

## Appendix U

### Link Capacity Calculation

Satellite Image Assessment													
ID	Link	Classification	Width (m)	Capacity	B&NES GIS Width Measurements (m)					Mean	GIS Capacity	Adopted Capacity Value	Comments
L1	Keynsham Bypass	UAP1	7.30	3600	15.3	14.4	15.2	14.8	14.9	7.5	3600	3600	
L2	Durley Hill	UAP2	7.30	1470	8.8	9.4	8.8	8.7	9.1	9.0	1550	1550	
L3	Stockwood Hill / Lane	UAP3	3.50	500	5.4	6.0	6.1	7.0	7.3	6.4	900	500	Pinch-point used to define capacity
L4	Bristol Road E of Stockwood Lane	UAP3	6.75	1110	9.0	9.1	8.5			8.9	1530	1530	
L5	St Ladoc Rd	UAP4	6.75	900	6.1	6.6	5.7	5.8	7.2	6.3	750	750	
L6	Bristol Road E of St Ladoc Rd	UAP3	6.75	1110	8.2	6.7	7.0	6.9	9.1	7.6	1300	1300	
L7	High Street	UAP4	6.75	900	8.3	5.9	9.1	8.1	7.7	7.8	1140	900	6.75 metre effective width assumed
L8	Wellsway South of Keynsham	UAP2	6.75	1260	7.2	6.9	5.9	7.8	8.9	7.3	1470	1470	
L9	Bath Road W of Eastern RB	UAP3	8.50	1450	9.2	9.5	8.7	8.9	8.7	9.0	1530	1530	
21	A4 W of Brislington	UAP3	8.00	1400	11.0	11.3	13.8	11.9	13.5	12.3	1700	1700	
22	A4 E of Brislington	UAP3	10.00	1620	11.9	15.9	10.8	10.4		6.1	2300	2300	
23	A4174 S of Brislington	UAP3	8.50	1450	13.2	9.3	7.2	7.1	9.5	9.3	1530	1530	
24	A37 N of A4174 (to beaconsfield rd)	UAP4	7.30	1140	10.5	8.8	10.2	9.6	9.5	9.7	1320	1320	
25	A37 S of A4174 (to Whitchurch)	UAP3	8.50	1450	11.4	13.2	12.6	9.2	6.9	10.7	1620	1620	
26	A37 S of Whitchurch	UAP2	7.30	1470	11.9	7.5	6.9	7.3	10.3	8.8	1550	1550	
28	Whitchurch Lane	UAP3	7.30	1300	15.8	7.1	6.7	6.7	7.0	8.7	1530	1530	
SL1	A4174 Ring road	UAP1	7.30	3600	17.9	16.7	18.2			8.8	4700	3600	GIS measurement includes hard shoulder / margins
SL2	A4 E of Brislington from Ring Road	UAP2	7.30	3200	15.2	15.5	12.3	9.6	11.9	6.5	2950	3200	
SL3	A4 towards Salford	UAP3	7.30	1300	8.1	9.7	7.2	7.0	7.3	7.9	1300	1300	
L41	Lansdown Road (N)	UAP2	6.75	1260	6.6	6.2	6.7	7.5	5.9	6.6	1260	1260	
L42	Lansdown Road (S)	UAP3	7.80	1350	6.0	8.2	8.6	9.9	7.0	7.9	1300	1300	
L43	Lansdown Lane	UAP3	6.75	1110	5.3	5.8	5.4	7.3	6.7	6.1	900	900	
L44	Lansdown Road (S of Julian Road)	UAP3	7.30	1300	9.1	8.7	9.7	8.3	6.9	8.5	1530	1530	
L45	Kelston Road	UAP2	7.30	1470	6.2	6.1	9.3	6.2	6.0	6.8	1260	1260	
L46	Newbridge Hill	UAP3	7.30	1300	8.5	8.0	8.0	8.1	6.4	7.8	1300	1300	
L47	Marlborough Buildings / Marlborough Lane	UAP3	5.50	750	7.7	5.7	6.3	7.7	7.5	7.0	1300	750	Parked cars reduce effective width
L48	A4 Newbridge Road	UAP3	9.00	1530	8.5	7.9	8.4	11.6	8.7	9.0	1530	1530	
16	Windsor Bridge Rd	UAP3	9.00	1530	9.9	10.6	11.3			10.6	1620	1620	
L50	A4 to Salford	UAP2	8.00	1400	8.0	9.4	7.8	8.3	8.2	8.3	1510	1510	
L51	A36 Lower Bristol Road (W)	UAP2	9.00	1550	8.8	8.8	8.1	7.8	11.5	9.0	1550	1550	
L52	A36 Lower Bristol Road (E)	UAP3	6.75	1110	8.8	7.6	8.3	11.0	7.9	8.7	1530	1300	7.5m assumed as GIS width include local junction widening
L53	A39 to Corston	UAP3	6.75	1110	8.3	7.1	5.7	6.4	8.0	7.1	1300	1300	
L54	Pennyquick/Whiteway Road	UAP3	6.30	950	5.6	6.9	6.2	6.5	7.3	6.5	1100	1100	
L55	Wellsway (N)	UAP3	8.00	1400	8.4	9.9	8.9	8.6	9.1	9.0	1530	1530	
L56	A3062 Bradford Road	UAP3	6.75	1110	7.3	7.0	8.6			7.6	1300	1300	
L57	A367 Roman Road	UAP2	6.50	1140	11.3	7.7	7.6	7.7	6.7	8.2	1510	1510	
L58	Weston Lane / Road	UAP3	5.50	750	7.5	6.2	5.2	7.9	7.5	6.9	1200	750	Section from Crown Road is constraint, have used lower value.
L59	Wellsway (S)	UAP2	6.15	1700	12.2	11.5	11.8	11.0	13.0	6.0	2950	1700	Assumed 1 wide lane in each direction - parked cars block other lane