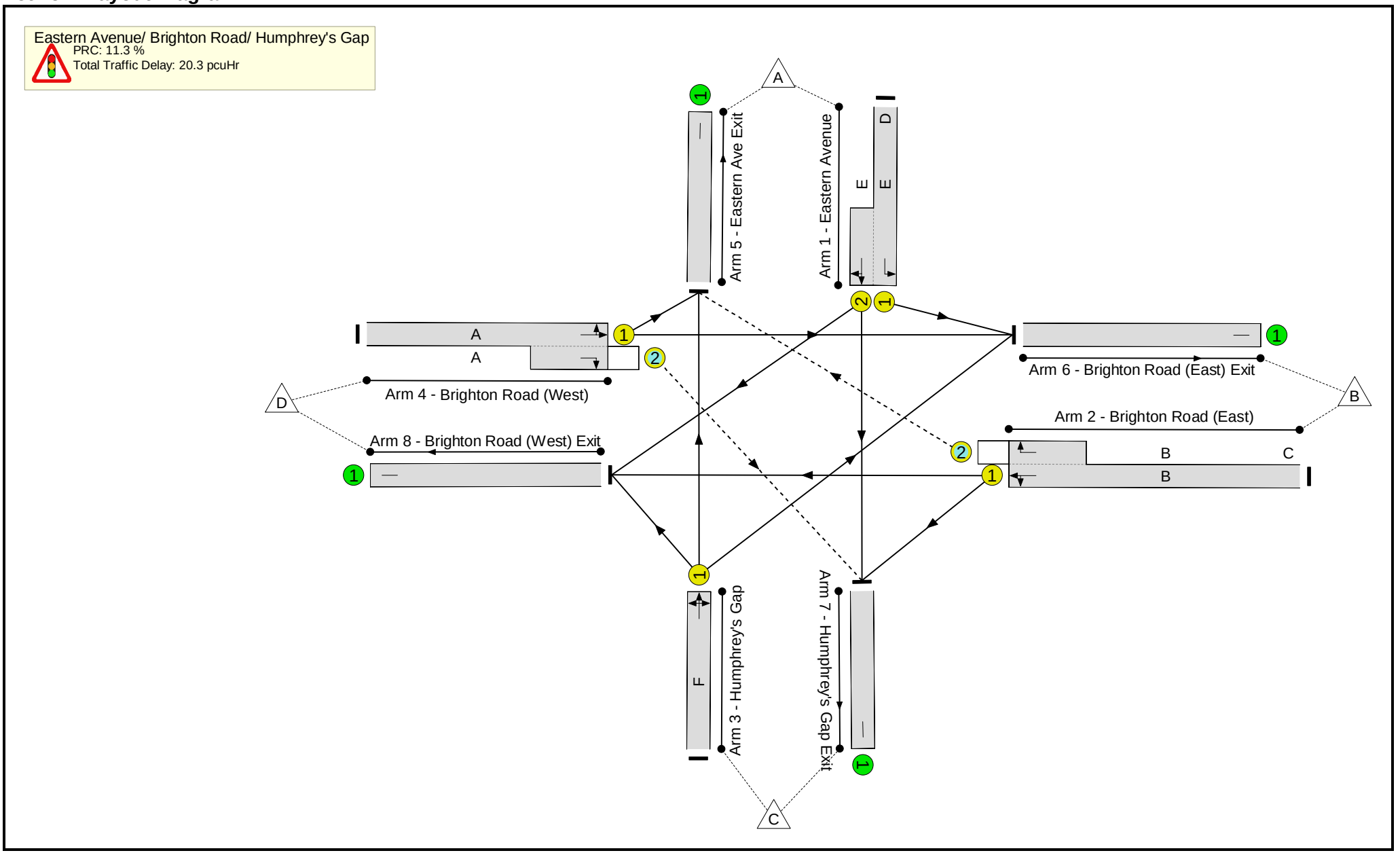
Stage	1	2	3	4	5
Duration	62	1	10	7	7
Change Point	0	72	79	94	106

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.8%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	16:10	6	285	1691:1987	359	79.5%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	69	0	701	2074:1726	1188	59.0%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	66	1761	117	56.2%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	62	-	918	2164:1696	1135	80.8%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%

Full Input Data And Results

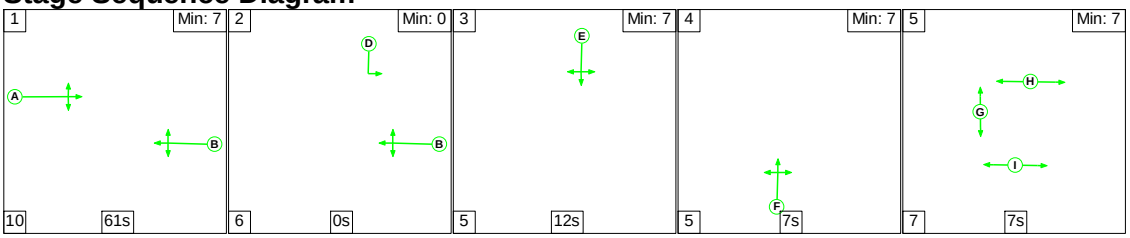
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**140**	**39**	**2**	**14.1**	**5.3**	**1.0**	**20.3**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**140**	**39**	**2**	**14.1**	**5.3**	**1.0**	**20.3**	**-**	**-**	**-**	**-**
1/1+1/2	285	285	-	-	-	4.0	1.8	-	5.9	74.0	4.9	1.8	6.7
2/1+2/2	701	701	87	39	2	3.2	0.7	0.9	4.8	24.4	13.1	0.7	13.8
3/1	66	66	-	-	-	1.0	0.6	-	1.6	88.5	2.1	0.6	2.8
4/1+4/2	918	918	53	0	0	5.9	2.1	0.1	8.1	31.7	24.7	2.1	26.8
5/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.3 Total Delay for Signalled Lanes (pcuHr): 20.31 Cycle Time (s): 120
PRC Over All Lanes (%): 11.3 Total Delay Over All Lanes(pcuHr): 20.31

Full Input Data And Results

Scenario 10: '2032 DS PM' (FG10: '2032 DS', Plan 1: 'Network Control Plan 1')

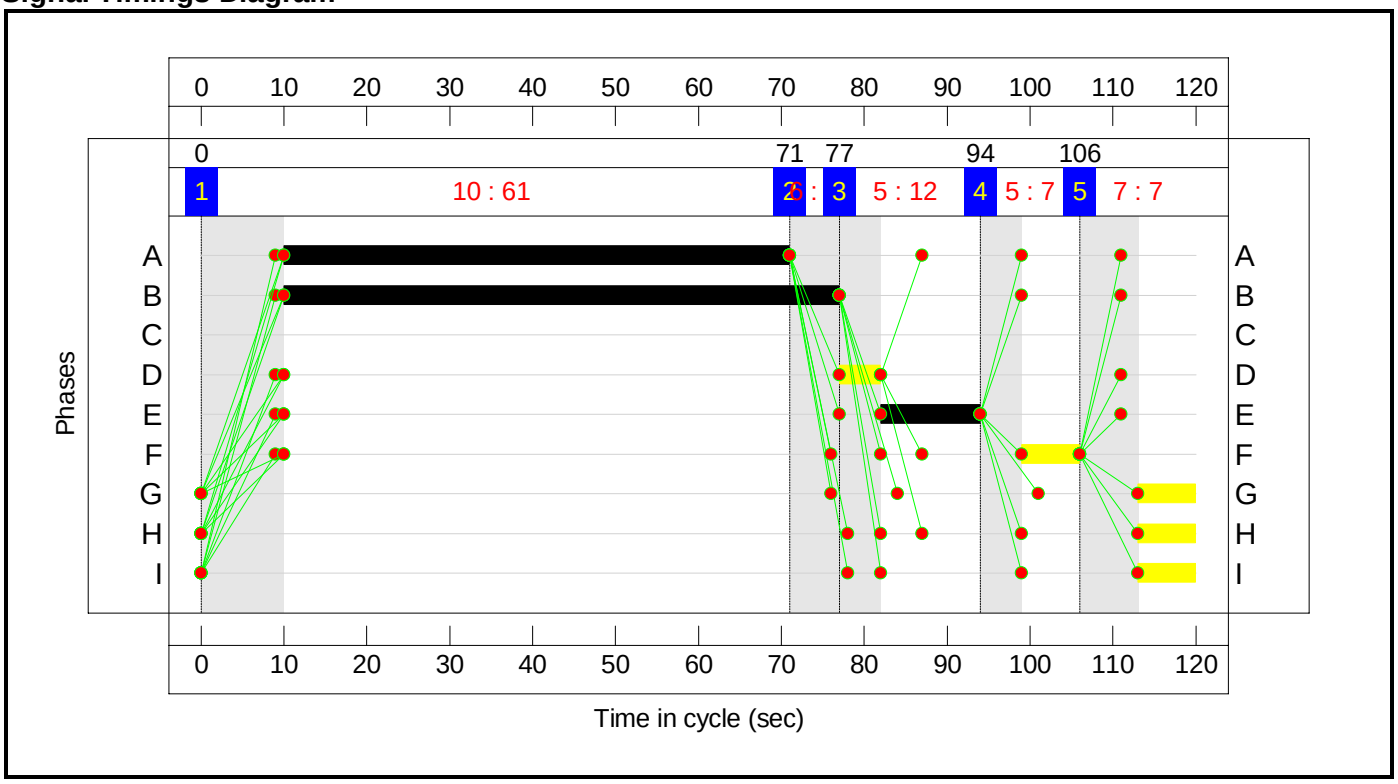
Stage Sequence Diagram



Stage Timings

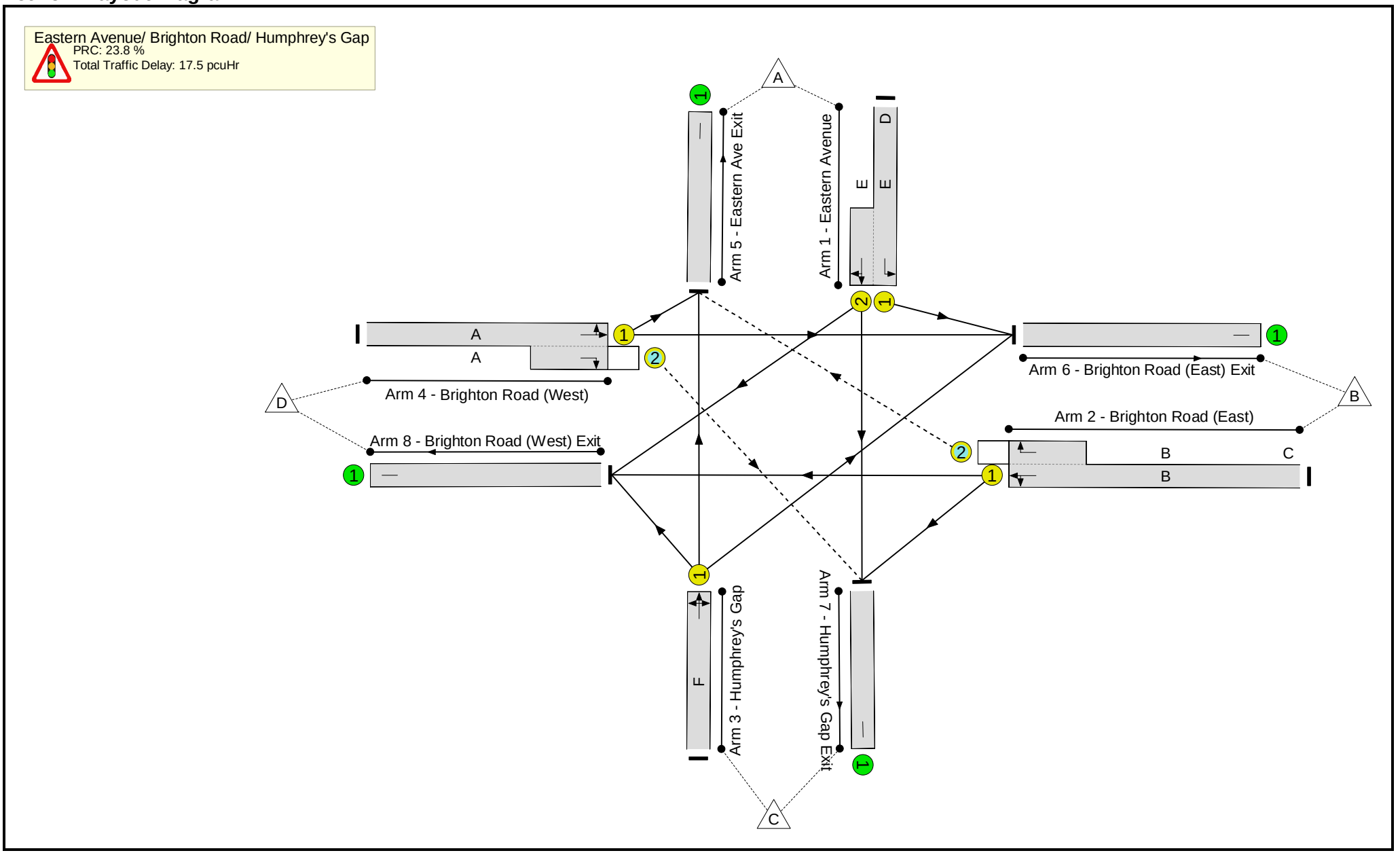
Stage	1	2	3	4	5
Duration	61	0	12	7	7
Change Point	0	71	77	94	106

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	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.7%**
1/1+1/2	Eastern Avenue Left Ahead Right	U	N/A	N/A	E	D	1	17:12	5	262	1691:1987	361	72.6%
2/1+2/2	Brighton Road (East) Right Left Ahead	U+O	N/A	N/A	B	C	1	67	0	848	2074:1726	1166	72.7%
3/1	Humphrey's Gap Ahead Right Left	U	N/A	N/A	F		1	7	-	62	1810	121	51.4%
4/1+4/2	Brighton Road (West) Left Ahead Right	U+O	N/A	N/A	A		1	61	-	695	2164:1696	1115	62.3%
5/1	Eastern Ave Exit	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1	Brighton Road (East) Exit	U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
7/1	Humphrey's Gap Exit	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
8/1	Brighton Road (West) Exit	U	N/A	N/A	-		-	-	-	833	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	**-**	**-**	**184**	**4**	**2**	**12.7**	**4.0**	**0.8**	**17.5**	**-**	**-**	**-**	**-**
Eastern Avenue/ Brighton Road/ Humphrey's Gap	**-**	**-**	**184**	**4**	**2**	**12.7**	**4.0**	**0.8**	**17.5**	**-**	**-**	**-**	**-**
1/1+1/2	262	262	-	-	-	3.6	1.3	-	4.9	66.8	4.1	1.3	5.4
2/1+2/2	848	848	120	4	2	4.4	1.3	0.4	6.1	26.0	19.6	1.3	20.9
3/1	62	62	-	-	-	0.9	0.5	-	1.5	84.3	2.0	0.5	2.5
4/1+4/2	695	695	64	0	0	3.9	0.8	0.4	5.1	26.3	15.7	0.8	16.5
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 23.8 Total Delay for Signalled Lanes (pcuHr): 17.49 Cycle Time (s): 120
PRC Over All Lanes (%): 23.8 Total Delay Over All Lanes(pcuHr): 17.49

Appendix G

NORFOLK BRIDGE ASSESSMENT RESULTS

Junctions 10

ARCADY 10 - Roundabout Module

Filename: Old Shoreham Road_Upper Shoreham Road.j10
Path: \\uk.wspgroup.com\central data\Projects\70118xxx\70118838 - Kwik-Fit, Brighton Road, Shoreham\03 WIP\TP Transport Planning\01 Analysis & Calcs\Junctions 10
Report generation date: 07/01/2025 15:51:16

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Old Shoreham Road/ Upper Shoreham Road - 2024 Observed										
1 - A259 High Street (East)	D1	1.7	10.40	0.63	B	D2	4.6	20.24	0.82	C
2 - A259 Brighton Road (South)		233.1	741.32	1.14	F		3.4	14.91	0.78	B
3 - A283 High Street (North)		1.7	10.02	0.63	B		0.9	6.45	0.48	A
Old Shoreham Road/ Upper Shoreham Road - 2029 DM										
1 - A259 High Street (East)	D3	3.6	17.90	0.79	C	D4	30.4	115.63	0.99	F
2 - A259 Brighton Road (South)		447.5	1456.47	1.29	F		8.3	32.61	0.90	D
3 - A283 High Street (North)		2.4	12.74	0.71	B		1.3	8.22	0.57	A
Old Shoreham Road/ Upper Shoreham Road - 2029 DS										
1 - A259 High Street (East)	D5	3.8	18.64	0.80	C	D6	33.6	126.45	0.99	F
2 - A259 Brighton Road (South)		450.6	1468.11	1.29	F		8.7	34.36	0.90	D
3 - A283 High Street (North)		2.4	12.73	0.71	B		1.4	8.33	0.58	A
Old Shoreham Road/ Upper Shoreham Road - 2032 DM										
1 - A259 High Street (East)	D7	4.3	20.65	0.81	C	D8	59.4	213.67	1.02	F
2 - A259 Brighton Road (South)		506.6	1650.71	1.33	F		10.8	41.63	0.92	E
3 - A283 High Street (North)		2.7	13.64	0.73	B		1.4	8.68	0.59	A
Old Shoreham Road/ Upper Shoreham Road - 2032 DS										
1 - A259 High Street (East)	D9	4.5	21.63	0.82	C	D10	62.7	224.34	1.03	F
2 - A259 Brighton Road (South)		510.5	1666.12	1.33	F		11.4	44.09	0.93	E
3 - A283 High Street (North)		2.7	13.63	0.73	B		1.5	8.80	0.60	A

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

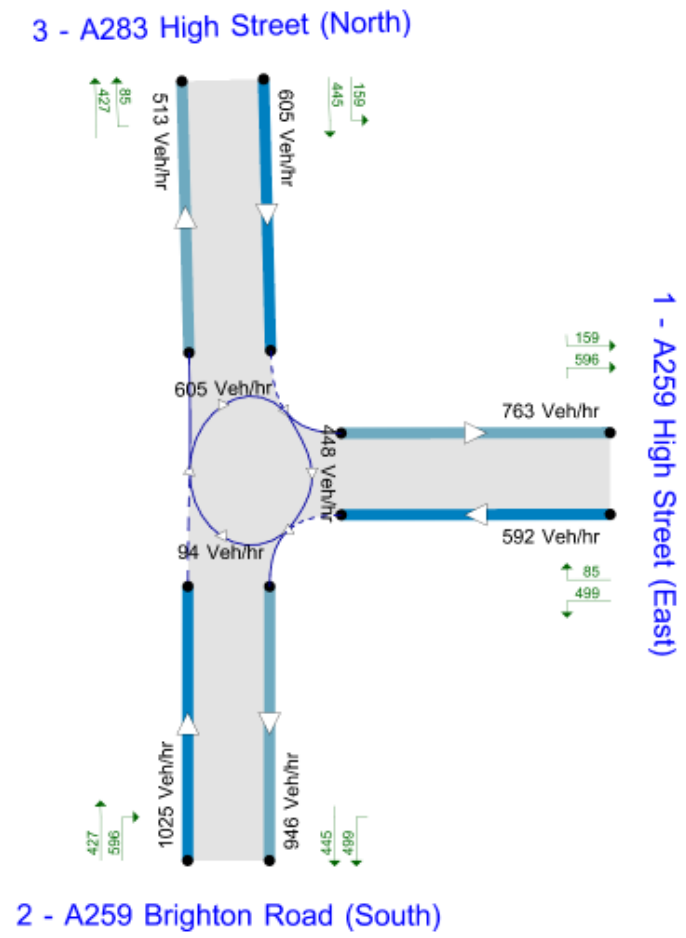
File summary

File Description

Title	Old Shoreham Road/ Upper Shoreham Road
Location	Shoreham-by-Sea
Site number	
Date	07/07/2016
Version	
Status	Existing Layout
Identifier	
Client	Southern Housing
Jobnumber	70015910
Enumerator	UKPXM046
Description	

Units

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



Flows show modelled flow through junction (Veh/hr).
Time Segment: 08:45-09:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:45	10:15	90	15	✓
D2	2024 Observed	PM	FLAT	15:45	17:15	90	15	✓
D3	2029 DM	AM	FLAT	08:45	10:15	90	15	✓
D4	2029 DM	PM	FLAT	15:45	17:15	90	15	✓
D5	2029 DS	AM	FLAT	08:45	10:15	90	15	✓
D6	2029 DS	PM	FLAT	15:45	17:15	90	15	✓
D7	2032 DM	AM	FLAT	08:45	10:15	90	15	✓
D8	2032 DM	PM	FLAT	15:45	17:15	90	15	✓
D9	2032 DS	AM	FLAT	08:45	10:15	90	15	✓
D10	2032 DS	PM	FLAT	15:45	17:15	90	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Old Shoreham Road/ Upper Shoreham Road	✓	100.000	100.000

Old Shoreham Road/ Upper Shoreham Road - 2024 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	369.21	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		369.21	F

Arms

Arms

Arm	Name	Description
1	A259 High Street (East)	
2	A259 Brighton Road (South)	
3	A283 High Street (North)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A259 High Street (East)	4.60	4.25	7.60	6.5	15.30	7.15	0.0	✓
2 - A259 Brighton Road (South)	4.00	3.50	5.50	3.6	19.30	13.00	0.0	✓
3 - A283 High Street (North)	4.05	3.60	4.00	3.1	18.20	2.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A259 High Street (East)	0.575	1046
2 - A259 Brighton Road (South)	0.534	873
3 - A283 High Street (North)	0.513	857

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - A259 High Street (East)	Direct		250
2 - A259 Brighton Road (South)	Direct		275
3 - A283 High Street (North)	Direct		500

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)	Run automatically
D1	2024 Observed	AM	FLAT	08:45	10:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	599	100.000
2 - A259 Brighton Road (South)		FLAT	✓	1199	100.000
3 - A283 High Street (North)		FLAT	✓	612	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	505	86
	2 - A259 Brighton Road (South)	697	2	500
	3 - A283 High Street (North)	161	450	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	25	8	10
	2 - A259 Brighton Road (South)	5	0	3
	3 - A283 High Street (North)	9	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.63	10.40	1.7	B	599	899
2 - A259 Brighton Road (South)	1.14	741.32	233.1	F	1199	1798
3 - A283 High Street (North)	0.63	10.02	1.7	B	612	918

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	448	948	0.632	592	763	0.0	1.7	9.949	A
2 - A259 Brighton Road (South)	1199	300	94	1049	1.143	1025	946	0.0	43.5	85.966	F
3 - A283 High Street (North)	612	153	605	978	0.626	605	513	0.0	1.6	9.504	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	453	945	0.634	599	777	1.7	1.7	10.381	B
2 - A259 Brighton Road (South)	1199	300	95	1048	1.144	1046	956	43.5	81.7	224.583	F
3 - A283 High Street (North)	612	153	618	972	0.630	612	523	1.6	1.7	9.991	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	453	945	0.634	599	778	1.7	1.7	10.391	B
2 - A259 Brighton Road (South)	1199	300	95	1048	1.144	1047	957	81.7	119.6	353.338	F
3 - A283 High Street (North)	612	153	619	971	0.630	612	524	1.7	1.7	10.010	B

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	453	945	0.634	599	778	1.7	1.7	10.393	B
2 - A259 Brighton Road (South)	1199	300	95	1048	1.144	1048	957	119.6	157.5	482.493	F
3 - A283 High Street (North)	612	153	619	971	0.630	612	524	1.7	1.7	10.014	B

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	453	945	0.634	599	778	1.7	1.7	10.395	B
2 - A259 Brighton Road (South)	1199	300	95	1048	1.144	1048	957	157.5	195.3	611.854	F
3 - A283 High Street (North)	612	153	619	971	0.630	612	524	1.7	1.7	10.018	B

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	599	150	453	945	0.634	599	778	1.7	1.7	10.395	B
2 - A259 Brighton Road (South)	1199	300	95	1048	1.144	1048	957	195.3	233.1	741.323	F
3 - A283 High Street (North)	612	153	619	971	0.630	612	524	1.7	1.7	10.018	B

Old Shoreham Road/ Upper Shoreham Road - 2024 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	14.97	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.97	B

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)	Run automatically
D2	2024 Observed	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	824	100.000
2 - A259 Brighton Road (South)		FLAT	✓	838	100.000
3 - A283 High Street (North)		FLAT	✓	509	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	735	81
	2 - A259 Brighton Road (South)	497	16	325
	3 - A283 High Street (North)	62	446	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	38	2	5
	2 - A259 Brighton Road (South)	2	0	1
	3 - A283 High Street (North)	5	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.82	20.24	4.6	C	824	1236
2 - A259 Brighton Road (South)	0.78	14.91	3.4	B	838	1257
3 - A283 High Street (North)	0.48	6.45	0.9	A	509	764

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	460	1003	0.822	807	559	0.0	4.1	17.197	C
2 - A259 Brighton Road (South)	838	209	88	1080	0.776	825	1179	0.0	3.2	13.505	B
3 - A283 High Street (North)	509	127	513	1071	0.475	505	400	0.0	0.9	6.324	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	463	1001	0.823	823	567	4.1	4.4	19.948	C
2 - A259 Brighton Road (South)	838	209	90	1079	0.777	838	1196	3.2	3.4	14.824	B
3 - A283 High Street (North)	509	127	521	1067	0.477	509	407	0.9	0.9	6.447	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	463	1001	0.823	824	567	4.4	4.5	20.125	C
2 - A259 Brighton Road (South)	838	209	90	1079	0.777	838	1197	3.4	3.4	14.876	B
3 - A283 High Street (North)	509	127	521	1067	0.477	509	407	0.9	0.9	6.449	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	463	1001	0.823	824	567	4.5	4.5	20.189	C
2 - A259 Brighton Road (South)	838	209	90	1079	0.777	838	1197	3.4	3.4	14.894	B
3 - A283 High Street (North)	509	127	521	1067	0.477	509	407	0.9	0.9	6.449	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	463	1001	0.823	824	567	4.5	4.5	20.223	C
2 - A259 Brighton Road (South)	838	209	90	1079	0.777	838	1197	3.4	3.4	14.903	B
3 - A283 High Street (North)	509	127	521	1067	0.477	509	407	0.9	0.9	6.449	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	824	206	463	1001	0.823	824	567	4.5	4.6	20.243	C
2 - A259 Brighton Road (South)	838	209	90	1079	0.777	838	1197	3.4	3.4	14.909	B
3 - A283 High Street (North)	509	127	521	1067	0.477	509	407	0.9	0.9	6.449	A

Old Shoreham Road/ Upper Shoreham Road - 2029 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	697.44	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		697.44	F

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)	Run automatically
D3	2029 DM	AM	FLAT	08:45	10:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	743	100.000
2 - A259 Brighton Road (South)		FLAT	✓	1314	100.000
3 - A283 High Street (North)		FLAT	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	592	143
	2 - A259 Brighton Road (South)	785	2	527
	3 - A283 High Street (North)	218	474	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	25	7	7
	2 - A259 Brighton Road (South)	5	0	3
	3 - A283 High Street (North)	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.79	17.90	3.6	C	743	1114
2 - A259 Brighton Road (South)	1.29	1456.47	447.5	F	1314	1971
3 - A283 High Street (North)	0.71	12.74	2.4	B	693	1039

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	470	947	0.784	730	824	0.0	3.4	15.709	C
2 - A259 Brighton Road (South)	1314	329	149	1019	1.289	1006	1051	0.0	77.0	144.719	F
3 - A283 High Street (North)	693	173	610	979	0.708	684	545	0.0	2.3	11.852	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	476	944	0.787	742	834	3.4	3.5	17.732	C
2 - A259 Brighton Road (South)	1314	329	152	1018	1.291	1017	1067	77.0	151.1	410.633	F
3 - A283 High Street (North)	693	173	617	975	0.710	693	552	2.3	2.4	12.700	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	476	944	0.787	743	834	3.5	3.6	17.842	C
2 - A259 Brighton Road (South)	1314	329	152	1018	1.291	1018	1067	151.1	225.2	671.447	F
3 - A283 High Street (North)	693	173	617	975	0.710	693	552	2.4	2.4	12.728	B

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	477	944	0.787	743	834	3.6	3.6	17.885	C
2 - A259 Brighton Road (South)	1314	329	152	1018	1.291	1018	1067	225.2	299.3	932.921	F
3 - A283 High Street (North)	693	173	617	975	0.711	693	552	2.4	2.4	12.736	B

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	477	944	0.787	743	834	3.6	3.6	17.894	C
2 - A259 Brighton Road (South)	1314	329	152	1018	1.291	1018	1067	299.3	373.4	1194.637	F
3 - A283 High Street (North)	693	173	618	975	0.711	693	552	2.4	2.4	12.739	B

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	743	186	477	944	0.787	743	834	3.6	3.6	17.900	C
2 - A259 Brighton Road (South)	1314	329	152	1018	1.291	1018	1067	373.4	447.5	1456.468	F
3 - A283 High Street (North)	693	173	618	975	0.711	693	552	2.4	2.4	12.741	B

Old Shoreham Road/ Upper Shoreham Road - 2029 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	59.52	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		59.52	F

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)	Run automatically
D4	2029 DM	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	978	100.000
2 - A259 Brighton Road (South)		FLAT	✓	943	100.000
3 - A283 High Street (North)		FLAT	✓	585	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	834	136
	2 - A259 Brighton Road (South)	584	17	342
	3 - A283 High Street (North)	114	470	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	38	2	3
	2 - A259 Brighton Road (South)	2	0	1
	3 - A283 High Street (North)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.99	115.63	30.4	F	978	1467
2 - A259 Brighton Road (South)	0.90	32.61	8.3	D	943	1415
3 - A283 High Street (North)	0.57	8.22	1.3	A	585	878

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	483	992	0.986	924	688	0.0	13.6	39.168	E
2 - A259 Brighton Road (South)	943	236	137	1054	0.894	916	1270	0.0	6.6	22.928	C
3 - A283 High Street (North)	585	146	592	1032	0.567	580	462	0.0	1.3	7.880	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	488	989	0.989	957	704	13.6	18.9	71.100	F
2 - A259 Brighton Road (South)	943	236	142	1052	0.897	940	1303	6.6	7.5	30.390	D
3 - A283 High Street (North)	585	146	607	1024	0.571	585	475	1.3	1.3	8.194	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	488	989	0.989	963	705	18.9	22.7	86.398	F
2 - A259 Brighton Road (South)	943	236	143	1051	0.897	942	1308	7.5	7.8	31.559	D
3 - A283 High Street (North)	585	146	608	1023	0.572	585	476	1.3	1.3	8.211	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	488	989	0.989	966	705	22.7	25.7	97.969	F
2 - A259 Brighton Road (South)	943	236	143	1051	0.897	942	1311	7.8	8.0	32.095	D
3 - A283 High Street (North)	585	146	608	1023	0.572	585	477	1.3	1.3	8.215	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	488	989	0.989	968	706	25.7	28.2	107.484	F
2 - A259 Brighton Road (South)	943	236	144	1051	0.898	942	1312	8.0	8.2	32.408	D
3 - A283 High Street (North)	585	146	609	1023	0.572	585	477	1.3	1.3	8.219	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	978	244	488	989	0.989	969	706	28.2	30.4	115.634	F
2 - A259 Brighton Road (South)	943	236	144	1051	0.898	943	1314	8.2	8.3	32.614	D
3 - A283 High Street (North)	585	146	609	1023	0.572	585	478	1.3	1.3	8.220	A

Old Shoreham Road/ Upper Shoreham Road - 2029 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	701.41	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		701.41	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 DS	AM	FLAT	08:45	10:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	751	100.000
2 - A259 Brighton Road (South)		FLAT	✓	1315	100.000
3 - A283 High Street (North)		FLAT	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	598	145
	2 - A259 Brighton Road (South)	786	2	527
	3 - A283 High Street (North)	218	474	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	25	7	7
	2 - A259 Brighton Road (South)	5	0	3
	3 - A283 High Street (North)	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.80	18.64	3.8	C	751	1126
2 - A259 Brighton Road (South)	1.29	1468.11	450.6	F	1315	1972
3 - A283 High Street (North)	0.71	12.73	2.4	B	693	1039

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	470	947	0.793	737	824	0.0	3.5	16.199	C
2 - A259 Brighton Road (South)	1315	329	151	1018	1.292	1005	1056	0.0	77.4	145.694	F
3 - A283 High Street (North)	693	173	610	979	0.708	684	546	0.0	2.3	11.846	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	476	944	0.796	750	833	3.5	3.7	18.433	C
2 - A259 Brighton Road (South)	1315	329	154	1017	1.293	1016	1073	77.4	152.1	413.689	F
3 - A283 High Street (North)	693	173	617	976	0.710	693	553	2.3	2.4	12.692	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	476	944	0.796	751	834	3.7	3.8	18.563	C
2 - A259 Brighton Road (South)	1315	329	154	1017	1.294	1016	1073	152.1	226.7	676.649	F
3 - A283 High Street (North)	693	173	617	976	0.710	693	553	2.4	2.4	12.720	B

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	477	944	0.796	751	834	3.8	3.8	18.607	C
2 - A259 Brighton Road (South)	1315	329	154	1017	1.294	1017	1073	226.7	301.4	940.272	F
3 - A283 High Street (North)	693	173	617	976	0.710	693	553	2.4	2.4	12.728	B

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	477	944	0.796	751	834	3.8	3.8	18.627	C
2 - A259 Brighton Road (South)	1315	329	154	1017	1.294	1017	1073	301.4	376.0	1204.132	F
3 - A283 High Street (North)	693	173	617	976	0.710	693	553	2.4	2.4	12.730	B

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	751	188	477	944	0.796	751	834	3.8	3.8	18.640	C
2 - A259 Brighton Road (South)	1315	329	154	1017	1.294	1017	1073	376.0	450.6	1468.110	F
3 - A283 High Street (North)	693	173	617	976	0.710	693	553	2.4	2.4	12.733	B

Old Shoreham Road/ Upper Shoreham Road - 2029 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	64.44	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		64.44	F

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)	Run automatically
D6	2029 DS	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	983	100.000
2 - A259 Brighton Road (South)		FLAT	✓	948	100.000
3 - A283 High Street (North)		FLAT	✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	8	837	138
	2 - A259 Brighton Road (South)	589	17	342
	3 - A283 High Street (North)	117	470	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	38	2	3
	2 - A259 Brighton Road (South)	2	0	1
	3 - A283 High Street (North)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.99	126.45	33.6	F	983	1475
2 - A259 Brighton Road (South)	0.90	34.36	8.7	D	948	1422
3 - A283 High Street (North)	0.58	8.33	1.4	A	588	882

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	483	992	0.991	926	695	0.0	14.2	40.272	E
2 - A259 Brighton Road (South)	948	237	139	1053	0.900	920	1271	0.0	6.9	23.586	C
3 - A283 High Street (North)	588	147	596	1030	0.571	583	463	0.0	1.3	7.972	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	488	989	0.994	960	712	14.2	20.0	74.462	F
2 - A259 Brighton Road (South)	948	237	144	1051	0.902	944	1304	6.9	7.8	31.730	D
3 - A283 High Street (North)	588	147	611	1021	0.576	588	476	1.3	1.3	8.299	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	488	989	0.994	966	713	20.0	24.4	91.716	F
2 - A259 Brighton Road (South)	948	237	144	1050	0.903	946	1309	7.8	8.2	33.093	D
3 - A283 High Street (North)	588	147	613	1021	0.576	588	478	1.3	1.3	8.317	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	488	989	0.994	969	713	24.4	27.9	105.175	F
2 - A259 Brighton Road (South)	948	237	145	1050	0.903	947	1312	8.2	8.5	33.732	D
3 - A283 High Street (North)	588	147	613	1020	0.576	588	479	1.3	1.4	8.322	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	488	989	0.994	971	714	27.9	30.9	116.521	F
2 - A259 Brighton Road (South)	948	237	145	1050	0.903	947	1314	8.5	8.6	34.110	D
3 - A283 High Street (North)	588	147	614	1020	0.576	588	479	1.4	1.4	8.326	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	983	246	488	989	0.994	972	714	30.9	33.6	126.451	F
2 - A259 Brighton Road (South)	948	237	145	1050	0.903	948	1315	8.6	8.7	34.360	D
3 - A283 High Street (North)	588	147	614	1020	0.576	588	479	1.4	1.4	8.327	A

Old Shoreham Road/ Upper Shoreham Road - 2032 DM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	791.30	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		791.30	F

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)	Run automatically
D7	2032 DM	AM	FLAT	08:45	10:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	762	100.000
2 - A259 Brighton Road (South)		FLAT	✓	1352	100.000
3 - A283 High Street (North)		FLAT	✓	712	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	9	608	145
	2 - A259 Brighton Road (South)	807	2	543
	3 - A283 High Street (North)	223	488	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	25	7	7
	2 - A259 Brighton Road (South)	5	0	3
	3 - A283 High Street (North)	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.81	20.65	4.3	C	762	1143
2 - A259 Brighton Road (South)	1.33	1650.71	506.6	F	1352	2028
3 - A283 High Street (North)	0.73	13.64	2.7	B	712	1068

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	484	940	0.811	747	829	0.0	3.9	17.475	C
2 - A259 Brighton Road (South)	1352	338	152	1018	1.328	1006	1078	0.0	86.5	161.291	F
3 - A283 High Street (North)	712	178	611	979	0.727	702	547	0.0	2.5	12.583	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	490	936	0.814	761	838	3.9	4.1	20.330	C
2 - A259 Brighton Road (South)	1352	338	155	1016	1.331	1016	1096	86.5	170.5	462.189	F
3 - A283 High Street (North)	712	178	617	976	0.730	712	554	2.5	2.6	13.592	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	490	936	0.814	762	838	4.1	4.2	20.532	C
2 - A259 Brighton Road (South)	1352	338	155	1016	1.331	1016	1097	170.5	254.6	758.699	F
3 - A283 High Street (North)	712	178	617	976	0.730	712	554	2.6	2.6	13.626	B

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	490	936	0.814	762	838	4.2	4.3	20.596	C
2 - A259 Brighton Road (South)	1352	338	155	1016	1.331	1016	1097	254.6	338.6	1055.846	F
3 - A283 High Street (North)	712	178	617	976	0.730	712	554	2.6	2.7	13.637	B

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	490	936	0.814	762	838	4.3	4.3	20.632	C
2 - A259 Brighton Road (South)	1352	338	155	1016	1.331	1016	1097	338.6	422.6	1353.226	F
3 - A283 High Street (North)	712	178	617	976	0.730	712	554	2.7	2.7	13.642	B

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	762	190	490	936	0.814	762	838	4.3	4.3	20.653	C
2 - A259 Brighton Road (South)	1352	338	155	1016	1.331	1016	1097	422.6	506.6	1650.713	F
3 - A283 High Street (North)	712	178	617	976	0.730	712	554	2.7	2.7	13.645	B

Old Shoreham Road/ Upper Shoreham Road - 2032 DM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	101.56	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		101.56	F

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)	Run automatically
D8	2032 DM	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	1005	100.000
2 - A259 Brighton Road (South)		FLAT	✓	968	100.000
3 - A283 High Street (North)		FLAT	✓	600	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	9	857	139
	2 - A259 Brighton Road (South)	599	17	352
	3 - A283 High Street (North)	116	483	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	38	2	3
	2 - A259 Brighton Road (South)	2	0	1
	3 - A283 High Street (North)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	1.02	213.67	59.4	F	1005	1507
2 - A259 Brighton Road (South)	0.92	41.63	10.8	E	968	1452
3 - A283 High Street (North)	0.59	8.68	1.4	A	600	900

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	496	984	1.021	933	703	0.0	18.1	47.692	E
2 - A259 Brighton Road (South)	968	242	138	1053	0.919	936	1290	0.0	8.0	26.023	D
3 - A283 High Street (North)	600	150	604	1025	0.585	594	470	0.0	1.4	8.256	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	501	981	1.024	965	720	18.1	28.1	97.697	F
2 - A259 Brighton Road (South)	968	242	143	1051	0.921	963	1323	8.0	9.3	36.985	E
3 - A283 High Street (North)	600	150	621	1016	0.590	600	485	1.4	1.4	8.638	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	501	981	1.024	971	722	28.1	36.7	130.306	F
2 - A259 Brighton Road (South)	968	242	144	1050	0.922	965	1328	9.3	9.9	39.282	E
3 - A283 High Street (North)	600	150	623	1015	0.591	600	486	1.4	1.4	8.662	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	501	981	1.024	973	723	36.7	44.7	159.618	F
2 - A259 Brighton Road (South)	968	242	144	1050	0.922	966	1330	9.9	10.3	40.440	E
3 - A283 High Street (North)	600	150	624	1015	0.591	600	487	1.4	1.4	8.671	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	501	981	1.024	975	723	44.7	52.2	187.197	F
2 - A259 Brighton Road (South)	968	242	145	1050	0.922	967	1331	10.3	10.6	41.148	E
3 - A283 High Street (North)	600	150	624	1015	0.591	600	487	1.4	1.4	8.675	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1005	251	501	981	1.024	976	723	52.2	59.4	213.667	F
2 - A259 Brighton Road (South)	968	242	145	1050	0.922	967	1332	10.6	10.8	41.631	E
3 - A283 High Street (North)	600	150	624	1015	0.591	600	488	1.4	1.4	8.679	A

Old Shoreham Road/ Upper Shoreham Road - 2032 DS, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	796.94	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		796.94	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2032 DS	AM	FLAT	08:45	10:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	770	100.000
2 - A259 Brighton Road (South)		FLAT	✓	1353	100.000
3 - A283 High Street (North)		FLAT	✓	712	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	9	613	148
	2 - A259 Brighton Road (South)	808	2	543
	3 - A283 High Street (North)	223	488	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	25	7	7
	2 - A259 Brighton Road (South)	5	0	3
	3 - A283 High Street (North)	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	0.82	21.63	4.5	C	770	1155
2 - A259 Brighton Road (South)	1.33	1666.12	510.5	F	1353	2029
3 - A283 High Street (North)	0.73	13.63	2.7	B	712	1068

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	484	940	0.820	754	829	0.0	4.1	18.068	C
2 - A259 Brighton Road (South)	1353	338	155	1016	1.331	1005	1083	0.0	87.1	162.592	F
3 - A283 High Street (North)	712	178	610	979	0.727	702	549	0.0	2.5	12.571	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	490	936	0.823	769	838	4.1	4.3	21.241	C
2 - A259 Brighton Road (South)	1353	338	158	1014	1.334	1014	1101	87.1	171.8	466.251	F
3 - A283 High Street (North)	712	178	616	976	0.730	712	556	2.5	2.6	13.577	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	490	936	0.823	770	838	4.3	4.4	21.480	C
2 - A259 Brighton Road (South)	1353	338	158	1014	1.334	1014	1102	171.8	256.5	765.598	F
3 - A283 High Street (North)	712	178	616	976	0.730	712	556	2.6	2.6	13.607	B

09:30 - 09:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	490	936	0.823	770	838	4.4	4.5	21.563	C
2 - A259 Brighton Road (South)	1353	338	158	1014	1.334	1014	1102	256.5	341.2	1065.579	F
3 - A283 High Street (North)	712	178	616	976	0.730	712	556	2.6	2.7	13.619	B

09:45 - 10:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	490	936	0.823	770	838	4.5	4.5	21.604	C
2 - A259 Brighton Road (South)	1353	338	158	1014	1.334	1014	1102	341.2	425.8	1365.801	F
3 - A283 High Street (North)	712	178	616	976	0.730	712	556	2.7	2.7	13.624	B

10:00 - 10:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	770	193	490	936	0.823	770	838	4.5	4.5	21.630	C
2 - A259 Brighton Road (South)	1353	338	158	1014	1.334	1014	1102	425.8	510.5	1666.124	F
3 - A283 High Street (North)	712	178	616	976	0.730	712	556	2.7	2.7	13.627	B

Old Shoreham Road/ Upper Shoreham Road - 2032 DS, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Mini-roundabout		1, 2, 3	106.61	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		106.61	F

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)	Run automatically
D10	2032 DS	PM	FLAT	15:45	17:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A259 High Street (East)		FLAT	✓	1008	100.000
2 - A259 Brighton Road (South)		FLAT	✓	973	100.000
3 - A283 High Street (North)		FLAT	✓	603	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	9	859	140
	2 - A259 Brighton Road (South)	604	17	352
	3 - A283 High Street (North)	119	483	1

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - A259 High Street (East)	2 - A259 Brighton Road (South)	3 - A283 High Street (North)
From	1 - A259 High Street (East)	38	2	3
	2 - A259 Brighton Road (South)	2	0	1
	3 - A283 High Street (North)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A259 High Street (East)	1.03	224.34	62.7	F	1008	1512
2 - A259 Brighton Road (South)	0.93	44.09	11.4	E	973	1460
3 - A283 High Street (North)	0.60	8.80	1.5	A	603	905

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	496	984	1.024	934	710	0.0	18.5	48.483	E
2 - A259 Brighton Road (South)	973	243	139	1053	0.924	940	1291	0.0	8.3	26.743	D
3 - A283 High Street (North)	603	151	608	1023	0.589	597	471	0.0	1.4	8.352	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	501	981	1.027	966	728	18.5	29.1	100.267	F
2 - A259 Brighton Road (South)	973	243	144	1050	0.926	967	1323	8.3	9.8	38.632	E
3 - A283 High Street (North)	603	151	626	1014	0.595	603	485	1.4	1.4	8.751	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	501	981	1.027	971	730	29.1	38.2	134.745	F
2 - A259 Brighton Road (South)	973	243	145	1050	0.927	970	1328	9.8	10.5	41.287	E
3 - A283 High Street (North)	603	151	628	1013	0.595	603	487	1.4	1.5	8.779	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	501	981	1.027	974	731	38.2	46.7	166.052	F
2 - A259 Brighton Road (South)	973	243	145	1050	0.927	971	1330	10.5	10.9	42.657	E
3 - A283 High Street (North)	603	151	629	1012	0.596	603	488	1.5	1.5	8.789	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	501	981	1.027	976	731	46.7	54.8	195.716	F
2 - A259 Brighton Road (South)	973	243	145	1050	0.927	972	1331	10.9	11.2	43.509	E
3 - A283 High Street (North)	603	151	629	1012	0.596	603	488	1.5	1.5	8.793	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A259 High Street (East)	1008	252	501	981	1.027	977	731	54.8	62.7	224.344	F
2 - A259 Brighton Road (South)	973	243	145	1050	0.927	972	1332	11.2	11.4	44.094	E
3 - A283 High Street (North)	603	151	629	1012	0.596	603	488	1.5	1.5	8.798	A