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CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

BELLWAY HOMES LIMITED (STRATEGIC LAND)

FORMER THAKEHAM MUSHROOM SITE, THAKEHAM

TRANSPORT ASSESSMENT

REPORT REF.
2505500-ACE-XX-XX-RP-C-0102

February 2026

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088
EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111
ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677
KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155
MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940
SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994
SUFFOLK: Suite 110, Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Email: enquiries@ardent-ce.co.uk

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Distribution

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1. Introduction

1.1. This Transport Assessment (TA) has been produced by Ardent Consulting Engineers (ACE) on behalf of Bellway Homes Limited (Strategic Land), to accompany a planning application for a proposed residential development at the former Thakeham Mushroom Site in Thakeham (RH20 3EQ).

1.2. The proposals comprise 150 dwellings in a mix houses, with the current indicative site layout included at **Appendix A**. Land is also being provided within the site for use by the Community Land Trust (CLT). The details of the development on this land will be subject to another planning application. However, to ensure the potential cumulative transport impact of the CLT development is considered, this TA includes an assessment of the development of either 6no. two-bed houses or 2,500sqft of commercial floorspace and 4no. 1-bed flats above. Access is proposed via Storrington Road at the eastern edge of the site.

1.3. The planning application for the proposed redevelopment scheme is to be submitted to Horsham District Council (HDC) as the local planning authority, whilst West Sussex County Council (WSCC) are the local highway authority responsible for the roads within the surrounding area.

Background Information

1.4. A previous planning application at the site for 247 dwellings and flexible non-residential floorspace (Use Class E) was submitted to HDC in January 2024 (HDC reference: DC/24/0021). The application was refused in July 2024 and then an appeal (PINS reference: 3350094) dismissed in June 2025.

1.5. One reasons for refusal centred on junction capacity modelling at three junctions, namely the A24/A272 Buck Barn Crossroads, the A24/A283 Washington Roundabout, and the A283 Washington Road/Water Lane/Sullington Lane crossroads. This was subsequently discussed with WSCC before the appeal occurred, with the council removing their objection to junction modelling and therefore did not form part of the reasons for refusal appeal.

1.6. As part of the Statement of Common Ground, WSCC agreed that the appeal proposal would not result in severe residual cumulative impacts to the assessed junctions subject to S106 contributions towards improvements at A24/A272 Buck Barn

Crossroads and the A24/A283 Washington Roundabout. The parties therefore agreed this reason for refusal was no longer relevant.

1.7. The reasons for refusal also included the sustainability of the site, notably concerns regarding the suite of measures proposed to improve opportunities for non-car travel and their deliverability / actual ability to encourage the uptake of sustainable modes. This topic is being covered in detail separately and therefore is not considered in this TA. Bellway has appointed Arup to develop a sustainable transport strategy to help overcome the reasons for refusal related to sustainable transport. An Integrated Sustainable Transport Strategy has been developed, which will be submitted under a separate cover in due course. The Integrated Sustainable Transport Strategy will seek to demonstrate that there are feasible innovative sustainable transport interventions that could be delivered as part of the proposed development that will maximise the opportunity for taking up sustainable transport options for the future residents.

1.8. The previous application included pre-application discussions with WSCC, which sought to define the scope required for the TA as part of any future application and to agree the background information, key principles and scope of this TA. Following submission, further discussions were held with the local highway authority. The outcomes of the pre-application negotiations, subsequent discussions, and both the application and appeal decisions have been utilised to help form the basis of the new development proposals.

1.9. A number of principles of the development were previously agreed, for example trip generation, distribution, capacity modelling study area & outcomes, and site access.

1.10. This TA follows on from both the findings of the previous application and an initial Transport Scoping Note (**Ardent Report Ref: 2505500-ACE-XX-XX-RP-C-0101**) that was produced for this application and submitted to WSCC.

1.11. The pre-application process sought to confirm that previously agreed elements of the former application could once again be agreed as part of the application subject of this TA. WSCC's pre-application response is contained at **Appendix B**. The following is an overview of the key comments provided by the local highway authority on the scoping material:

- The highway authority agreed that the principles used within the previous application, including trip generation, distribution, capacity modelling study area & outcomes are acceptable.
- It was noted that sustainability is to be covered separately. From a highways perspective, it was stated that whilst there had been no vision or scenario testing of vision-led approaches, given previous capacity assessments showed that junctions would operate within capacity, then there were no concerns.
- It was noted that whilst the previously proposed access would be acceptable, the possibility to replace the previous ghost island right turn lane with a simple priority junction could be explored due to the reduction in dwellings.
- Following on from the above point, it was also noted that the emergency access could potentially be removed.
- The proposed approach to not include trips associated with the community use was also considered acceptable.

Policy and Guidance

1.12. This TA and the development proposals have been prepared with due regard to the following local / national policy documents and guidance:

- National Planning Policy Framework [NPPF] (MHCCLG, December 2024, amended February 2025);
- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- Manual for Streets [MfS] (DfT, 2007);
- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- Local Transport Note [LTN] 1/20 Cycle Infrastructure Design (DfT, July 2020);
- WSCC Local Design Guide (WSCC, 2010);
- WSCC Transport Assessment Methodology (WSCC, 2007);
- Guidance on Parking at New Developments (WSCC, September 2020);
- Horsham District Planning Framework (HDC, November 2015); and
- Shaping Development in Horsham District Planning Advice Note (HDC, September 2025).

Report Structure

1.13. Following this introduction, the remainder of this report is structured as follows:

- **Section 2.0** provides an overview of the existing site including its location, usage, access and the surrounding highway network and accessibility by various modes;
- **Section 3.0** provides details of the development proposals;
- **Section 4.0** considers likely multi-modal trip generation associated with the proposals;
- **Section 5.0** outlines the distribution and assignment for the predicated level of development traffic, and provides a review of the off-site traffic impacts based on junction modelling;
- **Section 6.0** provides a summary and sets out the conclusions.

2. Existing Conditions

Site Location

2.1. The site is located at the western edge of the B2139 Storrington Road, in Thakeham. The site is within a short walk of facilities at Abingworth Meadows and is within a 5 minute drive of the centre of Storrington, which includes a number of local shops and amenities. The site is also within a 5-to-10-minute drive of several schools within Storrington and West Chiltington. The location of the site in its immediate context is shown is in **Figure 2.1** for reference.



Figure 2.1: Aerial View of Site (Source: Google Maps)

2.2. The development area measures circa 13.45ha, with access derived from Storrington Road. The site is bound to the north by farmland / industrial units, residential properties to the south, open fields to the west, and Storrington Road to the east.

2.3. Thakeham is a village in the Horsham District in West Sussex. It lies 3km west of the A24, 3km north of Storrington and around 8km south of Billingshurst.

Existing Use

2.4. The site was formerly used to produce mushrooms and consists of disused shed buildings, office buildings, and the footprints of demolished buildings.

2.5. Access for the current site is from the B2139 Storrington Road to the east, and comprises two large priority controlled bellmouth arrangements. The southernmost junction is inbound only, whilst the northernmost is outbound only.

2.6. The most recent planning permission on-site was granted in 2019 for the alteration of the existing access to provide safer routing of Heavy Goods Vehicles (HGVs) so that they exited the site to the south on the B2139 Storrington Road only (Application Ref: DC/19/0350) . This illustrates the intensity of the previous use at the site and the requirement to control distribution of associated HGVs within the public highway.

2.7. The planning history also includes an application for significant improvement works and replacement buildings at the Site, granted in 2013 (Application Ref: DC/12/0841).

2.8. A previous planning application at the site for 247 dwellings and flexible non-residential floorspace (Use Class E) was submitted to HDC in January 2024 (HDC reference: DC/24/0021). The application was refused in July 2024 and then an appeal (PINS reference: 3350094) dismissed in June 2025.

Local Highway Network

2.9. The B2139 Storrington Road borders the site to the east, extending in a north / south alignment. Storrington Road is a single carriageway road, formed of two running lanes and used as a bus route. To the south of the southernmost existing access, Storrington Road includes footways along both sides of the carriageway, whist grass verges are located to the north only.

2.10. Adjacent to the site frontage, the carriageway is subject to a 40mph speed limit. However, the speed limit decreases to 30mph immediately south of the southernmost access. Approximately 165 metres south of the southernmost access, Storrington Road includes a formalised kerb build out with give-way marking, giving priority to southbound traffic and acting as a traffic calming measure on the approach to the site from the south.

Survey Data

2.11. An Automatic Traffic Counter (ATC) survey was carried out between Wednesday 5th July and Tuesday 11th July 2023 in completely dry weather, by a third-party specialist survey company. The results of the ATC survey are included within **Appendix C** and demonstrate 85th percentile speeds of 35.2mph (56.6kph) in the northbound direction and 34.4mph (55.4kph) in the southbound direction. The ATC survey also was used to determine the existing traffic flow that travels along Storrington Road currently.

2.12. The scope of traffic assessment was agreed with WSCC during pre-application discussions. Accordingly, turning count surveys were undertaken at a number of local junctions to understand baseline traffic flows. The turning counts are also included within **Appendix D**. Five junctions were surveyed on Thursday 6th July 2023 and two were surveyed on Tuesday 26th September 2023. Both sets of surveys were undertaken outside of school holidays. The use of this data for the latest application was agreed with WSCC through pre-application discussions. The surveyed junctions are as follows:

- Thursday 6th July 2023
    - Coolham Road / A272 Cowfold Road / A272 Billingshurst Road staggered crossroads;
    - A272 / Services signalised priority junction;
    - A24 / A272 Cowfold Road / A24 Worthing Road signalised staggered crossroads;
    - B2139 Storrington Road / Rock Road / School Access / Thakeham Road mini-roundabout; and
    - Thakeham Road / Water Lane signalised crossroads.
- Tuesday 26th September 2023
    - A283 Washington Road / Water Lane / Sullington Lane crossroads; and
    - Washington Roundabout (A24 London Road / A283 / A283 Washington Road).

Public Highway Boundary

2.13. Details of the highway boundary information in the vicinity of the site has been obtained from WSCC, and is contained at **Appendix E**. The information suggests that there are no 3rd party land constraints that could impede access from Storrington Road in the location proposed (further detail of which is provide in **Section 3.0**).

Sustainable Travel

2.14. The sustainable transport credentials of the site are to be covered in a separate report, however, the below provides a brief summary of the existing opportunities.

2.15. The site's location at the edge of a residential area means local amenities and services are available to cater for the day-to-day needs of local residents. Therefore, pedestrian infrastructure already exists in the surrounding area.

2.16. Public Rights of Way run both through and close to the site, which residents and occupiers could utilise as a traffic-free route to and from the site from the wider urban settlement.

2.17. The closest bus stops are located immediately outside of the site on Storrington Road (High Bar Lane). The stops are served by Route Numbers 71, 74a and 74b. There is a further route accessible available in West Chiltington (Route Number 1 between Worthing and Midhurst) to the west of the site, circa 1.8 kilometres (circa 24 minutes walking distance) utilising the PRoW network available, which offers a more frequent service.

2.18. Pulborough railway station is the closest station, located approximately 8.2km from the site. WSCC's online cycling tool indicates that the station can be accessed partly using the local PRoW network, which reduces journey distance to circa 7.5km. It is considered that the station could be reached via a linked trip with car or taxi. The station benefits from a 159-space car park, of which two are accessible bays, as well as 22 cycle storage spaces.

2.19. Billingshurst railway station is located approximately 9.5km from the site and benefits from an 84-space car park, of which three are accessible bays, as well as 18 cycle storage spaces. Though the station is not considered to be within a typical

cycling distance of the site, it is considered that the station could be reached via a linked trip with car or taxi.

Highway Safety

2.20. The National Planning Practice Guidance [NPPG] includes the online document 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Statements. This document states consideration should be given to:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area."

2.21. In light of the above information, a review of accident data provided on the CrashMap website (www.crashmap.co.uk) has been undertaken in the vicinity of the site within a 3-year period covering 2020 to 2022 (inclusive), to establish area where a significant number of accidents were taking place and if any 'accident clusters' are present. It should be noted that some incidents in the overleaf have not been included in further details analysis as there is a discrepancy between the data years available between Crashmap (2018 – 2022) and Sussex Safer Roads (2018 – 2023). Given the time that has passed since the initial assessment, each cluster was then reviewed for the latest CrashMap data (covering 2023 and 2024) to see if there have been any changes to the pattern of collisions at junctions.

2.22. For the purposes of this assessment, a cluster has been defined as where there were four or more accidents in one location. Locations that are considered as 'key junctions' within the modelling study area (as agreed with WSCC through the scoping process) in the vicinity of the site have been outlined for assessment below. These key locations have been identified as such by agreement with WSCC, these junctions are as follows:-

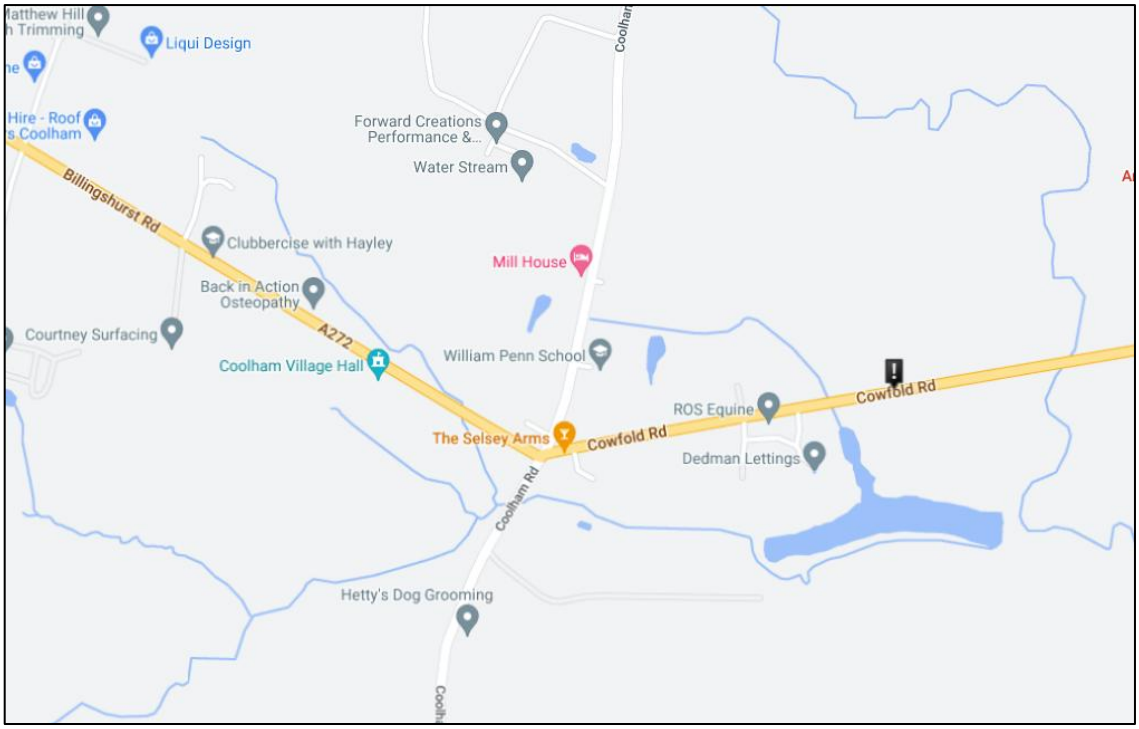


Figure 2.3: B2319 Coolham Road / A272 Cowfold Road / A272 Billingshurst Road Crossroads Junction

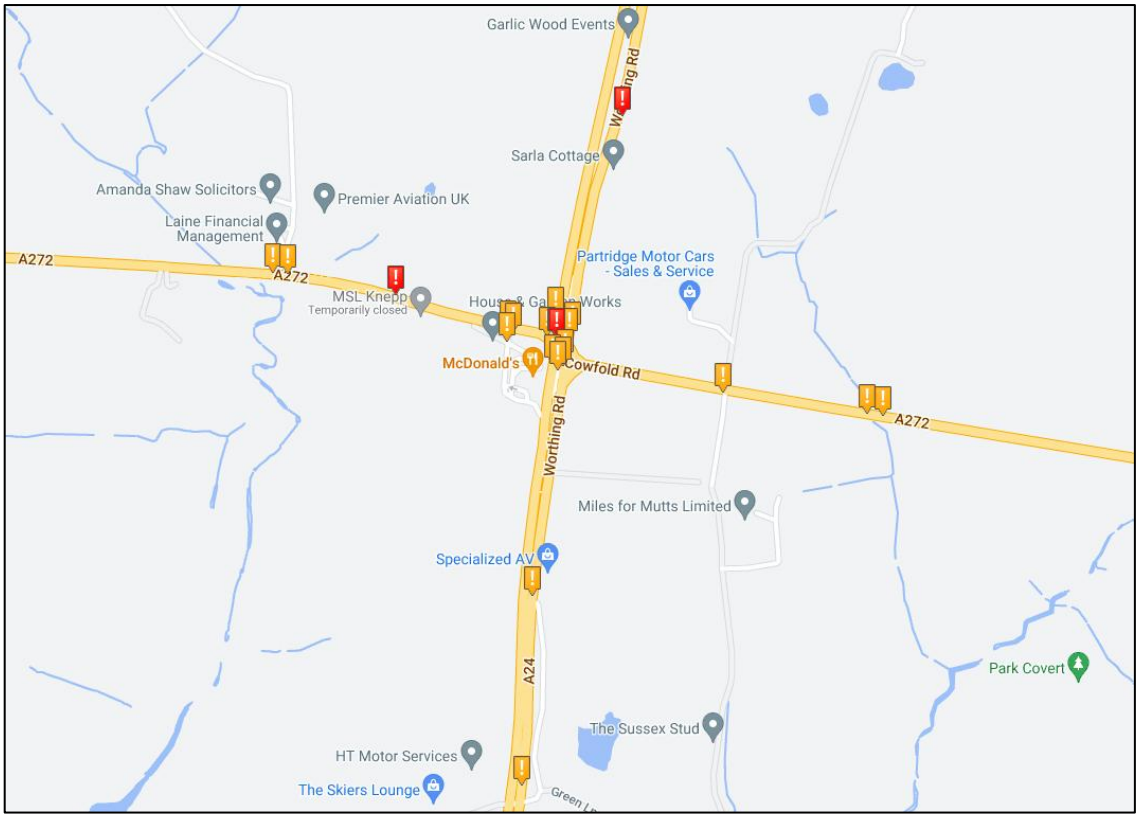


Figure 2.4: A24 / A272 Cowfold Road Signalised Junction

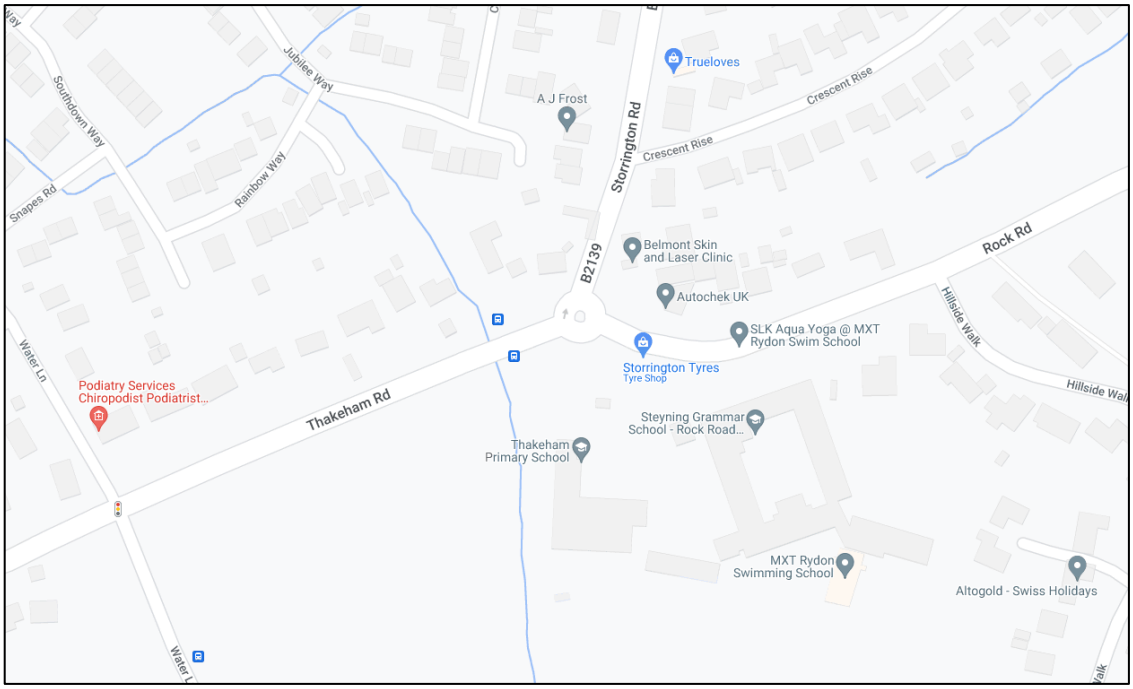


Figure 2.5: B2139 Storrington Road / Rock Road / School Access / Thakeham Road Mini-Roundabout Junction

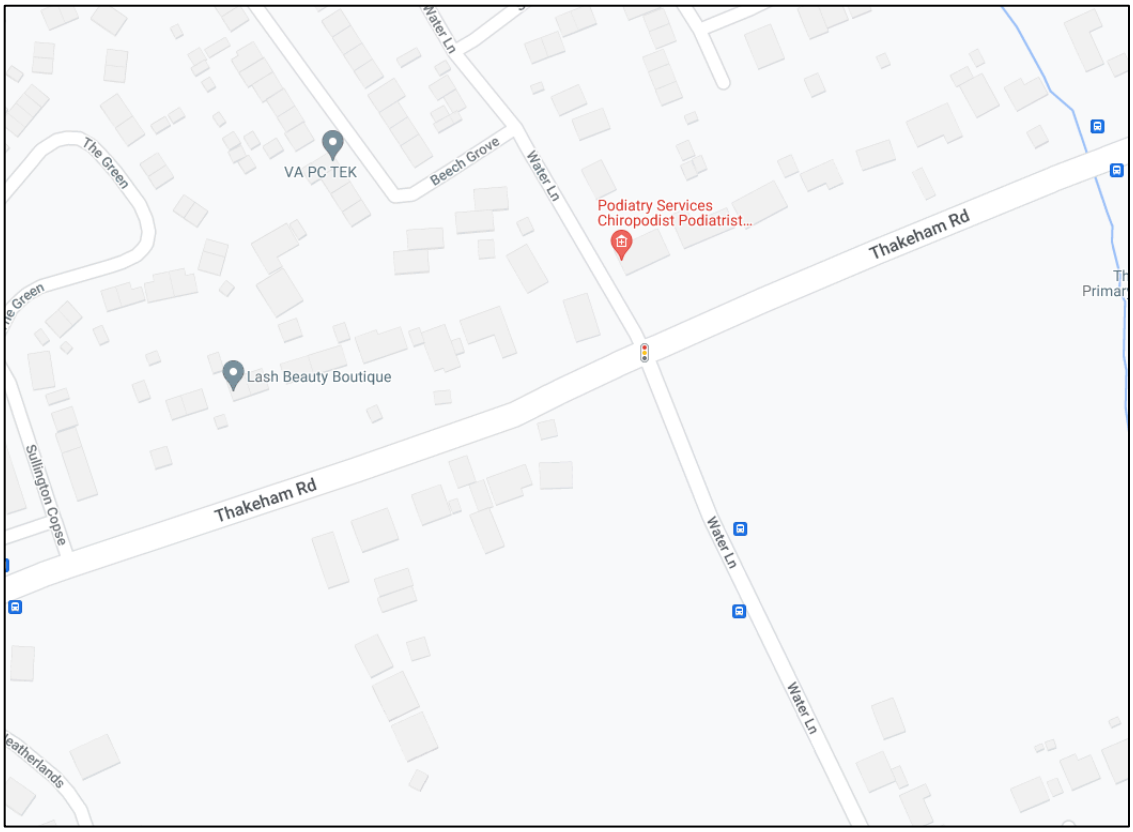


Figure 2.6: Thakeham Road / Water Lane Signalised Junction



Figure 2.7: A283 Washington Road / Water Lane / Sullington Road Crossroads

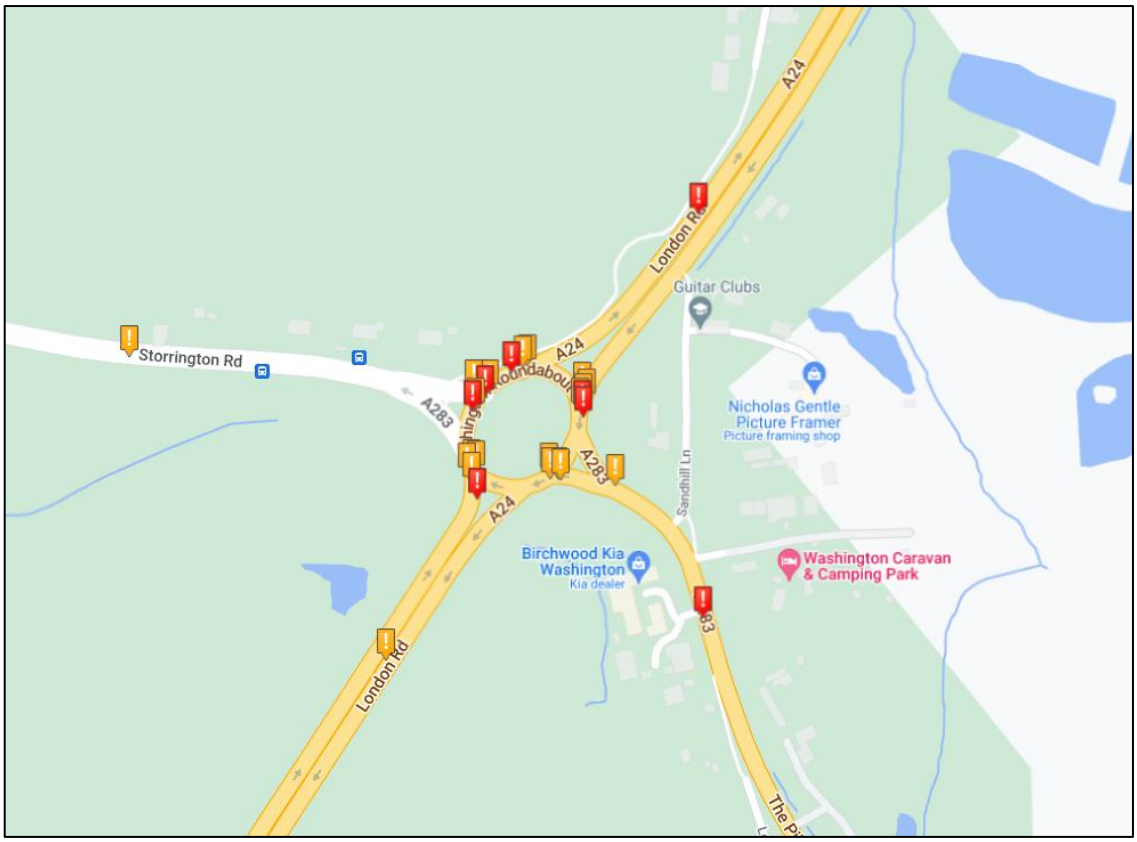


Figure 2.8: A24 Washington Roundabout

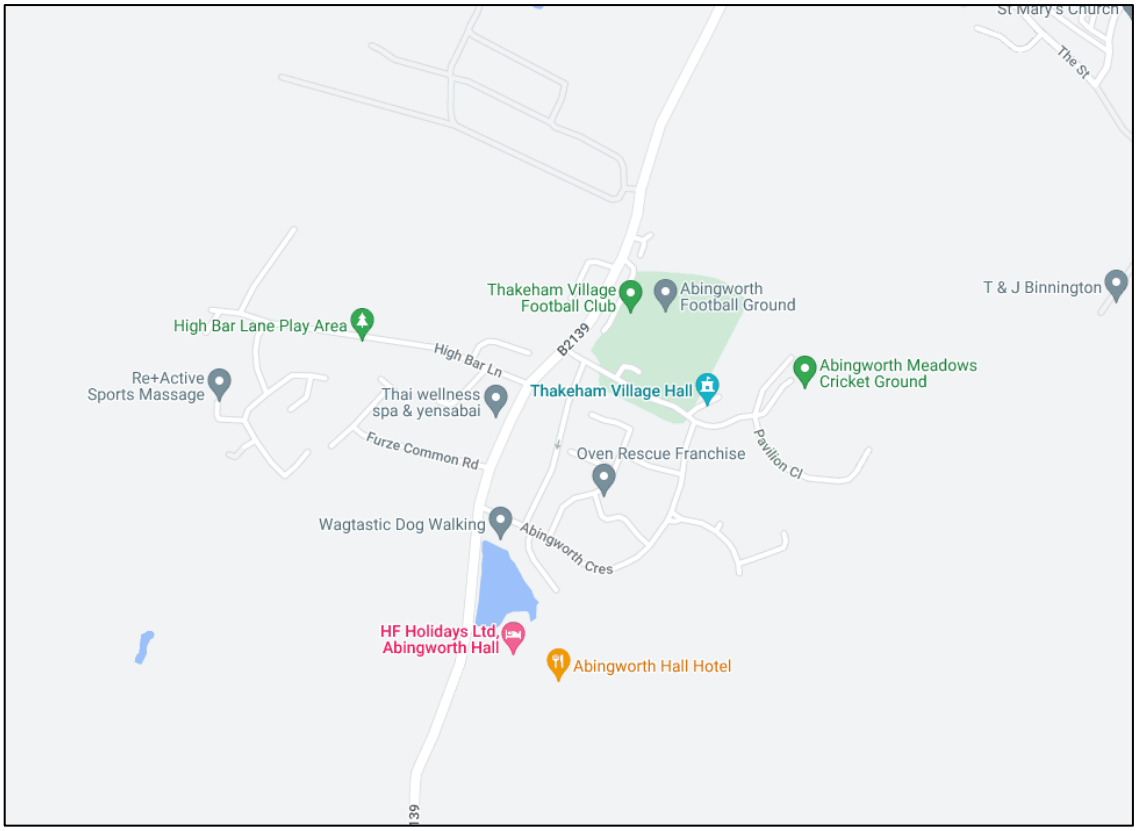


Figure 2.9: Storrington Road

2.23. Inspection of the CrashMap website indicates that there were no accidents or a negligible number of accidents at the following junctions with no visible clusters identified: -

- B2319 Coolham Road / A272 Cowfold Road / A272 Billingshurst Road Crossroads Junction;
- B2139 Storrington Road / Rock Road / School Access / Thakeham Road Mini-Roundabout Junction;
- A283 Washington Road / Water Lane / Sullington Road Crossroads; and
- Thakeham Road / Water Lane Signalised Junction.

2.24. It can therefore be justified that no further analysis of these junctions is required due to the low frequency or absence of incidents.

2.25. Investigation of the CrashMap presents several proposed 'key' locations within the vicinity of the site where there are significant accident clusters occurring. The presence of these clusters therefore requires further detailed investigation to understand the detailed of these incidents. Additionally, the extent of Storrington Road (**Figure 2.9**) has been included within this detailed analysis due to the

proximity of the site and the proposed and existing sustainable transport options available on this route, including walking and cycling.

2.26. In response to these incidents, therefore, as per the advice contained in NPPG, the extent of the study area was extended to 5 years within these key locations (it should be noted that the data from Sussex Safer Roads Data is available from 2023 making the study period 2018 - 2023). Further to this, detailed PIA data was obtained from Sussex Safer Roads for these junctions, such that accident patterns can be reviewed, with the information contained at **Appendix F** for reference. Accordingly, using this information and associated map figures the following analysis has been undertaken for the aforementioned locations.

2.27. For the purposes of this assessment, a cluster has been defined as where there were four or more accidents in one location. These clusters are analysed below in further detail, and the time period has been extended to five years.

2.28. Within the below tables, double lines are provided in order to delineate between 3-year and 5-year PIAs. Accidents in bold indicate that a pedestrian was involved, whilst accidents in italic indicate that a cyclist was involved.

A24 / A272 Cowfold Road Signalised Junction

2.29. **Figure 2.4** highlights that there have been several incidents at this junction within the study period (2020 – 2022), particularly at the interaction point between Coolham Road and Cowfold Road. Furthermore at least 4 of these incidents have been classified as severe, indicating that further investigation into this junction and the causes of incidents occurring is required. The Sussex Safer Roads Partnership (SSRP) data is shown in **Figure 2.10**.

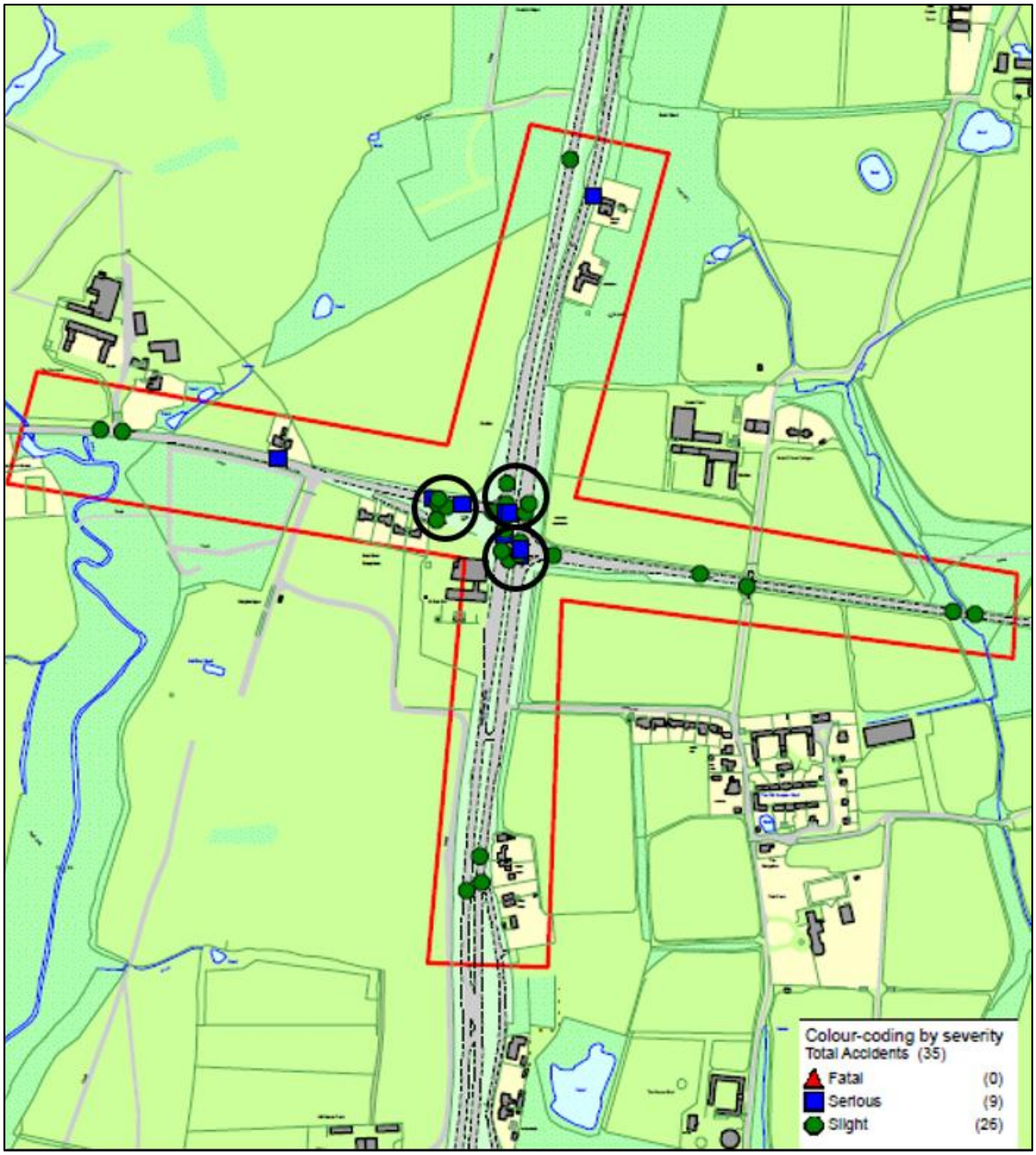


Figure 2.10: A24 / A272 Cowfold Road Signalised Junction (SSRP)

2.30. The SSRP data show a total of 35 incidents have occurred at this junction between 2018 – 2023, consisting of 26 classified as 'Slight' and 9 considered 'Serious'. No fatal incidents have occurred at this junction within the time period. The analysis indicated three clusters, which are summarised below.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 1: 211059423	24/06/2021	15:40	Dry/ Daylight	Slight	V2 (Car) Stationary at right turn lane – waiting to turn onto A272 heading east. V1 (Bus/ Coach) is travelling west on the A272. Traffic Light for V1 turns green and vehicle commences turn. V2 continues to head east breaching RTL and colliding with V1. Causation Factor: Reckless Driving/ Distraction In vehicle/ Failure to look properly.
Ardent 2: 221210136	17/08/2022	17:20	Daylight/ Wet	Slight	V2 (Car) exited from slip road from A24 Worthing Road and entered A272 westbound. V1 (Car) was travelling east bound on the A272 and turned right into Buckbarn Services and collided with V2. Causation Factor: Careless/ Reckless/ In a hurry
Ardent 3: 231292781	01/04/2023	11:02	Daylight/ Wet	Serious	V1 (Car) has been travelling along the A272 after Buckbarn Interchange. V1 passed the traffic light set and entered box junction and was three quarters of the junction when collided with V2 (Car). V2 was travelling east with the intention of turning right into a service station. Causation Factor: Disobeying Automatic Traffic Signal/ Failure to Judge Other's Speed/ Failure to look properly.
Ardent 4: 231298641	19/04/2023	16:39	Daylight/ Wet	Slight	V1 (Car) was turning right on the A272 at the junction at Buckbarn Services. V2 (Motorcycle) was travelling west on the A272. V1 made contact with V2 to the front side of the motorbike. Causation Factor: Nervousness/ Junction Overshoot/ Exceeding Speed Limit

Table 2.3: Cluster A – Coolham Road A272/ Exit Road for Service Station

2.31. As summarised above, a total of four incidents were recorded at this junction over five-year period. Most the PIAs involved the interaction between the westbound A272 and the right turn manoeuvre exiting Buckbarn Crossroads service station. Further review indicates the cause of these incidents was human error, with causation factors including fatigue, carelessness / distraction within the vehicle/ junction overshoot. Ensuring that the junction boundary is clearly defined and visible to road users may be a potential mitigation method for this junction however in considering the volume

of traffic at the junction, 4 accidents over the course of 5 years are not considered to be significant.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 5: 470899800	18/11/2019	11:11	Daylight/ Dry	Slight	V1 (Car) and V2 (Goods Vehicle) both travelling Northbound on A24. V1 has emergency braked after travelling through green light. V2 has been unable to stop in time and collided into rear of the vehicle. Causation Factor: Sudden braking/ Following too close.
Ardent 6: 20961344	30/06/2020	08:45	Daylight/ Dry	Slight	V2(Car) was stationary at red traffic lights being the first vehicle at the lights. The lights turned green and V2 went to pull away but stalled. V2 driver went to turn the ignition on but V2 pulled away and collided with rear of V1 (Car).
Ardent 7: 211029549	19/03/2021	20:37	Darkness/ Dry	Serious	V1 (Goods Vehicle) heading south on A24 towards Buckbarn Crossroads with intention to turn right to head west on A272. V2 (Car) heading north at the same junction. V1 failed to stop at the red traffic light for filter lane turn right and started to make this turn into path of V2- collision then occurred. Causation Factor: Disobeyed automatic traffic signal.
Ardent 8: 221135042	21/01/2022	19:45	Darkness/ Dry	Serious	V2 (Car) heading north on A24 when V1 (Car) emerged from nearside having cont. red traffic light. V1 collided with V2. Causation factor: Disobeyed automatic traffic signal.

Table 2.4: Cluster B – Worthing Road A24/ Coolham Road A272 Intersection

2.32. The cluster of incidents that occurred on the Worthing Road A24 / Coolham Road A272 Junction comprises of four PICs, of which two were classified as 'Slight', and two were classified as a 'Serious'. Two of these PICs involved the failure to obey an automated traffic signal, with the other involving road user error causing a rear end collision, indicating that there are no notable causation factors associated with this junction.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 9: 471805007	10/09/2018	01:45	Dark/ Dry	Slight	V1 (Car) travelling northbound turned right into A272 – breaching red traffic light. V2 (Car) heading into southbound vehicle collided with V1/ V3 (Car) traveling southbound then collided with V2. Causation Factor: Disobeyed Automatic Signal
Ardent 10: 470856050	09/07/2019	11:52	Daylight/ Dry	Serious	V2 (Car) stopped at traffic lights on A272 heading east at Mcdonalds entrance. V1 (Car) travelling in the same direction behind failed to stop in time and collided with V2 in a rear end shunt. Causation Factor: Disobeyed Automatic Traffic Signal.
Ardent 11: 470849953	20/06/2019	21:25	Darkness/ Dry	Serious	V2 (Car) travelling south on A24 in Lane 1 and continued at junction in response to a green light signal. V1 (Car) traveling from on Dual carriageway approached junction in right hand lane. V1 has gone to turn right contravening. Red traffic signal. V1 has turned into path of V2 causing serious collision. Causation Factor: Disobeyed automatic traffic signal.
Ardent 12: 221145881	22/02/2022	04:56	Darkness/ Wet	Slight	Two vehicles entered traffic light operated crossroads at time when traffic lights not working due to power outage. V1 (Goods Vehicle) travelling south on A24 collided with V2 (Car) travelling west on A272. Causation Factor: Defective Traffic Signal
Ardent 13: 221223273	25/09/2022	16:42	Daylight/ Dry	Slight	V1 (Car) travelled towards Buckbarn Crossroads and swerved into a nearside ditch – skidding and colliding with sign. Causation Factor: Fatigue

Table 2.5: Cluster C – Worthing Road A24/ Coolham Road A272

2.33. With respect to the vehicular movements, there appears to be 5 incidents caused by traffic signal issues (Note: one incident involves the rare circumstance of a power outage). After review of the proposed causation factors, a number of PICs were caused by individual driver error, which included drivers being distracted and consequently colliding with the vehicle in front by due to not paying attention to the given road signal. From this information, there appears to be no notable causation factors which can be identified in relation to the vehicle-only collisions.

2.34. Overall, the level of incidents is not considered significant in relation to the number of movements associated with a junction located in a strategic junction such as this. If an improvement scheme was to be proposed at the junction it would be towards signage to remind drivers to take a break if tired. This is discussed further in **Section 5.0** of this report in relation to the potential increase in traffic on these links.

2.35. An updated review of the junction using CrashMap has been undertaken for the years 2023-2024 (inclusive) with an additional 12 collisions recorded beyond the end of the period studied above. This is in keeping with the assessment undertaken previously and does alter the findings.

A24 Washington Roundabout

2.36. **Figure 2.8** indicates that at least 30 incidents have occurred on the roundabout within the study period, with 8 of those being classified at serious – located both within the roundabout and within feeder arms/ exits. This therefore would require further analysis to understand the cause of these incidents and determine whether this is dependent on the configuration of the roundabout. The SSRP data is shown in **Figure 2.11**.

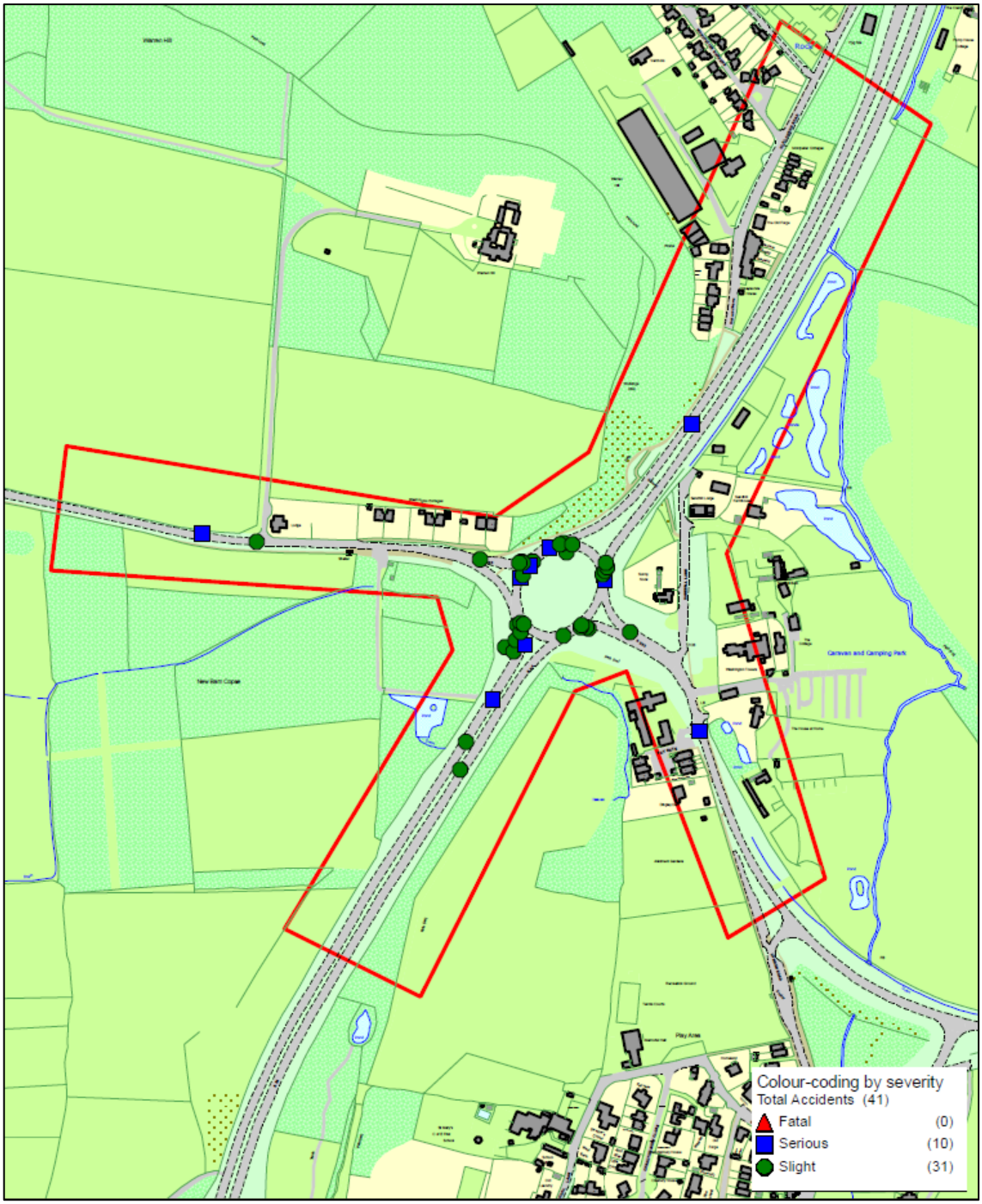


Figure 2.11: A24 Washington Roundabout (SSRP)

2.37. The SSRP data shows that a total of 41 incidents have occurred at this junction between 2018 – 2023, consisting of 31 classified as 'Slight' and 10 considered 'Serious'. No fatal incidents have occurred at this junction within the time period. The analysis indicated five clusters, which are summarised below.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 14: 471800927	16/02/2018	15:30	Daylight/ Dry	Slight	V1 (Supervised Learner Driver) emerged onto roundabout. V2 (Motorcycle) entered roundabout and anticipated V1 using exit. V1 instead continued in carriageway closing off exit causing rear collision.
Ardent 15: 211066505	14/07/2021	14:17	Daylight/ Dry	Serious	V1 (Car) Travelling east to west into A24 roundabout. V2 (Motorcycle) attempted to turn left to head north has collided with rear of V1. Causation Factor: Failure to judge other persons path or speed.
Ardent 16: 231330328	15/07/2023	06:15	Daylight / Wet	Slight	V2 (Car) has joined on A24 roundabout Lane 1. V1 (Car) has joined the roundabout afterwards from the same direction but wants to headfirst exit onto A24. V1 accelerated and attempted to overtake but V2 continued around roundabout – causing offside collision between V1 and V2. V1 veered off into central reservation. Causation Factor: Careless Driving / Failure to Judge Speed/ Uncertain driving.

Table 2.6: Cluster A – Washington Roundabout Exit Arm North

2.38. The cluster of accidents occurred on the A24 London Road junction Washington Roundabout. The cluster comprises of 3 PIAs, 2 of which were classified as 'Slight' and one classified as serious. All three of the PIAs involved turning manoeuvres into and out of the junction, however, there is a focus on driver lead causes, such as failure to judge other road user's speed. Overall, in considering the volume of traffic at the junction, 3 accidents over the course of 5 years are not considered to be significant. Therefore, this TA includes no further analysis of Cluster A.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 17: 20956026	19/05/2020	12:43	Daylight/ Dry	Serious	V1 (Car) Travelling north to south on A24 in Lane 2. V2 (Car) Travelling west to east on A283. V2 is mid roundabout when V1 has failed to stop at junction – resulting in collision. Causation Factor: Junction Overshoot/ Loss of Control.
Ardent 18: 20957415	13/06/2020	09:20	Daylight/ Dry	Serious	V1 (Car) and V2 (Motorcycle) both exiting roundabout at same time and have collided. Causation Factor: Distraction outside vehicle.

Ardent 19: 20986658	*03/10/2020*	*16:27*	*Daylight/ Dry*	*Slight*	*V2 (Pedal Cycle) travelling west on A283 going straight over roundabout. V1 (Car) joining Washington Roundabout from north to south on A24. V1 failed to properly and collided with nearside of V2 causing slight injury.*
Ardent 20: 221203548	28/07/2022	07:35	Daylight/ Dry	Slight	V2 (Car) waiting to pull out onto the Washington Roundabout was hit from the rear by V1 (Car) causing injury and damage.

Table 2.7: Cluster B – Washington Roundabout London Road North Entry Arm

2.39. This information suggests that there could potentially be a road safety problem in relation to road users at this junction. Three of the PIAs involved vehicles pulling out into the junctions. A review of the data suggests that the pedal cycle incidents are due to individual error, i.e. vehicles pulling out at inopportune moments. Further to this however, based on the causation factors, a number of PIAs appear to be caused by individual driver error, which included drivers being distracted or losing control of vehicle. From this information, there appears to be no notable causation factors which can be identified in relation to the vehicle-only collisions. Furthermore, the number of incidents is not significant in considering the number of movements associated with a junction of this size and significance within the highway network surrounding the site.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 21: 20996840	06/11/2020	17:09	Dark/ Dry	Slight	V2 (Car) approached the roundabout. V1 (Car) approaching from same direction collided with rear of V1. Causation Factor: Failure to look properly.
Ardent 22: 211038816	24/04/2021	18:00	Daylight/Dry	Slight	V1 (Car) pulled out onto a roundabout. V3 (Car) took evasive action and was collided into by V2 (Car). Causation Factor: Careless/ Reckless/ In a hurry
Ardent 23: 221249295	02/12/2022	16:30	Dark/ Wet	Slight	V1 (Car) travelling from A283 westbound. V2 (Car) travelling southbound on A24. Both vehicles collided at a roundabout. Causation Factor: Failure to look properly.

Table 2.8: Cluster C – Washington Roundabout The Pike Entry Arm

2.40. At this junction with Washington Roundabout there appears to be 3 side-on collisions occurring at the junction entry arm. It appears, based on the causation factors given, that these PIAs were caused by individual driver error, primarily due to a failure of

drivers to look properly before entering into the junction. From this information, there appears to be no notable causation factors which can be identified in relation to the vehicle-only collisions. With that being said however, ensuring that all signage encouraging road users to look for oncoming traffic before pulling out into the junction is visible and well located may mitigate these incidents in the future.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 24: 471802002	15/04/2018	12:08	Daylight/ Dry	Slight	V2 (Motorbike) waiting to pull away onto roundabout. V1 (Car) thought V2 had gone and went to also pull away clipping back of V2. Causation Factor: Failure to look properly and judge others speed.
Ardent 25: 471901756	02/04/2019	15:58	Daylight/ Wet	Slight	V1 (Car) Collided with rear of V2 (Car) causing knock on collision in to V3 (Car). Causation Factor: Sudden Braking / Failure to judge others speed.
Ardent 26: 20923646	27/01/2020	07:05	Daylight/ Wet	Serious	V1 (Car) and V2 (Goods Vehicle) travelling northbound. V1 has stated seeing the vehicle pull out of junction causes panic and swerving to right hand lane of roundabout – colliding with V2. Causation factor: Nervousness/ Panic.

Table 2.9: Cluster D – Washington Roundabout London Road South Entry Arm

2.41. These incident records suggest that there is problem relating to the way road users interact with each other at this junction. Two of the PIAs involved vehicles pulling out into the junction, whereas the third PIA relates to changing lanes within the roundabout. A review of the data suggests that the incidents are due to individual driver error, i.e. failing to judge others speed when coming to a stop at the junction and nervousness/ hesitation when changing lanes within the roundabout. From this information, there appears to be no notable causation factors which can be identified in relation to the carriageway layout. Furthermore, the number of incidents is not significant in considering the number of movements associated with a junction located on a busy A road, located between several large settlements / towns.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 27: 470862245	22/07/2019	09:20	Daylight/ Dry	Slight	V2 (Bus/Coach) has entered roundabout from west travelling east when level with 1st exit V1 (Car) in Lane 2 from south has collided with front of V2. Causation Factor: Careless/ Reckless/ In a hurry
Ardent 28: 211028050	15/03/2021	06:39	Daylight/ Dry	Slight	V2 (Car) heading north on A24 when exiting roundabout driver of V1 (Goods Vehicle) cut across path causing collision. Causation Factor: Careless/ In a hurry.
Ardent 29: 211060061	27/06/2021	13:45	Daylight/ Wet	Slight	V1 (Car) approached roundabout from Storrington about to take 3rd exit had not seen V2 (Car) to the right and attempted to enter roundabout. V2 has collided into right hand side passenger door. Causation factor: Careless Driving/ In a hurry.
Ardent 30: 211082037	29/08/2021	18:45	Daylight/ Dry	Serious	V1 (Motorcycle) travelling north on A24 approaching roundabout failed to slow sufficiently or give way at junction. Motorcyclist hit kerb and entered roundabout carriageway. Causation Factor: Impaired by alcohol and Careless driving
Ardent 31: 221257790	23/12/2022	07:45	Daylight/ Wet	Slight	V1 (Car) Tail ended V2 (Car) waiting to enter the roundabout.

Table 2.10: Cluster E – Washington Roundabout Storrington Road Entry Arm

2.42. This cluster of accidents occurred on the A24 on the junction with Storrington Road. The cluster comprises five PIAs, all of which, with the exception of one incident, of which were classified as 'Slight'. Three of the PIAs involved interaction of vehicles between roundabout lanes and may suggest that signage encouraging drivers to check their surrounding environment before changing lanes may be beneficial. In considering the volume of traffic at the junction, five accidents over the course of 5 years, predominantly caused by driver error, is not considered to be significant.

2.43. Overall, the above analysis demonstrates that there are no fundamental issues with the design of the overall junction, but rather individual driving errors are causing accidents in the area. Similar to the A24 / A272 junction, if an improvement scheme was to be proposed at the junction it would be towards signage to remind drivers to take a break if tired. Nevertheless, the level of accidents is not considered to represent a significant problem at this junction.

2.44. An updated review of the junction using CrashMap and considering the years 2023-2024 (inclusive) indicates an additional 13 collisions, 12 of which led to 'Slight' injuries, which is consistent with what was shown before.

Storrington Road

2.45. As stated previously, whilst the number of incidents occurring at this location are minimal – 3 incidents within the study period – it is important to ensure this extent is included within the further analysis. This is not only due to the fatal incident occurring adjacent to Abingworth Crescent, but also as many proposed transport options are associated with this access route – it is therefore important to understand why these incidents have occurred to establish any potential visible patterns. The SSRP data is shown in **Figure 2.12**.

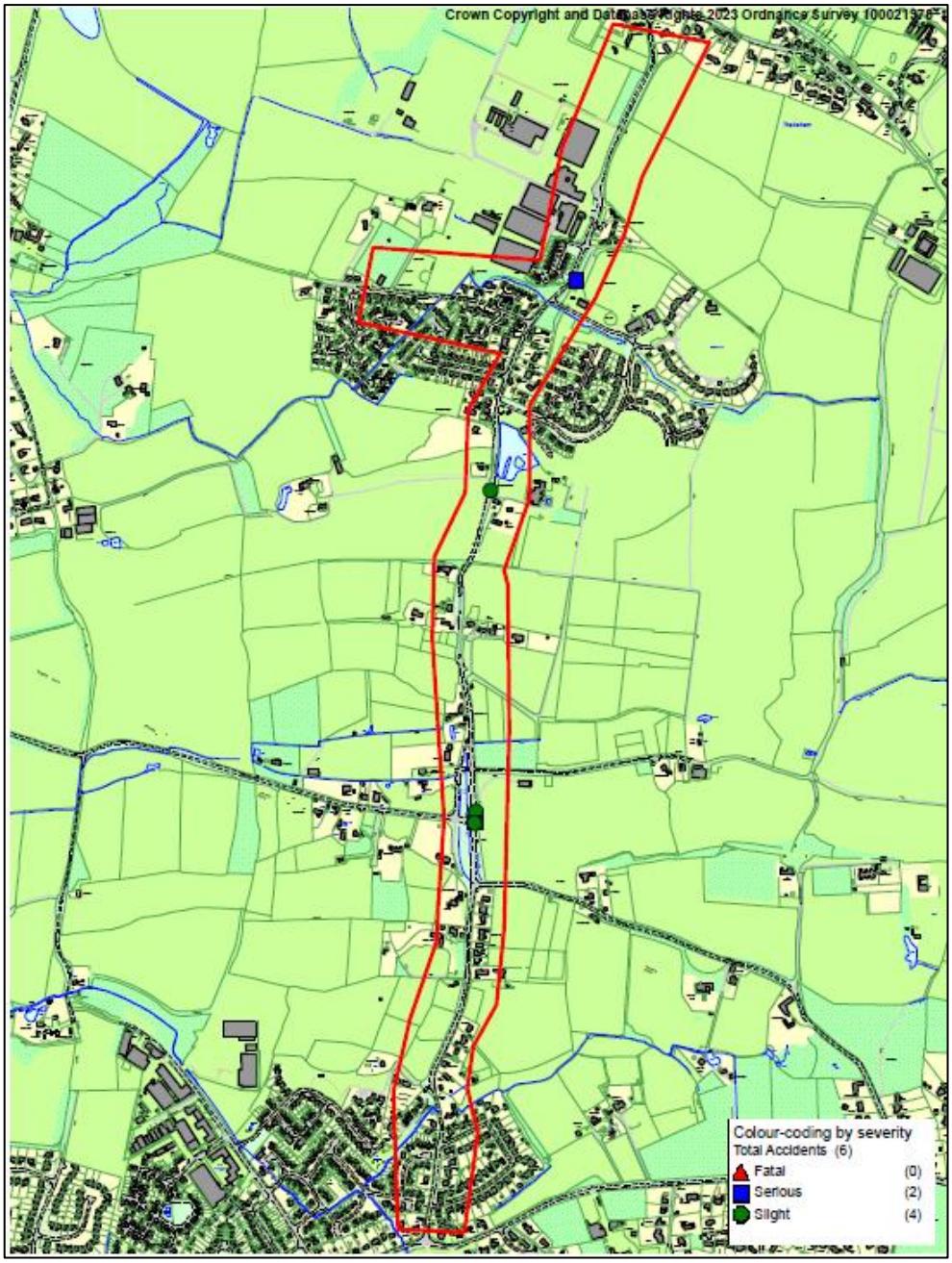


Figure 2.12: Storrington Road (SSRP)

2.46. **Figure 2.12** indicates that there were six PIAs within the study area, two serious and four slight, which are summarised in **Table 2.11**.

Accident Reference	Day/ Date	Time	Weather/ Road Surface	Severity	Description
Ardent 32: 471802489	08/05/2018	15:22	Daylight/Fine Dry	Slight	V2 (Car) Travelled south on B2139, Driver stopped against oncoming traffic waiting to turn into Greenhurst Lane. V1 (Car) also travelling south on B2139. Driver V1 stated to police they were dazzled by sun and couldn't

					see V2. V1 collied with rear of V2 causing damage and injury.
Ardent 33: 471805090	13/09/2018	22:00	Darkness/ Dry	Serious	V1 (Car) believed to be travelling south on Storrington Road. No signs of attempts to break or reduce speed. Vehicle found wedged in trees. Suggested alcohol influence.
Ardent 34: 470882325	28/09/2019	23:57	Darkness/ Damp	Slight	V1 (Car) collision whereby driver has misjudged the road and failed to stop at junction of 2 counter roads. Instead he has crossed adjoining road and collided with tree. Suspected Mobile Phone and Alcohol influence.
Ardent 35: 211023458	23/02/2021	18:19	Darkness/ Dry	Serious	V1 (Car) has been driving east along Greenhurst Lane of Storrington Road and has gone straight into hedge line on eastern side of carriageway. The vehicle has collided with tree before rotating and landing in ditch. Suspected substances influence.
Ardent 36: 221166781	13/04/2022	12:00	Daylight/ Dry	Slight	V1 (Car) travelling east on single carriageway – and approached T – Junction. V1 slowed to stop. V1 when to pull off and slipped foot from brake to accelerator and shot across carriageway and mounting pavement. Suspected loss of control and illness (mental or physical).
Ardent 37: 231303139	02/05/2023	15:20	Daylight/ Dry	Slight	V1 (Car) was travelling southbound on Storrington Road towards. V2 (Car) was travelling northbound on Storrington Road towards Thakeham. Where speed limit changes from 30mph to 40mph southbound V1 has drifted into northbound carriageway and collided with V2 – ending up in nearside verge. Suspected fatigue.

Table 2.11: Cluster A – B2139 Storrington Road / Abingworth Crescent

2.47. This information suggests that there is not a significant road safety problem in relation to road users and vulnerable users at this junction. Four of the PIAs involved driver error (Alcohol impairment/ Substance use or accidental road manoeuvre) and these factors are unlikely to be severely impacted by the road layout. From this information, there appears to be no notable causation factors which can be identified in relation to the vehicle-only collisions.

2.48. Furthermore, the number of incidents is not significant when considering the number of movements associated with the extent of road connecting Storrington to Thakeham, in addition to the absence of any potential clusters found within this

analysis. This is discussed further in **Section 5.0** of this report in relation to the potential increase in traffic on these links.

2.49. The above section of Storrington Road has been reviewed using CrashMap, covering the years 2023-2024 (inclusive). One further collision was recorded at the northern extent of the search area, approximately 70-80 metres south of the junction between the Storrington Road and The Street, leading to 'Slight' injuries. As noted above, this does not reflect a cluster of incidents and therefore the previous findings remain valid.

Summary

2.50. Based on the above assessment, it can be concluded that the primary cause of incidents within the study area is driver error / misjudgement and unfortunate circumstance as opposed to potential issues with the existing highway network surrounding the site. Furthermore, given the traffic nature of the surrounding road network, it can be considered that incidents over the previous five-year period are consistent, but not frequent enough to cause any safety concerns within the existing infrastructure.

2.51. Nevertheless, a number of potential improvements have been earmarked throughout. These can be reviewed as part of the application in relation to the level of traffic associated with the development. Any improvements will need to be considered against the tests set out in Paragraph 58 of the NPPF.

3. The Proposed Development

3.1. The proposed scheme seeks the demolition of existing buildings and the redevelopment of the site as a residential-led development comprising 150 dwellings including affordable housing, land for the Community Land Trust, works to public right of way and associated landscaping, open space and infrastructure.

3.2. Two options are being explored for the Community Land Trust land and will be subject to a separate planning application. The options are as follows:

- 6no. two-bedroom houses; or
- 2,500sqft of commercial floorspace and 4no. one-bedroom flats.

3.3. The proposed site layout is included at **Appendix A**.

Access

Introduction

3.4. The site access arrangements have been designed largely in line with the access shown as part of the previous application. There has been a slight internal amendment to move the footway/cycleway from the southern to the northern side of the carriageway but the general principles are the same. This access arrangement was agreed to be acceptable and was subject to a Stage 1 Road Safety Audit (RSA). It is considered that, given the access design is remaining largely the same, the findings of the previous RSA remain valid. The previous Stage 1 RSA and Designer's Response are included at **Appendix G**.

3.5. The development is to be served by a priority T-junction with a segregated ghost island right-turn lane from Storrington Road, which includes the potential relocation of the existing change in speed limit further north along Storrington Road. The existing access points will be stopped up as part of the development.

3.6. An additional emergency access is also proposed to the south of the main access, as well as access points for pedestrians.

3.7. It is noted within the pre-application comments that the design of the access could be reduced down from a ghost island right turn lane, with the possibility to also remove the emergency access. Whilst it is acknowledged that the current proposals

represent a reduction in development when compared to the previous application, the proposed access strategy allows smoother passage of traffic along Storrington Road, with no blocking from turning vehicles. The emergency access also is used for pedestrian and cycle access and therefore can provide a key link to and from the site for non-motorised traffic, as well as a fall-back access option for emergency vehicles if the main access is obstructed. The ghost island also allows a pedestrian refuge to be provided allowing for safer crossing of Storrington Road.

Geometry

3.8. As per **Drawing Number 2505500-ACE-XX-00-DR-C-0502B**, a priority-controlled T-junction with a ghost island right turn lane is proposed on the eastern side of the development offering access to Storrington Road. The proposed site access has been designed to accommodate a 5.5 metres wide carriageway with kerb radii of 12 metres on the northern and southern sides. A 3 metres wide footway/cycleway is included on the northern side of the carriageway and a 2 metres wide footway is located on the southern side of the carriageway that connects with the emergency access. A 3.5 metres wide right turn lane is provided on Storrington Road with 3.0 metre through lanes.

3.9. A second emergency-only access is to be provided to the south of the main access. This will help to relieve pressure on the main spine road in the case of an emergency. The access is 3.7 metres in width and will be controlled by a droppable bollard (or similar) to prevent access by non-emergency vehicles. The access can also be used by both cycles and pedestrians.

Visibility

3.10. In order to confirm whether a safe and suitable access could be provided, appropriate visibility splays from the proposed access have been provided in line with the existing conditions determined via an ATC survey that was undertaken during the previous application. The site access is located within a 40mph zone, albeit this changes to 30mph to the south of the site access.

3.11. The recorded 85th percentile speeds were 35.2mph (56.6kph) in the northbound direction and 34.4mph (55.4kph) in the southbound direction, recorded in dry weather. It was noted that vehicle speeds were lower than 60kph in both directions, and therefore MfS parameters were utilised. By adopting this approach, visibility

splays of 2.4 by 57 metres to the south and 2.4 by 55 metres to the north would be required from the site access. The visibility calculations are included at **Appendix H** for ease of reference. As shown in **Drawing Number 2505500-ACE-XX-00-DR-C-0502B**, these splays can be achieved in both directions.

3.12. Through the pre-application process of the previous application, WSCC stated that, whilst there would be a benefit to the relocation of the 30mph speed limit to the north of the proposed access and possible introduction of a gateway treatment, this would not be fundamental to make the development acceptable. In response to the Stage 1 Road Safety Audit, the speed limit was moved 105m north along the B2139. It is considered that this location provides sufficient clearance from the access to avoid inappropriate approach vehicle speeds, whilst minimising the impact on trees and landscaping along the B2139. This is replicated.

3.13. **ACE Drawing 2505500-ACE-XX-00-DR-C-0502B** shows a southbound forward visibility splay in accordance with the surveyed vehicle speeds (55m). All visibility splays are within either adoptable highway or land under control of the applicant. Any potential fencing, boundary walls or landscaping that falls within the visibility splay will be no more than 0.6m high and this can be secured by a suitably worded condition.

Summary

3.14. In summary, the access proposals are considered to provide a safe and suitable access for all users in line with NPPF. They have been agreed in principle with WSCC through pre-application discussions; are in accordance with relevant design guidance; and no further issues were raised during the Stage 1 RSA undertaken during the previous application that cannot be dealt with through the detailed design stage.

Parking

3.15. Local parking standards are stipulated within Table 2 of the WSCC Guidance on Parking at New Developments (September 2020) document. Parking at the development site will be provided in accordance with these standards.

3.16. Parking Behaviour Zones (PBZ) have been allocated to different locations within the county to correspond with the expected levels of parking demand. The development site is located within PBZ 1.

3.17. Table 2 of the WSCC Guidance on Parking at New Developments document stipulates that the following standards should be applied to the development:

- 1 Bedroom Dwelling – 1.5 spaces per dwelling;
- 2 Bedroom Dwelling – 1.7 spaces per dwelling;
- 3 Bedroom Dwelling – 2.2 spaces per dwelling; and
- 4+ Bedroom Dwelling – 2.7 spaces per dwelling.

3.18. Applying the above standards to the development would require a provision of 321 car parking spaces for the residential units. However, the document also states that: *'To accommodate potential variations in parking demand within a single ward, consideration may be given to varying the expected parking demand by 10% above or below, which is based on the average variation in demand between PBZs.'* This would lead to an acceptable residential parking provision of between 292 and 353 spaces, which is met within the site, as shown in the site layout included at **Appendix A**.

3.19. The document goes on to state: *'To meet with current and emerging guidance on the promotion of sustainable travel modes and choices, consideration could also be given to reducing the expected level of parking demand by 10%. This is based on the Department for Transport's 'Smarter Choices' research that shows reductions in traffic movements can be achieved by up to 10 to 30% where a range of travel choices are available through provision of travel plans, public transport contributions, and other sustainable travel initiatives.'*

3.20. With respect to visitor / unallocated spaces, these will also be provided in accordance with WSCC's Guidance on Parking at New Developments (September 2020) document. The document states that: *'Developers should take an approach that is consistent with national research which suggests, "that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated. In all other circumstances it may be appropriate to allow for additional demand for Visitor parking of 0.2 spaces per dwelling.'*

3.21. As per Principle B of the WSCC parking guidance, EV Charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces, with ducting

provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future. The guidance also provides an estimate of predicted future growth in required charging infrastructure between the publication date of 2018 and 2023 based on a linear increase from 20% to 70%. Using this methodology, the anticipated provision of charging points would be for 41% of spaces to have active provision in 2023 and 45% in 2024. Nevertheless, Bellway are committed to providing all dedicated spaces with access to EV charging points (e.g. 100% active).

3.22. In addition to the above, disabled parking spaces will be provided at a minimum of 5% of the total number of parking spaces being provided on the site.

Cycle Parking

3.23. In accordance with the WSCC document, the following minimum standards should be provided for residential uses.

- 1 & 2 Bedroom Dwelling – 1 space per dwelling; and
- 3+ Bedroom Dwelling – 2 spaces per dwelling.

3.24. Applying the above standards to this development gives a minimum expected provision of 252. Cycle parking spaces are provided as part of the proposals in excess of the relevant standards in order to encourage cycle ownership and the use of cycles by residents, for both day-to-day and leisure use.

3.25. Additional short-stay Sheffield stand spaces will be provided in areas of public realm as short-stay parking for visitors, as well as cycle storage for the community / commercial uses on site.

Servicing and Emergency Requirement

3.26. In line with the recommendations contained in MfS, the site layout has been designed to accommodate a refuse collection vehicle parking at the kerbside adjacent to all dwellings, or manoeuvre to within 25 metres distance for refuse workers of any designated collection points and 30 metres distance for residents. For four-wheeled containers, the layout has been designed to ensure a vehicle can reach within 10 metres of the store / collection point.

3.27. The site layout includes a suitable internal turning area to accommodate the relevant refuse collection vehicles required to service the site; this has been tested using swept paths of typical vehicles as shown in **Drawing Number 2205500-ACE-XX-XX-DR-C-0503B**.

3.28. Emergency services will be able to access the site via either the main access or a dedicated emergency access located to the south of the main access. These vehicles will be able to reach all parts of the development using the street network from primary to tertiary streets. It will be ensured that private drives do not extend further than the reach of fire tenders, within 45m of all points of the dwelling.

Sustainable Transport

3.29. An Integrated Sustainable Transport Strategy is being prepared, which will include innovative approaches to promote sustainable transport uptake for residents of the proposed future development and to ensure the wider local population in the village could benefit from proposed upgrades.

4. Trip Generation and Distribution

4.1. This section seeks to establish the level of weekday peak hour traffic movements generated by the proposed development applied to the local highway network. The methodology set out in this section mirrors that used as part of the previous application. The approach was agreed previously and pre-application discussions with WSCC ahead of the current application stated that the methodology remains appropriate.

4.2. The total travel demand anticipated to be generated by the proposed development during the typical weekday network peak hours of 08:00-09:00 and 17:00-18:00 has been considered as at these times the network would typically be most sensitive to an increase in traffic.

4.3. Furthermore, trips generated by the existing site commercial use, covering an area of circa 9 hectares, are discounted from the assessment within this TA. This is considered extremely robust as the existing use is likely to have generated a significant number of trips. This is reflected within the transport related reports that accompanied the 2012 planning application at the site, which showed that the site could generate approximately 316 vehicle movements per day, of which 50 would be by HGVs. WSCC have provided agreement in principle with the trip generation methodology proposed.

Proposed Trip Generation

Residential

4.4. The following assessment reflects both the previous application and that which was presented within the previously submitted Transport Scoping Note and was agreed with WSCC (comments included at **Appendix B**). Nevertheless, for completeness, the previously submitted information has been represented within this TA but updated to reflect the revised number of units.

4.5. The TRICS database has been used to derive suitable trip rates of comparable sites for the proposed residential use. The proposed weekday trip rates associated with the residential development were selected based on sites of a similar scale and region. The following criteria was used, with the TRICS output provided at **Appendix I**.

- All regions excluding Greater London, Ireland, Scotland and Wales;
- Suburban, Edge of Town and Neighbourhood Centre locations;
- Houses Privately Owned selected;
- Removed any surveys undertaken during the Covid-19 pandemic; and
- Trip rate based upon the number of dwellings (between 125 and 500).

4.6. **Table 4.1** sets out the all-person trip rates used and the resultant forecast weekday peak hour trip generation of the proposed development site (based on traditional network peak hours).

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	*Dep*	*Total*	*Arr*	*Dep*	*Total*	*Arr*	*Dep*	*Total*
Person Trip Rates (per Unit)	**0.198**	**0.737**	**-**	**0.582**	**0.247**	**-**	**3.781**	**3.849**	**-**
Person Trip Generation (150 Units)	30	111	141	87	37	124	567	577	1144

Table 4.1: Proposed Residential Person Trip Generation

4.7. The mode of travel for the proposed residential aspect of the development has been determined from the 'Travel to Work' dataset provided within the Census database for the Horsham 015 Middle Super Output Area. This data is included at **Appendix J**. This information was used to identify a suitable modal split for the proposed residential use, and **Table 4.2** shows this modal split along with the resulting peak hour person trips by each mode (any discrepancies in the figure are due to rounding).

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
		Arr	*Dep*	*Total*	*Arr*	*Dep*	*Total*	*Arr*	*Dep*	*Total*
Underground, Metro, Light Rail or Tram	0.0%	0	0	0	0	0	0	0	0	0
Train	1.1%	0	1	2	1	0	1	6	6	13
Bus	0.6%	0	1	1	1	0	1	3	3	7
Taxi	0.1%	0	0	0	0	0	0	1	1	1
Motorcycle	0.5%	0	1	1	0	0	1	3	3	6
Car Driver	**85.8%**	**26**	**95**	**121**	**75**	**32**	**106**	**486**	**495**	**982**
Car Passenger	4.1%	1	5	6	4	2	5	23	24	47
Bicycle	0.6%	0	1	1	1	0	1	3	3	7
On foot	5.7%	2	6	8	5	2	7	32	33	65
Other	1.4%	0	2	2	1	1	2	8	8	16
Total	**100%**	**30**	**111**	**141**	**87**	**37**	**124**	**567**	**577**	**1144**

Table 4.2: Proposed Residential Trip Generation by All Modes (Two-Way)

4.8. **Table 4.2** shows that the proposed development scheme is forecast to result in approximately 121 car trips during the AM peak period (08:00 to 09:00 hours) and approximately 106 car trips during the PM peak (17:00 to 18:00 hours).

Community Land Trust

4.9. The proposals include an element of space to be used by the Community Land Trust. There are two options for this land, either the provision 6no. two-bedroom houses or 2,500sqft of commercial land with 4no. one-bedroom flats.

4.10. During the previous application, trips for community uses were discounted as these are likely to be used predominantly by residents at the site and existing nearby residents, or pass-by trips, with low levels of external users being attracted to the site as new trips. Furthermore, the existing site use includes a far greater area of commercial/community floorspace than is proposed and therefore these trips will offset. This was again agreed to be acceptable during pre-application discussions for this discussion,

4.11. It is considered that if the commercial and flats options are pursued, the above reasoning remains valid. Whilst it is acknowledged that the provision of six houses on this land would slightly increase overall trips by around 5 movements in the AM peak and 4 movements in the PM peak based on the methodology earlier in this section, it is not considered that this would be a material increase when compared to the overall level of trips to and from the site, especially noting the discounting of existing site traffic. It is therefore considered that these trips should been discounted from any calculations.

Traffic Distribution and Assignment

4.12. With respect to traffic distribution, 2011 Census Travel to Work Origin-Destination (O-D) data for the existing resident population of the surrounding area available on the Official Labour Market Statistics website (www.nomisweb.co.uk) has been used to estimate the proportion of vehicle trips that could travel along each particular key route to/from the site. The following methodology was applied, with further details included at **Appendix K**. Data from the 2011 Census has been utilised for the purposes of distribution as there is presently no dataset for this readily available from the 2021 Census. The UK Data Service have been told that it is only available to download by academic or government users based on their agreement with the

Office for National Statistics. This approach matches what was used as part of the previous application.

- 2011 Census Dataset WU03UK 'Location of usual residence and place of work by method of travel to work' was obtained from the Nomis website.
- The 'Usual Residence' was set at MSOA 'Horsham 015'.
- All MSOAs in Horsham, as well as all other local authority districts, were selected as the 'Place of Work'.
- The data was used to calculate the relative proportion of car trips to work to each of the surrounding areas. For simplicity, any areas with 3 or fewer car trips were omitted from the calculations as they were considered statistically insignificant.
- The likely vehicle route (or routes) to each area were identified using Google Maps route planning tools (set to travel during the peak periods), and the proportion of car trips using each key route was subsequently calculated using the data.

4.6 The above details were used to create an indicative traffic distribution model for the site, which is reflected in the traffic flow diagrams shown at **Appendix L**. The peak hour vehicle trips shown in **Table 4.2** were assigned to the network based on this model. The assigned development traffic flows are also shown in **Appendix L**.

5. Off Site Impact

5.1. Best practice guidance suggests that the impact of the proposed traffic increases on the local road network should be considered at a Design Year of at least five years after the planning application is registered. Nevertheless, whilst it is noted that there is a delay to the Local Plan process, it would be prudent to align with the Horsham Local Plan. As such, this would result in an assessment year of 2036. This is considered to be an extremely robust assessment. Baseline recorded traffic flows will be uplifted using growth factors calculated on information taken from the TEMPro 7.2 database, as agreed with WSCC.

5.2. This approach to off-site capacity assessment was agreed as part of the previous application and WSCC's pre-application response to this latest application stated that this methodology is again considered appropriate.

Derivation of Traffic Flows

5.3. The traffic flows undertaken in 2023 have been uplifted using the following factors:

- Horsham 15 MSOA 1.0916 for the AM peak hour and 1.0936 PM peak hour (Junction 1 and Junctions 4 to 7)
- Horsham 10 MSOA 1.0997 for the AM peak hour and 1.1021 PM peak hour (Junction 2)
- Horsham 10 MSOA and Horsham 11 MSOA Averaged 1.0947 for the AM peak hour and 1.0962 PM peak hour (Junction 3)

5.4. Figures contained in **Appendix L** show the 2023 Observed traffic flows and 2036 uplifted Future Year Base Case flows through the local network.

5.5. Adding the development flows to the 2036 future base case provides the Development Case flows.

Future Study Area

5.6. The following junctions were considered as part of the previous application, with the pre-application response from WSCC indicating that this list remains suitable for

assessment as part of the current application, leaving the following junction to assess:

1. B2139 Storrington Road / Site Access junction;
2. B2319 Coolham Road / A272 Cowfold Road / A272 Billingshurst Road crossroads junction;
3. A24 / A272 Cowfold Road / Services signalised junction;
4. B2139 Storrington Road / Rock Road / Thakeham Road mini-roundabout junction;
5. Thakeham Road / Water Lane signalised junction;
6. A283 Washington Road / Water Lane / Sullington Lane junction; and
7. Washington Roundabout.

Traffic Impact

Introduction

5.7. The junctions have been modelled using either Junctions 10 (PICADY), Junctions 10 (ARCADY) or LinSig software. PICADY provides a measure of the capacity of simple and ghost island priority-controlled junctions, ARCADY provides a measure of capacity at roundabout junctions and LinSig provides a measure of capacity at signalised junctions.

5.8. Both ARCADY and PICADY calculate the Ratio of Flow to Capacity (RFC), which is used to measure the predicted flow of vehicles against the junction's capacity (based on its geometry). Typically, a value of 0.85 or less is seen to represent a practical degree of reserve capacity. Arms at a junction with an RFC greater than 0.85 are likely to experience congestion and delay. Values that exceed 1.0 RFC value indicate where an arm is at or over full capacity.

5.9. Practical Reserve Capacity (PRC) relates to the capacity of the junction in LinSig. A PRC of 5.0% or greater indicates where a junction can be expected to accommodate the flow of vehicles input into the system. Degree of Saturation (DoS) gives a ratio of the vehicle arrival rate to the relative saturation flow-rate, where a value of over 100% indicates that demand is greater than capacity, whilst a value of 90% or less is considered to provide an acceptable design criterion.

5.10. Geometries for off-site junctions have been taken from OS mapping and Google Earth Imagery, with the parameters measured in line with best practice guidance

provided with the software. Geometries for the proposed site access have been taken from **Drawing Number 2505500-ACE-XX-00-DR-C-0502B**.

5.11. All off-site junctions have been tested using the 2036 Future Year and Development Case flows to understand the change in operation between the two scenarios.

Junction 1 – Storrington Road (B2139) / Site Access

5.12. To establish whether the proposed access junction with Storrington Road would operate satisfactorily in terms of capacity, a PICADY model was created, with results of this assessment summarised in **Table 5.1** (with a full copy of the output data contained at **Appendix M**). They demonstrate that the proposed access junction would operate satisfactorily at the 2036 Design Year with the proposed development in place and committed development flows included. The site access would operate a maximum RFC of 0.11 in the morning peak hour, with 1 queuing vehicle (0.1 PCUs on results but rounded to next whole vehicle) and an average delay of 1.47 seconds per vehicle.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2036 + Dev													
Stream B-C	D7	0.1	6.09	0.08	A	1.47	210 % [Stream B-A]	D8	0.0	5.64	0.04	A	1.08	198 % [Stream B-A]
Stream B-A		0.1	7.82	0.11	A				0.1	8.03	0.06	A		
Stream C-AB		0.0	5.21	0.02	A				0.1	5.56	0.09	A		

Table 5.1: PICADY Summary Results for Site/B2139 Storrington Road

Junction 2 – B2319 Coolham Road / A272 Cowfold / A272 Billingshurst Road

5.13. A PICADY model was created in order to determine the impact of the proposed development on the Coolham Road/ Billingshurst Road/ Cowfold Road Staggered Junction. Morning and evening peak hour assessments were undertaken, with the results of the model summarised in **Table 5.2**. Full details of the assessment are included at **Appendix M** for reference.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
Stream B-ACD	D1	2.0	18.49	0.67	C	13.43	17 % [Stream CD-AB]	D2	2.6	20.75	0.73	C	13.16	14 % [Stream B-ACD]
Stream AB-CD		1.8	14.64	0.61	B				1.2	9.54	0.49	A		
Stream D-ABC		1.8	19.14	0.64	C				2.0	20.59	0.68	C		
Stream CD-AB		2.6	18.76	0.71	C				1.7	15.06	0.62	C		
	2036 Base Flows													
Stream B-ACD	D3	2.9	24.09	0.75	C	17.81	7 % [Stream CD-AB]	D4	4.0	29.28	0.81	D	17.48	4 % [Stream B-ACD]
Stream AB-CD		2.5	18.07	0.68	C				1.6	10.71	0.55	B		
Stream D-ABC		2.5	25.05	0.72	D				3.1	28.31	0.76	D		
Stream CD-AB		4.0	25.63	0.79	D				2.2	18.27	0.69	C		
	2036 + Dev													
Stream B-ACD	D7	3.3	27.21	0.77	D	24.03	-4 % [Stream CD-AB]	D8	5.1	36.18	0.85	E	20.00	-1 % [Stream B-ACD]
Stream AB-CD		2.9	20.05	0.71	C				1.7	10.83	0.57	B		
Stream D-ABC		3.0	30.18	0.76	D				3.6	32.75	0.79	D		
Stream CD-AB		7.6	45.18	0.88	E				2.4	19.43	0.71	C		

Table 5.2: PICADY Summary Results for Coolham Road/Cowfold Road/Billingshurst Road Staggered Crossroads (One Hour)

5.14. **Table 5.2** confirms that the proposed development traffic increases would increase the RFC for Stream CD - AB over the 0.85 threshold in the AM peak, alongside the associated queues/delays. In the PM peak, Stream B - ACD is increased to an RFC of 0.85 alongside associated queues and delays. The above table confirms that, in the modelled scenario, the junction already operates near capacity on certain arms during the peak hours in the 2023 baseline. All streams with the exception of AB – CD (Coolham Road North – Billingshurst Road) are approaching the 0.85 Maximum RFC Value. The results confirm that in the 2036 Design Year, without development traffic, these same streams would be increasingly close to the 0.85 Maximum RFC value.

5.15. It is important to note that the development would only affect those streams that are already congested, and the other streams (AB – CD and D - ABC) would continue to operate satisfactorily with the proposed development in place.

5.16. Current planning policy no longer focuses on the need for developments to achieve 'nil detriment', and instead mitigation is only required to ensure the residual cumulative impacts are not 'severe'. Having due regard to the above findings, it is considered that the negligible increase in RFC at the junction would not be severe.

Junction 3 – A24 / A272 Cowfold Road / A272 Billingshurst Road

5.17. The LinSig results in **Table 5.3** below shows the operation of the junction in the '2023 Observed' scenario, the '2036 Future Year' scenario, as well as the '2036 Future Year + Development' scenario. The full output report is included at **Appendix N**.

Arm	AM Peak		PM Peak	
	Deg Sat (%)	*Mean Max Queue (PCU)*	*Deg Sat (%)*	*Mean Max Queue (PCU)*
	2023 Observed (PRC = 10.3)		2023 Observed (PRC = 11.9)	
A24 (N) 1st Stop Line Ahead Left	0.0 : 78.6%	8.4	0.0 : 80.4%	11.5
A24 (N) 1st Stop Line Ahead Right	0.0 : 0.0%	0.0	0.0 : 0.0%	0.0
A272 (E) Cowfold Road Left	24.3%	0.2	33.6%	0.3
A272 (E) Cowfold Road Right	81.6%	17.8	79.4%	16.0
A272 (E) Cowfold Road Right	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (S) - 1st Stop Line Ahead	63.6 : 63.6%	11.8	50.9 : 50.9%	9.0
A24 (S) - 1st Stop Line Ahead	37.7%	7.2	26.0%	4.8
A24 (S) - 1st Stop Line Right	80.4%	16.0	78.7%	14.1
A24 (S) - 2nd Stop Line Left	47.5%	0.5	41.7%	0.4
A24 (S) - 2nd Stop Line Ahead	32.0%	0.4	22.7%	0.3
A24 (S) - 2nd Stop Line Ahead	35.6%	0.5	24.6%	0.3
A272 (W) - 2nd Stop Line Left	1.2%	44.2	1.2%	41.9
A272 (W) - 2nd Stop Line Right Ahead	0.0%	0.0	0.0%	0.0
Services Exit Right Left	72.3%	6.9	72.9%	7.0
A272 (W) - 1st Stop Line Ahead	21.7%	3.3	21.2%	3.2
A272 (W) - 1st Stop Line Ahead Right	3.6%	0.2	3.3%	0.2
A272 (W) - 2nd Stop Line (Exit) Left Ahead	28.3%	4.2	30.1%	4.6
-	2036 Future (PRC = 0.8)		2036 Future (PRC = 2.1)	
A24 (N) 1st Stop Line Ahead Left	0.0 : 86.1%	10.1	0.0 : 88.2%	13.9
A24 (N) 1st Stop Line Ahead Right	0.0 : 0.0%	0.0	0.0 : 0.0%	0.0

A272 (E) Cowfold Road Left	26.5%	0.2	36.8%	0.3
A272 (E) Cowfold Road Right	89.3%	21.6	86.8%	19.0
A272 (E) Cowfold Road Right	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (S) - 1st Stop Line Ahead	67.9 : 67.9%	13.0	54.4 : 54.4%	9.8
A24 (S) - 1st Stop Line Ahead	43.0%	8.5	29.3%	5.4
A24 (S) - 1st Stop Line Right	88.0%	19.2	86.0%	16.6
A24 (S) - 2nd Stop Line Left	51.3%	0.5	45.0%	0.4
A24 (S) - 2nd Stop Line Ahead	35.0%	0.5	25.5%	0.3
A24 (S) - 2nd Stop Line Ahead	40.6%	0.6	27.8%	0.4
A272 (W) - 2nd Stop Line Left	1.3%	43.4	1.3%	45.9
A272 (W) - 2nd Stop Line Right Ahead	0.0%	0.0	0.0%	0.0
Services Exit Right Left	54.5%	6.3	55.6%	6.5
A272 (W) - 1st Stop Line Ahead	26.2%	4.6	25.5%	4.5
A272 (W) - 1st Stop Line Ahead Right	4.6%	0.3	4.3%	0.3
A272 (W) - 2nd Stop Line (Exit) Left Ahead	33.9%	6.1	36.2%	6.7
-	**2036 Future + Proposed (PRC = 0.2)**		**2036 Future + Proposed (PRC = 1.8)**	
A24 (N) 1st Stop Line Ahead Left	0.0 : 86.1%	10.1	0.0 : 88.2%	13.9
A24 (N) 1st Stop Line Ahead Right	0.0 : 0.0%	0.0	0.0 : 0.0%	0.0
A272 (E) Cowfold Road Left	26.5%	0.2	36.8%	0.3
A272 (E) Cowfold Road Right	89.8%	21.8	88.4%	19.8
A272 (E) Cowfold Road Right	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (N) - 2nd Stop Line Ahead	0.0%	0.0	0.0%	0.0
A24 (S) - 1st Stop Line Ahead	67.9 : 67.9%	13.0	54.4 : 54.4%	9.8
A24 (S) - 1st Stop Line Ahead	43.0%	8.5	29.3%	5.4
A24 (S) - 1st Stop Line Right	88.0%	19.2	86.0%	16.6
A24 (S) - 2nd Stop Line Left	51.5%	0.5	45.5%	0.4
A24 (S) - 2nd Stop Line Ahead	35.0%	0.5	25.5%	0.3
A24 (S) - 2nd Stop Line Ahead	40.6%	0.6	27.8%	0.4
A272 (W) - 2nd Stop Line Left	1.4%	46.4	1.3%	46.9

A272 (W) - 2nd Stop Line Right Ahead	0.0%	0.0	0.0%	0.0
Services Exit Right Left	54.5%	6.3	55.6%	6.5
A272 (W) - 1st Stop Line Ahead	28.6%	5.1	26.3%	4.6
A272 (W) - 1st Stop Line Ahead Right	4.7%	0.3	4.5%	0.3
A272 (W) - 2nd Stop Line (Exit) Left Ahead	34.5%	6.2	38.0%	7.2

Table 5.4: LinSig Summary Results for A24 / A272 Cowfold Road / A272 Billingshurst Road Junction

5.18. **Table 5.3** shows that the background growth of traffic significantly reduces the PRC at the junction, taking it from 10.3% to 0.8% in the AM peak hour and 11.9% to 2.1% in the PM peak hour. This shows that the background growth of traffic takes the PRC to below 5.0%, which represents the theorical capacity of the junction. That being said, the below also shows that all of the lanes in the with development scenario have a Degree of Saturation of less than 90% which is therefore acceptable. The addition of development traffic then slightly decreases the PRC in both the AM and PM peaks, however, the resulting values of 0.% and 1.8% represent negligible changes when compared to the 2036 baseline.

5.19. When considering the impact of the proposals, the results show that the development traffic would have a negligible impact on the operation of the junction. As such, it is considered that no further assessment of this junction is required.

Junction 4 – Storrington Road (B2139) / Rock Road/ Thakeham Road (B2139)

5.20. An ARCADY model was created in order to determine the impact of the proposed development on the Storrington Road (B2139) / Rock Road / Thakeham Road roundabout junction. The results of this assessment are summarised in **Table 5.4** below (with a full copy of the output data contained at **Appendix M**).

5.21. Surveyed queuing data on Storrington Road showed an average of around 2 vehicles in each of the peak hours. In order to reflect this level of queueing a direct intercept adjustment of -500 PCU/hr was applied to the Storrington Road arm as this calculated queues in the 2023 baseline scenario similar to observed queues.

5.22. The junction remains within capacity in all scenarios, although the Storrington Road arm exceeds the 0.85 threshold in the 2036 with development scenario.

5.23. The assignment exercise summarised within the TA, shows an additional 32 vehicles approaching the junction from Storrington Road in the AM peak hour,

which equates to roughly one vehicle every two minutes. It is therefore considered that predicted increase in queue of 5 vehicles (from 3 to 8 vehicles) when development traffic is included is unrealistic and is likely caused by the artificial adjustment to intercept capacity on this arm. No mitigation is therefore proposed at this junction, especially as the impact cannot be deemed to be severe.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
A - Storrington Road	D1	2.0	29.44	0.67	D	13.16	5 % [A - Storrington Road]	D2	2.3	25.05	0.71	D	14.60	10 % [A - Storrington Road]
B - Rock Road		0.2	4.83	0.18	A				0.2	5.17	0.18	A		
C - School Access		0.1	5.87	0.13	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.0	8.57	0.50	A				0.4	5.45	0.27	A		
	Future Base Flows 2036													
A - Storrington Road	D3	3.0	42.76	0.77	E	17.19	-4 % [A - Storrington Road]	D4	3.4	33.86	0.79	D	18.86	1 % [A - Storrington Road]
B - Rock Road		0.2	5.00	0.20	A				0.3	5.44	0.20	A		
C - School Access		0.2	6.14	0.14	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.2	9.56	0.55	A				0.4	5.66	0.29	A		
	2036 + Dev													
A - Storrington Road	D7	8.0	93.55	0.93	F	33.91	-14 % [A - Storrington Road]	D8	4.2	40.75	0.83	E	21.82	-3 % [A - Storrington Road]
B - Rock Road		0.3	5.25	0.20	A				0.3	5.54	0.21	A		
C - School Access		0.2	6.48	0.15	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.3	9.95	0.57	A				0.5	6.10	0.34	A		

Table 5.5: ARCADY Summary Results for Thakeham Road / Storrington Road/Rock Road

Junction 5 – Thakeham Road / Water Lane

5.24. The LinSig results in **Table 5.5** below confirm that in the '2036 Future Year + Development' scenario, this junction would operate with a positive PRC during both peak hours. The results show that the proposed development would impact the junction operation by negligibly reducing the PRC at the junction. As such, it is considered that no further assessment of this junction is required. The LinSig output report is included at **Appendix N**.

Arm	AM Peak		PM Peak	
	Deg Sat (%)	*Mean Max Queue (PCU)*	*Deg Sat (%)*	*Mean Max Queue (PCU)*
	2023 Observed (PRC = 43.5)		**2023 Observed (PRC = 39.1)**	
Water Lane (N) Left Ahead Right	62.7%	5.1	64.4%	7.3
Thakeham Road (E) Right Left Ahead	53.2%	7.1	64.7%	9.6
Water Lane (S) Ahead Right Left	60.8%	6.3	63.5%	4.4
Thakeham Road (W) Left Ahead Right	61.6%	8.8	42.4%	5.4
-	**2036 Future (PRC = 31.6)**		**2036 Future (PRC = 27.1)**	
Water Lane (N) Left Ahead Right	68.4%	5.8	70.2%	8.3
Thakeham Road (E) Right Left Ahead	58.1%	8.0	70.8%	11.0

Water Lane (S) Ahead Right Left	65.9%	7.1	69.4%	4.9
Thakeham Road (W) Left Ahead Right	67.3%	9.9	46.4%	6.1
-	**2036 Future + Proposed (PRC = 31.6)**		**2036 Future + Proposed (PRC = 22.2)**	
Water Lane (N) Left Ahead Right	68.4%	5.8	73.6%	8.6
Thakeham Road (E) Right Left Ahead	66.6%	9.8	73.7%	11.7
Water Lane (S) Ahead Right Left	68.2%	7.4	73.6%	5.8
Thakeham Road (W) Left Ahead Right	68.2%	10.1	49.1%	6.5

Table 5.6: LinSig Summary Results for Thakeham Road / Water Lane Junction

Junction 6 – Washington Road / Water Lane / Sullington Road

5.25. Two PICADY models were created in order to determine the impact of the proposed development on the Washington Road / Sullington Road crossroad junction.

5.26. In the AM peak, the software was overestimating queues at the junction in the 2023 baseline scenario. In order to provide a better reflection of the existing scenario on the C-ABD movements in the AM peak a network flow scaling factor of 85% has been applied to the junction. The default is 100% so this reduces flow through the junction by 15%. No changes have been made to the PM peak calculation.

5.27. On the basis of the above, separate morning and evening peak hour assessments were undertaken, with the results of the models summarised below in **Tables 5.6** and **5.7**. Full details of the assessments are included at **Appendix M** for reference.

	AM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023						
Stream B-C D	D1	0.4	9.72	0.29	A	6.32	10 % [Stream C-ABD]
Stream B-AD		0.0	24.74	0.04	C		
Stream A-B C D		0.0	4.48	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		4.4	14.94	0.73	B		
	2036 Baseline Flows						
Stream B-C D	D3	0.5	10.57	0.32	B	13.11	1 % [Stream C-ABD]
Stream B-AD		0.1	30.07	0.05	D		
Stream A-B C D		0.0	4.39	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		9.6	30.40	0.87	D		
	2036 + Dev						
Stream B-C D	D7	0.5	11.06	0.35	B	14.86	0 % [Stream C-ABD]
Stream B-AD		0.1	30.85	0.05	D		
Stream A-B C D		0.0	4.39	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		10.7	34.24	0.89	D		

Table 5.6: PICADY Summary Results for Washington Road/ Sullington Road Crossroad Junction - AM

	PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023						
Stream B-C D	D2	0.9	13.75	0.48	B	4.95	10 % [Stream B-AD]
Stream B-AD		0.0	26.14	0.02	D		
Stream A-B C D		0.0	4.09	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		3.6	11.19	0.66	B		
	2036 Baseline Flows						
Stream B-C D	D4	1.2	16.47	0.55	C	8.51	0 % [Stream B-AD]
Stream B-AD		0.0	34.84	0.02	D		
Stream A-B C D		0.0	3.98	0.01	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		7.5	19.85	0.81	C		
	2036 + Dev						
Stream B-C D	D8	1.3	17.02	0.56	C	12.58	-1 % [Stream B-AD]
Stream B-AD		0.0	37.35	0.02	E		
Stream A-B C D		0.0	4.00	0.01	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		10.9	30.11	0.87	D		

Table 5.7: PICADY Summary Results for Washington Road/ Sullington Road Crossroad Junction - PM

5.28. **Table 5.6** confirms that, in the AM peak, the C-ABD movement remains within theoretical capacity in all scenarios. The RFC reaches 0.87, with a queue of 9.6 vehicles in the future year baseline scenario. When development traffic is included, the RFC increases slightly to 0.89 and the queueing increases by circa one vehicle to 10.7. It is therefore considered that the additional development traffic is accommodated with very little change to the junction's operation, and would not be classified as 'severe' in line with Paragraph 116 of the NPPF.

5.29. In the PM peak, as shown in **Table 5.7**, the Washington Road East – Water Lane stream does exceed the 0.85 threshold, reaching a value of 0.87. The additional development traffic making this manoeuvre is anticipated to be 14 vehicles, or one roughly every 4 minutes, and therefore is not expected to have a material impact on junction performance, with anticipated increase in queuing of 3 vehicles considered unlikely.

5.30. As stated previously, current planning policy no longer focuses on the need for developments to achieve 'nil detriment', and instead mitigation is only required to ensure the residual cumulative impacts are not 'severe'. Having due regard to the above findings, it is considered that the negligible increase in RFC at the junction and given that the junction is already over capacity prior to the addition of development traffic the impact of the development would not be 'severe'.

Junction 7 – Washington Roundabout

5.31. An ARCADY model was created in order to determine the impact of the proposed development on Washington Roundabout Junction (London Road/Storrington Road/The Pike). The junction is modelled as a 4-arm roundabout using the geometries provided in the Horsham Local Plan Transport Study. Morning and evening peak hour assessments were undertaken, with the results of the model summarised below in **Table 5.8**. Full details of the assessment are included at **Appendix L** for reference.

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
A - A24 (N)	D1	0.7	2.18	0.43	A	3.35	26 % [B - A283 (E)]	D2	1.7	3.17	0.62	A	4.37	7 % [B - A283 (E)]
B - A283 (E)		1.4	7.25	0.58	A				2.7	15.81	0.73	C		
C - A24 (S)		1.0	2.80	0.50	A				0.5	1.99	0.35	A		
D - Storrington Road		0.6	3.02	0.36	A				0.5	2.38	0.31	A		
	2036 Base Flows													
A - A24 (N)	D3	0.9	2.43	0.48	A	4.13	16 % [B - A283 (E)]	D4	2.3	4.03	0.70	A	9.77	-3 % [B - A283 (E)]
B - A283 (E)		2.1	10.05	0.68	B				9.5	53.60	0.93	F		
C - A24 (S)		1.3	3.32	0.56	A				0.6	2.18	0.39	A		
D - Storrington Road		0.7	3.51	0.41	A				0.5	2.62	0.36	A		
	2036 + Dev													
A - A24 (N)	D7	0.9	2.45	0.48	A	4.20	15 % [B - A283 (E)]	D8	2.3	4.06	0.70	A	10.45	-3 % [B - A283 (E)]
B - A283 (E)		2.1	10.28	0.68	B				10.5	58.50	0.94	F		
C - A24 (S)		1.3	3.33	0.56	A				0.7	2.19	0.40	A		
D - Storrington Road		0.7	3.58	0.42	A				0.6	2.65	0.36	A		

Table 5.8: ARCADY Results for Washington Roundabout

5.32. **Table 5.8** indicates that the junction is predicted to operate within theoretical capacity on all arms and during all scenarios. In the PM peak hour, the RFC on the A283 (East) arm reaches a high of 0.93, with a queue of 9.5 vehicles. When development traffic is included, the RFC increases slightly to 0.94 and the queueing increases by 1 vehicle to 10.5. It is therefore considered that the additional development traffic is accommodated with very little change to the junction's operation.

5.33. In light of the above, it can be concluded that the impact would not be classified as 'severe', with due regard to Paragraph 116 of the NPPF. Notwithstanding the above conclusions, presuming there is a set methodology for contributions towards the mitigation scheme, then the developer is accepting of contributions in this location, subject to review of the methodology.

5.34. Previously, a S106 contribution was agreed to help fund mitigation measures at the Washington Roundabout based on the number of additional vehicles passing through the junction. It is considered that this is therefore an appropriate solution on this occasion as well. The exact level of contribution will need to be agreed with WSCC Highways, however, it is assumed that this will be a similar calculation to that used previously.

6. Summary and Conclusions

6.1. This TA has been produced by ACE on behalf of Bellway Homes Limited (Strategic Land), to accompany a planning application for a proposed residential development at the former Thakeham Mushrooms Site in Thakeham (RH20 3EQ).

6.2. The proposals seek the demolition of existing buildings and the redevelopment of the site as a residential development comprising 150 dwellings including affordable housing, land for the Community Land Trust, works to public right of way and associated landscaping, open space and infrastructure. Access is proposed via Storrington Road at the eastern edge of the site.

6.3. The proposed development follows-on from a previous planning application at the site for 247 dwellings and flexible non-residential floorspace (Use Class E), which was dismissed at appeal in June 2025 (HDC reference: DC/24/0021). A number of elements of that application were agreed in spite of the dismissed appeal, for example access, parking, trip generation, capacity assessment methodology and output. One previous reason for refusal was sustainability, with extensive discussions taking place at the time.

6.4. Following the Appeal decision, Bellway has appointed Arup to develop a sustainable transport strategy to help overcome the reasons for refusal related to sustainable transport. An Integrated Sustainable Transport Strategy has been developed, which is to be submitted under a separate cover. The Integrated Sustainable Transport Strategy will seek to demonstrate that there are feasible innovative sustainable transport interventions that could be delivered as part of the proposed development that will maximise the opportunity for taking up sustainable transport options for the future residents

6.5. The access proposals have been largely agreed in principle with the local highway authority through pre-application discussions. They are considered to provide safe and suitable access for all users in accordance with NPPF, which is confirmed as part of the Stage 1 Road Safety Audit undertaken as part of this application.

6.6. Servicing and emergency vehicle access has been accommodated within the layout in line with MfS recommendations and includes suitable turning areas for larger vehicles.

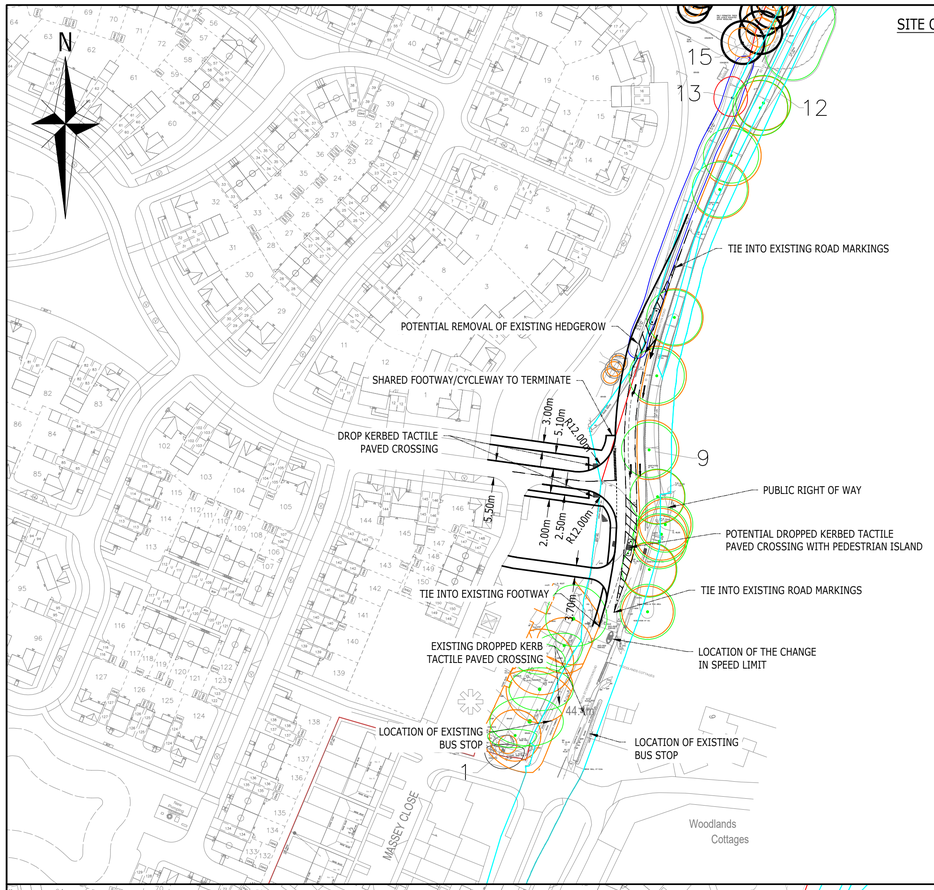
6.7. Parking for both vehicles and cycles is provided in accordance with WSCC policy.

6.8. Capacity assessments were undertaken at the site access and a number of local junctions, with the study area agreed with WSCC. It was concluded that the development would not have a 'severe' impact on any junctions in accordance with Paragraph 116 of the NPPF.

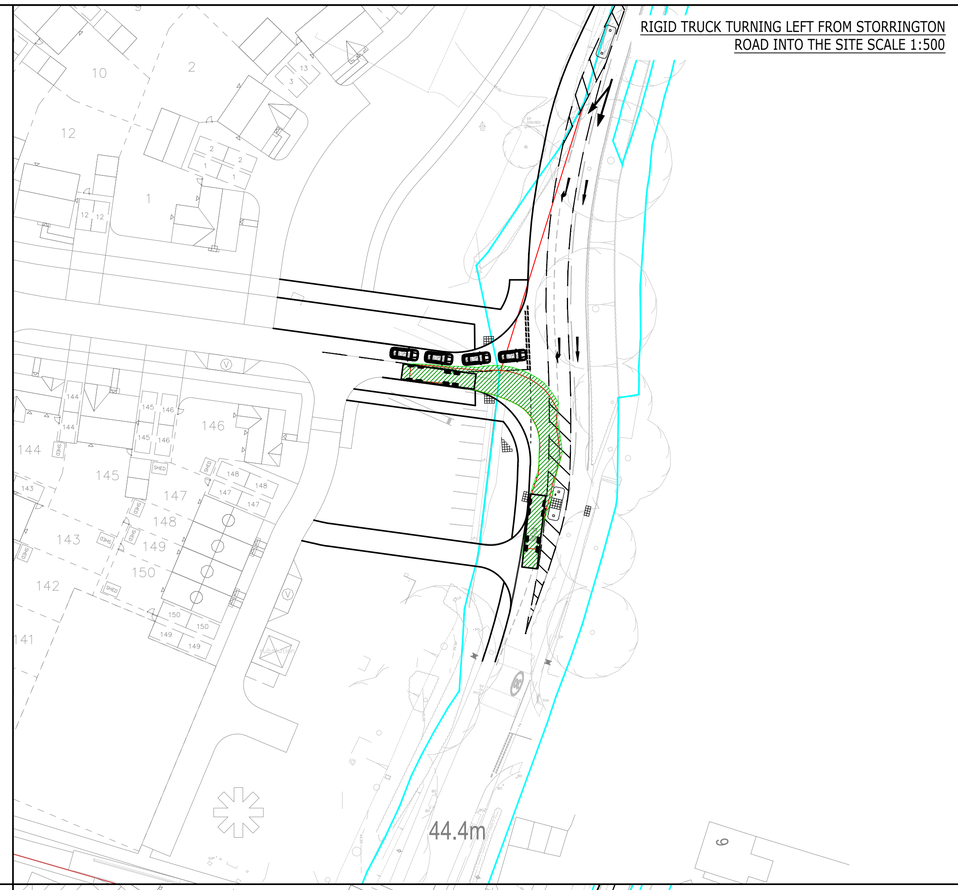
6.9. Having fully considered highways/transport matters, and subject to the information to be presented in the separate Sustainable Transport Strategy, it is considered that planning permission for the proposed development at the site should be granted.

Drawings

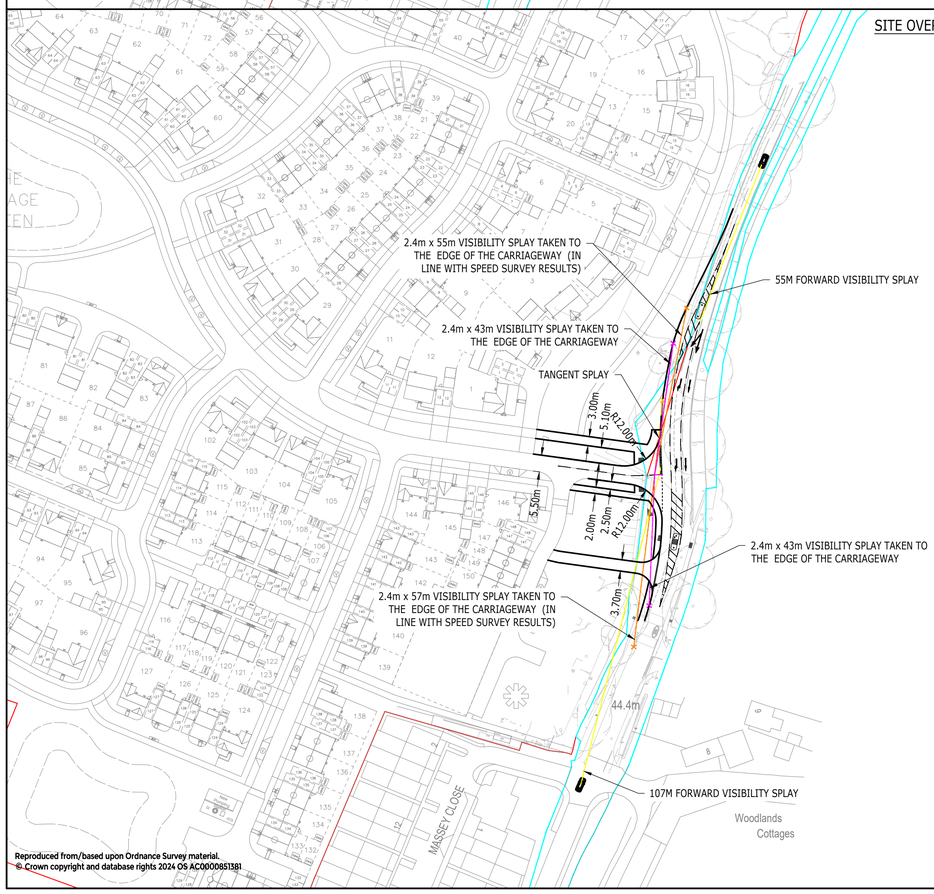
SITE OVERVIEW (WITH THE TREE SURVEY) SCALE 1:1000



RIGID TRUCK TURNING LEFT FROM STORRINGTON ROAD INTO THE SITE SCALE 1:500

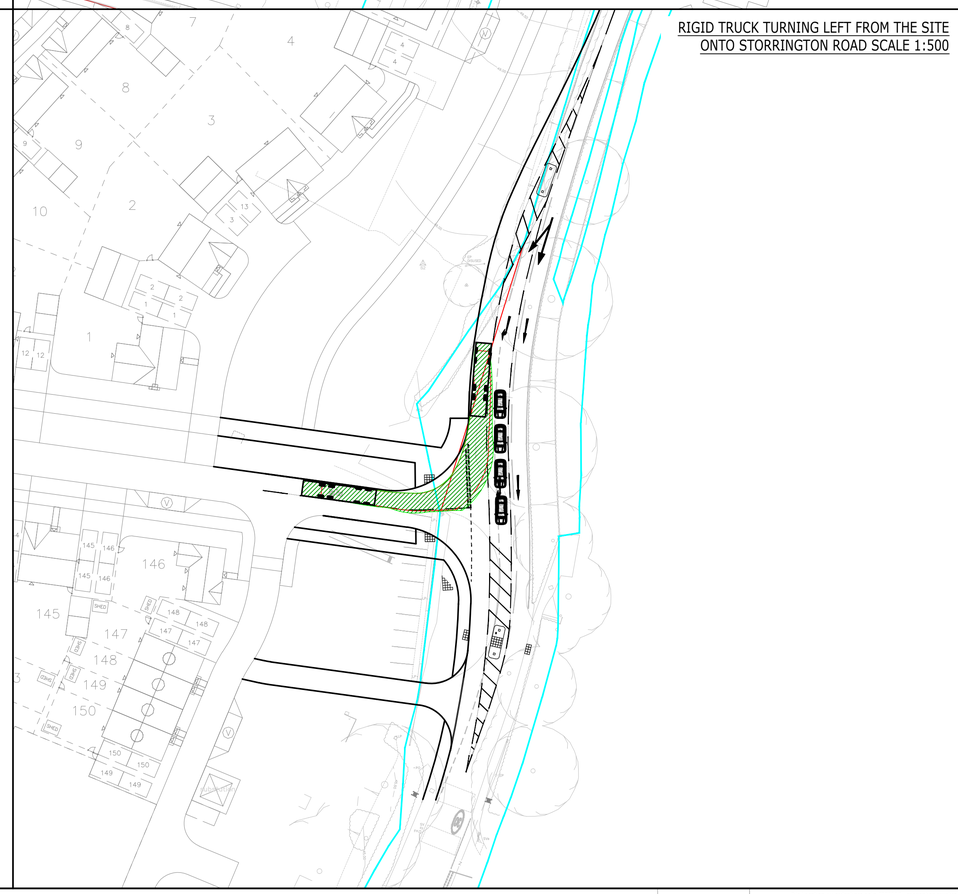


SITE OVERVIEW (WITHOUT THE TREE SURVEY) SCALE 1:1000



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RIGID TRUCK TURNING LEFT FROM THE SITE ONTO STORRINGTON ROAD SCALE 1:500



NOTES

1. JUNCTION DESIGN BASED ON DMRB CD 123.
2. ACCESS SHOWN INDICATIVELY AND SUBJECT TO DETAILED DESIGN AND AGREEMENT WITH HIGHWAY AUTHORITY.
3. RED LINE BOUNDARY TRANSCRIBBED IN LINE WITH PLANS RECEIVED FROM BELLWAY (TITLE NUMBER WSX365666). THIS SHOULD BE CONFIRMED BY DESIGN TEAM. BASED ON OS MAPPING.
4. HIGHWAY BOUNDARY PLOTTED IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL HIGHWAY EXTENTS PLAN (DATED 3RD OCTOBER 2022). BASED ON OS MAPPING.
5. EXISTING ROAD MARKINGS BASED ON TOPOGRAPHICAL SURVEY.
6. VISIBILITY BASED ON CD/109 AND 85TH PERCENTILE SPEEDS (SEE NOTE 7.)
7. AS PER, CA 185, THE SPEED SURVEY WAS NOT UNDERTAKEN DURING WET WEATHER CONDITIONS SO NO ADDITIONAL VALUE WAS ADDED TO THE 85TH PERCENTILE SPEEDS.
8. VISIBILITY SPLAYS BASED ON SPEED SURVEY RESULTS FROM 05.07.23-11.07.23.
9. SUBJECT TO CAPACITY ASSESSMENTS AND ASSESSMENT OF LEVELS.
10. SITE LAYOUT DRAWING P24-2268_DE_010_A_003 RECEIVED 2ND FEBRUARY 2026.
11. DESIGNED IN ACCORDANCE WITH THE STAGE 1 ROAD SAFETY AUDIT.

KEY

TITLE PLAN BOUNDARY

PUBLICLY MAINTAINED HIGHWAY

TREE CATEGORY A 1,2 OR 3 (TREES OF HIGH QUALITY)

TREE CATEGORY B 1,2 OR 3 (TREES OF MODERATE QUALITY)

TREE CATEGORY U (TREES CANNOT REALISTICALLY BE RETAINED DUE TO THEIR CONDITION)

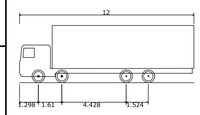
ROOT PROTECTION AREA

TREE NUMBER 19

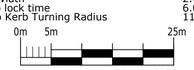
VEHICLES USED:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



Scale: 1:500 @ A1



Scale: 1:1000 @ A1

Rev	Description	Drn	Chk	App	Date
B	INTERNAL LAYOUT UPDATED	JE	JE	PR	12.02.26
A	ALTERATIONS TO PED/CYCLE ROUTES	JE	JE	PR	23.01.26

Purpose: WORK IN PROGRESS

Status: -

ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: BELLWAY HOMES LTD

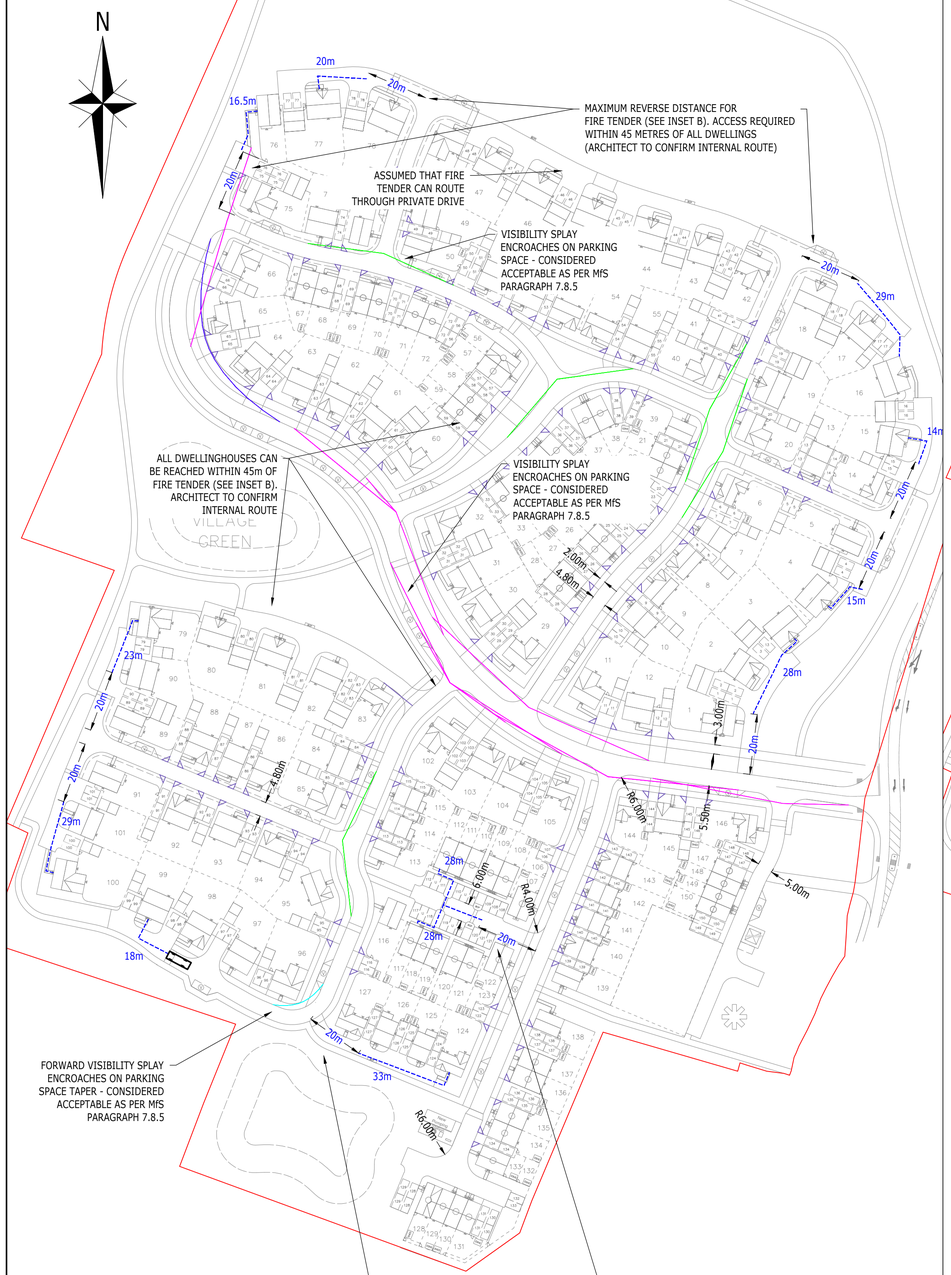
Project Title: MONOGHAN MUSHROOMS, THAKEHAM

Drawing Title: PROPOSED SITE ACCESS ARRANGEMENT

Drawn by	Checked by	Approved by	Revision
RS	PR	DRAFT	B
Scale: 1:500@A1	Date: 21.10.25		

Drawing Number: 2505500-ACE-XX-00-DR-C-0502

VIEWPORT 1: FIRE ACCESS AND VISIBILITY



VIEWPORT 2: REFUSE ARRANGEMENTS



VIEWPORT 3: STREET HIERARCHY (NTS) (SEE INSET E)



INSET A - EMERGENCY / FIRE ACCESS

BUILDING REGS APPROVED DOCUMENT B OUTLINES THE FOLLOWING REQUIREMENTS:

- MINIMUM CARRIAGEWAY WIDTH OF 3.7M TO ACCOMMODATE FIRE TENDER, WITH MINIMUM PINCH POINT OF 3.1M.
- FIRE APPLIANCE SHOULD BE ABLE TO ACCESS WITHIN 45M OF EVERY DWELLING, COVERING THE TOTAL AREA AND NOT JUST BUILDING ENTRANCE AS WELL AS 18 METRES OF A DRY RISER OR AN INLET FOR THE APARTMENT BLOCKS.

A FIRE APPLIANCE SHOULD NOT BE REQUIRED TO REVERSE MORE THAN 20M.

INSET B - REFUSE COLLECTION

- IN ACCORDANCE WITH MfS GUIDANCE THE MAXIMUM DISTANCE THAT OPERATIVES HAVE TO WHEEL CONTAINERS WITHIN THE DEVELOPMENT IS 25M HOWEVER, FOR FOUR WHEELED BINS THEN IT IS RECOMMENDED THAT THIS IS 10M.
- RESIDENTS SHOULD NOT DRAG THEIR BIN FOR MORE THAN 30M TO A BIN COLLECTION POINT.

REFUSE VEHICLES SHOULD REVERSE NO MORE THAN 20M.

- REFUSE VEHICLES SHOULD REVERSE NO MORE THAN 20M.

INSET C - PARKING REQUIREMENTS

CAR PARKING IS IN ACCORDANCE WITH THE WSCC 'GUIDANCE ON PARKING AT NEW DEVELOPMENTS' (SEPTEMBER 2020). THE SITE IS LOCATED IN ZONE 1 WHICH STATES THE FOLLOWING MAXIMUM PARKING PROVISION WHICH SHOULD BE PROVIDED:

1 BEDROOM UNITS	-	1.5 SPACES PER UNIT
2 BEDROOM UNITS	-	1.7 SPACES PER UNIT
3 BEDROOM UNITS	-	2.2 SPACES PER UNIT
4+ BEDROOM UNITS	-	2.7 SPACES PER UNIT

COMMERCIAL/ CLASS E (SHOP/RETAIL)
1 SPACE PER 14SQM

A 10% VARIATION IN PARKING STANDARDS IS ALLOWED. GARAGES SHOULD BE 6M X3M INTERNALLY, THEY WILL BE REGARDED AS AN ALLOCATED SPACE OF 0.5. IN ADDITION 0.2 VISITOR CAR PARKING SPACES ARE REQUIRED PER UNIT.

BUILDING REGULATIONS APPROVED DOCUMENT M (VOLUME 1: DWELLINGS) STATES THAT:

"WHERE THE PARKING WITHIN THE PRIVATE CURTILAGE OF THE DWELLING (BUT NOT WITHIN A CARPORT OR GARAGE) AT LEAST ONE SPACE IS A STANDARD PARKING BAY THAT CAN BE WIDENED TO 3.3m"

THEREFORE, THE MINIMUM WIDTH BETWEEN AN EXTERNAL WALL AND THE ADJACENT PROPERTY WHERE AN ON-PLOT PARKING SPACE IS PROVIDED SHOULD BE 3.3m, OR 6.6m FOR PROPERTIES WITH ADJACENT PARKING.

ALL RESIDENTIAL CAR PARKING SPACES SHOULD HAVE ONE ACTIVE ELECTRIC CHARGING FACILITY AS PER BUILDING REGULATIONS.

CYCLE PARKING

CYCLE PARKING WILL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING WSCC GUIDANCE:

HOUSES		
1-2 BEDROOM UNIT	-	1 SPACE
3+ BEDROOM UNIT	-	2 SPACES
FLATS		
1-2 BEDROOM UNIT - 1-2 BEDROOM HOUSE)	-	0.5 SPACE (IF COMMUNAL STORAGE OTHERWISE SAME AS
3+ BEDROOM UNIT	-	1 SPACE

COMMERCIAL CLASS E (SHOP/RETAIL)
1 SPACE PER 100SQM FOR STAFF AND 1 SPACE PER 200SQM FOR CUSTOMERS

CYCLE PARKING FOR HOUSES WILL BE PROVIDED WITHIN ACCESSIBLE REAR GARDENS, WITH A SECURE AND WATERPROOF SHED. THERE SHOULD BE A 1.2M CLEARANCE ON THE DRIVEWAYS AND FOR FOOTPATHS ACCESSING THE GARDENS TO ENSURE A BIKE IS MANEUVERABLE. INTERNAL BIKE STORAGE AREAS SHOULD B PROVIDED FOR THE FLATS AND COMMERCIAL USE FOR THE LONG STAY CYCLE PARKING SPACES. THESE SHOULD BE ACCESSIBLE TO USERS ONLY AND SHOULD BE AT A MIX OF 75% TWO-TIER STANDS, 20% SHEFFIELD STANDS AND 5% FOR LARGER BIKES.

INSET D - VISIBILITY REQUIREMENTS

- JUNCTION VISIBILITY OF 25 METRES BASED ON 20MPH DESIGN SPEED.
- FORWARD VISIBILITY OF 17M AROUND BENDS BASED ON THE 20MPH DESIGN SPEED.

INSET E - PROPOSED STREET TYPES

PRIMARY STREET (ADOPTABLE)

- CARRIAGEWAY WIDTH - 5.5m
- FOOTWAYS - 3m SHARED FOOTWAY/CYCLEWAY ON NORTHERN SIDE OF CARRIAGEWAY; 2m FOOTWAY ON SOUTHERN SIDE OF CARRIAGEWAY

SECONDARY STREET - (ADOPTABLE)

- CARRIAGEWAY WIDTH - 4.8m
- VERGE - 1m
- FOOTWAYS - 2m

TERTIARY STREET

- CARRIAGEWAY WIDTH - 6m (SHARED SURFACE)
- FOOTWAYS - N/A (SHARED SURFACE)

PRIVATE DRIVE

- CARRIAGEWAY WIDTH - 4-5.5m
- VERGES - 0.5m
- FOOTWAYS - N/A (SHARED SURFACE)

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
6. ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
7. SITE BOUNDARY PLOTTED IN LINE WITH PLANS RECEIVED FROM PEGASUS.
8. SUBJECT TO DETAIL DESIGN AND AGREEMENT WITH THE HIGHWAY AUTHORITY.
9. THE HOSE PIPE DISTANCES WITHIN THE INTERNAL OF THE DWELLINGS TO BE CHECKED BY THE ARCHITECT TO ENSURE THE FURTHEST POINT WITHIN THE DWELLING IS WITHIN 45M FROM THE FIRE TENDER.
10. VISIBILITY GENERALLY BE BASED ON ASSUMED 20MPH SPEED LIMIT. FOR ROBUSTNESS A 30MPH DESIGN SPEED HAS BEEN ALLOWED FOR ON THE MAIN SPINE ROAD.

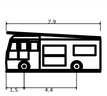
KEY:

- 2.4m x 25m VISIBILITY SPLAY (20 MPH)
- 2.4m x 43m VISIBILITY SPLAY (30 MPH)
- 2.4m x 37m FORWARD VISIBILITY SPLAY (25 MPH)
- 2.4m x 17m FORWARD VISIBILITY SPLAY (15 MPH)
- 2m x 2m PEDESTRIAN INTERVISIBILITY SPLAY
- RESIDENT REFUSE BIN DRAG DISTANCE
- OPERATIVE REFUSE BIN DRAG DISTANCE
- FIRE HOSE DISTANCE
- POTENTIAL BIN COLLECTION POINT LOCATION
- PRIMARY STREET
- SECONDARY STREET
- TERTIARY STREET
- PRIVATE DRIVE

0m 10m 50m

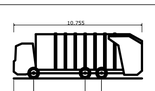
Scale: 1:1000 @ A1

VEHICLES USED:



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo Recycler (P2-12W with Elite 6x2 MS chassis)

Overall Length	10.755m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.450m

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Rev	Description	Drn	Chk	App	Date

Purpose: DRAFT

Status: -

ARDENT CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: BELLWAY HOMES LTD

Project Title: MONOGHAN MUSHROOMS, THAKEHAM

Drawing Title: HIGHWAY OVERVIEW

Drawn by	Checked by	Approved by	Revision
SS	JE	PR	B

A1 Scale	Date
1:1000 @ A1	11/02/2026

Drawing Number: 2505500-ACE-XX-XX-DR-C-0503

Appendix A

Site Layout

Issue:

KEY

- APPLICATION BOUNDARY
- EXISTING TREES AND HEDGEROWS TO BE RETAINED (SUBJECT TO DETAILED SITE SURVEYS)
- PROPOSED LARGE OPEN SPACE TREE PLANTING
- PROPOSED FOCAL TREE PLANTING
- PROPOSED OPEN SPACE TREE PLANTING
- PROPOSED FRUIT TREE PLANTING
- PROPOSED PRIMARY STREET TREE PLANTING
- PROPOSED RESIDENTIAL STREET & ON-PLOT TREE PLANTING
- PROPOSED WOODLAND PLANTING
- PROPOSED MIXED NATIVE SHRUB PLANTING
- PROPOSED POS ORNAMENTAL SHRUB/HERBACEOUS PLANTING
- PROPOSED SUDS PLANTING
- PROPOSED ORNAMENTAL PLANTING TO DWELLING FRONTAGES
- PROPOSED NATIVE HEDGEROW PLANTING
- PROPOSED ORNAMENTAL HEDGEROW PLANTING
- AMENITY GRASSLAND
- SPECIES-RICH WILDLFOWER/GRASSLAND MEADOW
- DAMP SPECIES-RICH WILDLFOWER/GRASSLAND MEADOW TO SUDS
- SELF-BINDING GRAVEL FOOTPATH ROUTES
- MOWN FOOTPATH ROUTES
- BENCHES
- OPPORTUNITIES FOR WAYFINDING, & INFORMATION PANELS (EG. FRUIT TREE SPECIES, HABITATS)
- BUTTERFLY BANK WITHIN NORTHERN PARKLAND TO BE CONSTRUCTED AS GUIDED BY ECOLOGIST / BUTTERFLY CONSERVATION.ORG
- PERMANENT WATER WITHIN SUDS BASIN
- TIMBER SLEEPERS / BOULDERS TO SUDS BASIN BANKS TO FACILITATE AMENITY ACCESS & PLAY
- FOCAL SEATING SPACE TO VILLAGE GREEN
- TIMBER POST AND RAIL FENCE TO TURNING HEADS OVERLOOKING OPEN SPACE AREAS
- PLAY AREA - LEAP
- DOORSTEP PLAY / TRIM TRAIL
- EARTH MOUNDING (VARIABLE SLOPE PROFILE WITH MAXIMUM 1:3)



N 0 25 50 m

MUSHROOM FARM, THAKEHAM – LANDSCAPE MASTERPLAN

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: SW/FS | APPROVED BY: RVF | DATE: 10/02/2026 | SCALE: 1:2000@A1 | DRWG: P24-2268_EN_0001_B | CLIENT: BELLWAY HOMES |

PEGASUS GROUP

Appendix B

WSCC Pre-Application Response

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Ardent Consulting Engineers FAO: Joe Earp
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	24 November 2025
LOCATION:	CHESSWOOD NURSERIES, STORRINGTON ROAD, THAKEHAM, WEST SUSSEX, RH20 3DY
SUBJECT:	Internal Reference: PRE-102-25 The proposals seek to provide circa 150 residential dwellings (precise number subject to final proposed layout) along with access via Storrington Road.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at CHESSWOOD NURSERIES, STORRINGTON ROAD, THAKEHAM, WEST SUSSEX, RH20 3DY.

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

I refer to your request for pre-application advice and would provide the following site specific comments referenced from the scoping note paragraphs

1.10 It is agreed that the principals utilised for the previous application including trip generation, distribution, capacity modelling study area & outcomes are acceptable.

1.8/2.16 It is noted that the topic of sustainable modes is to be addressed separately, whilst a vision has not been provided nor any scenario testing proposed, given the junctions were previously shown to work within capacity then no concerns over the lack of scenario testing is raised.

2.3 Whilst the previously proposed access would be acceptable, given the reduction in the total number of dwellings and removal of retail floorspace (and its servicing requirements) Is there the possibility that a simple priority junction could be provided?

2.5 Given the reduction in numbers could the emergency link also be removed?

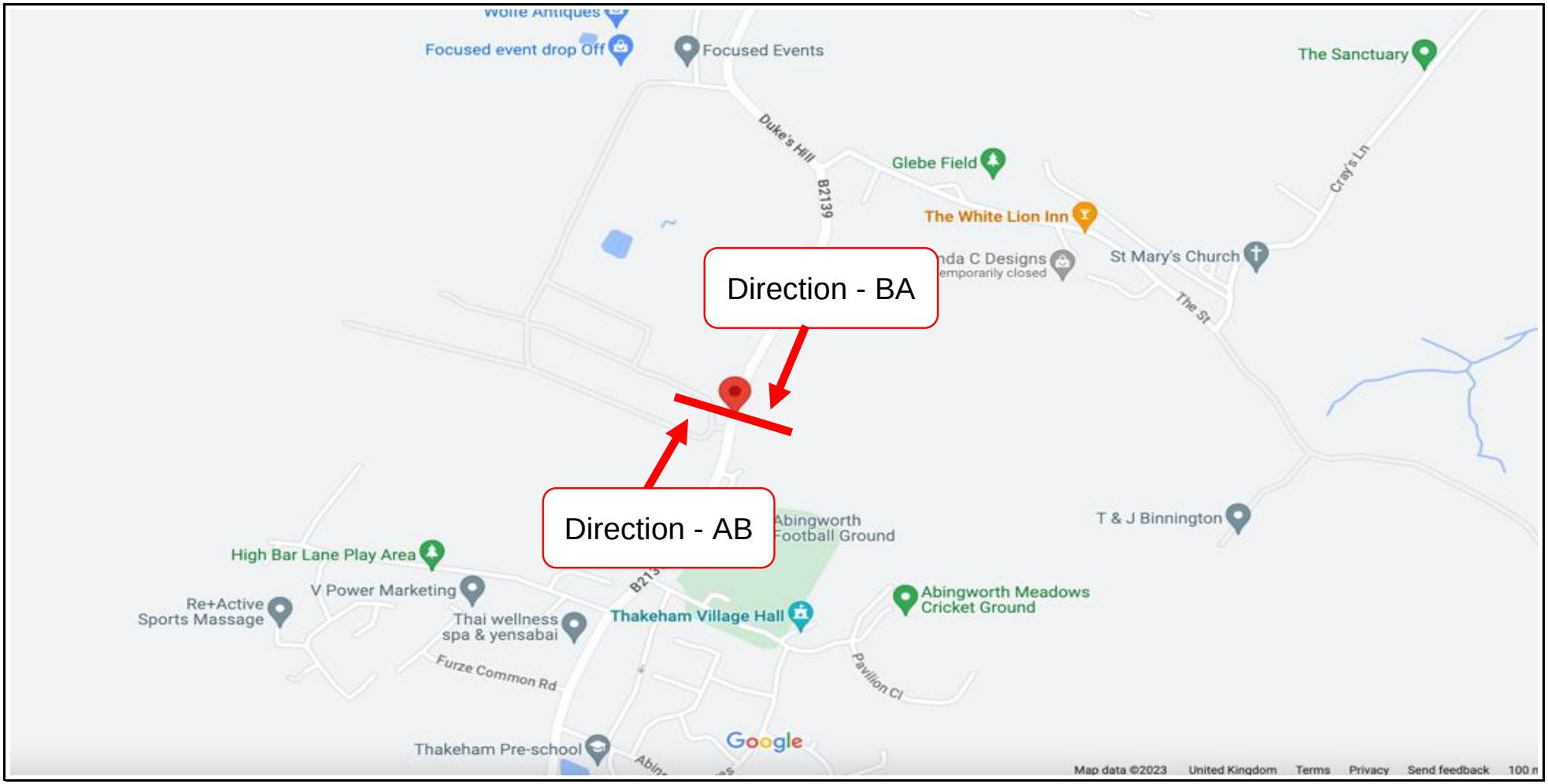
2.15 Community Use – The approach to not include trips is acceptable

I trust you appreciate that any advice given by council officers for 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. 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.

Stephen Gee
Planning Services

Appendix C
ATC Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0147	Thakeham	Storrington Road	50.942879, -0.430438	05/07/2023 - 11/07/2023	Wednesday - Tuesday	0000-0000hrs on each day



Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

05 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	1
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
0430	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0
0445	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	1	0	0	0	2	1	1	0	0	0	0	0	1
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0
0530	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
0545	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	32.5	36	0	0	0	0	1	4	13	3	1	0	0	0	0	0	0	1
0600	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	37.6	0	0	0	0	0	2	6	3	0	1	0	0	0	0	0	1
0615	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0	0
0630	29	25	0	4	0	0	0	0	0	0	0	0	0	0	0	33.5	36.7	0	0	0	0	0	0	6	15	7	1	0	0	0	0	0	1
0645	31	25	0	5	0	0	0	0	0	0	0	0	0	1	0	31.6	38.1	0	0	0	0	4	3	3	7	13	1	0	0	0	0	0	1
0700	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	38.7	0	0	0	0	0	0	6	19	10	2	0	0	0	0	0	2
0715	43	39	1	3	0	0	0	0	0	0	0	0	0	0	0	34	36.8	0	0	0	0	0	0	5	19	18	1	0	0	0	0	0	1
0730	45	40	0	3	1	0	0	0	0	0	0	0	0	1	0	30.8	34.6	0	0	0	0	2	4	9	24	6	0	0	0	0	0	0	0
0745	49	39	0	7	0	0	0	0	0	0	0	0	0	3	0	31.5	37.1	0	0	0	0	0	5	14	18	10	2	0	0	0	0	0	2
0800	52	51	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	35.6	0	0	0	0	0	0	9	33	9	1	0	0	0	0	0	1
0815	47	43	0	3	0	0	0	0	0	0	0	0	0	1	0	32.2	35.3	0	0	0	0	0	0	11	29	6	1	0	0	0	0	0	1
0830	47	43	0	3	0	1	0	0	0	0	0	0	0	0	0	32.3	34.9	0	0	0	0	0	0	10	31	4	2	0	0	0	0	0	2
0845	50	44	1	5	0	0	0	0	0	0	0	0	0	0	0	31.9	36.7	0	0	0	0	0	2	14	24	9	1	0	0	0	0	0	1
0900	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	36.4	0	0	0	0	0	1	7	23	12	1	0	0	0	0	0	1
0915	30	26	1	2	1	0	0	0	0	0	0	0	0	0	0	32.2	35.4	0	0	0	0	0	1	8	16	4	1	0	0	0	0	0	1
0930	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	35.5	0	0	0	0	0	4	7	8	4	0	0	0	0	0	0	0
0945	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	0	1	10	14	1	0	0	0	0	0	0	0
1000	25	22	0	2	0	0	0	1	0	0	0	0	0	0	0	29.9	33.9	0	0	0	0	0	2	11	10	2	0	0	0	0	0	0	0
1015	16	13	0	2	0	0	0	1	0	0	0	0	0	0	0	30	34.6	0	0	0	0	0	2	5	9	0	0	0	0	0	0	0	0
1030	26	21	0	4	0	0	1	0	0	0	0	0	0	0	0	31.1	36.4	0	0	0	0	0	3	6	13	3	1	0	0	0	0	0	1
1045	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	32.2	0	0	0	0	0	2	8	12	0	0	0	0	0	0	0	0
1100	32	28	1	0	0	1	0	1	0	0	0	0	0	0	1	29	32.9	0	0	0	2	0	3	8	18	1	0	0	0	0	0	0	0
1115	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.1	0	0	0	0	0	2	7	9	4	0	0	0	0	0	0	0
1130	26	21	0	4	0	0	1	0	0	0	0	0	0	0	0	30.5	36	0	0	0	0	0	1	14	7	3	1	0	0	0	0	0	1
1145	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	34.3	0	0	0	0	1	1	11	8	3	0	0	0	0	0	0	0
1200	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34.5	0	0	0	0	0	1	7	10	2	0	0	0	0	0	0	0
1215	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0	0	0	0	0	5	8	8	2	0	0	0	0	0	0	0
1230	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	30.1	33.1	0	0	0	0	0	1	10	15	2	0	0	0	0	0	0	0
1245	25	22	0	2	0	1	0	0	0	0	0	0	0	0	0	29.2	33.9	0	0	0	0	0	4	11	9	1	0	0	0	0	0	0	0
1300	33	27	1	4	0	0	0	0	0	0	0	0	0	0	1	29.4	34.6	0	1	1	1	3	9	14	4	0	0	0	0	0	0	0	0
1315	24	19	0	3	0	0	0	1	0	0	0	0	0	1	0	31	35.9	0	0	0	0	0	2	6	12	4	0	0	0	0	0	0	0
1330	19	15	1	3	0	0	0	0	0	0	0	0	0	0	0	29.7	32.7	0	0	0	0	0	2	7	10	0	0	0	0	0	0	0	0
1345	32	28	0	3	0	1	0	0	0	0	0	0	0	0	0	29.3	35.2	0	0	0	0	0	5	14	8	5	0	0	0	0	0	0	0
1400	29	20	0	8	0	0	0	0	0	0	0	0	0	1	0	30.7	35.2	0	0	0	0	1	2	9	13	4	0	0	0	0	0	0	0
1415	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	29.5	34.1	0	0	0	0	1	3	15	10	3	0	0	0	0	0	0	0
1430	33	28	1	2	0	0	0	0	0	0	0	0	0	2	0	29.9	33.5	0	0	0	0	0	1	17	14	1	0	0	0	0	0	0	0
1445	21	17	0	2	0	0	0	1	0	0	0	0	1	0	0	28.5	33.6	0	0	0	0	1	3	8	9	0	0	0	0	0	0	0	0
1500	23	19	2	1	1	0	0	0	0	0	0	0	0	0	0	28.6	33.4	0	0	0	0	2	5	3	13	0	0	0	0	0	0	0	0
1515	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	0	0	0	0	0	1	10	10	5	0	0	0	0	0	0	0
1530	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	30.7	35.7	0	0	1	1	0	11	7	5	1	0	0	0	0	0	0	1
1545	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9	0	0	0	0	0	2	4	13	4	0	0	0	0	0	0	0
1600	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.8	0	0	0	0	1	1	15	18	6	0	1	0	0	0	0	1
1615	35	29	0	5	0	0	0	0	0	0	0	0	0	1	0	30.9	35.7	0	0	0	0	0	1	15	12	7	0	0	0	0	0	0	0
1630	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	34.2	0	0	0	0	0	1	6	17	1	0	0	0	0	0	0	0
1645	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	33.9	0	0	0	0	0	8	12	10	4	0	0	0	0	0	0	0
1700	37	36	1	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.8	0	0	0	0	0	1	11	20	5	0	0	0	0	0	0	0
1715	31	25	1	4	0	0	0	0	0	0	0	0	0	1	0	30.7	35.4	0	0	0	0	0	5	7	13	5	1	0	0	0	0	0	1
1730	23	19	0	3	0	0	0	0	0	0	0	0	0	1	0	31.6	35.3	0	0	0	0	0	1	9	8	4	0	1	0	0	0	0	1
1745	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.7	0	0	0	0	0	0	8	11	8	1	1	0	0	0	0	2
1800	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	34.2	0	0	0	0	0	2	10	15	2	1	0	0	0	0	0	1
1815	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	36.6	0	0	0	0	0	0	8	5	3	0	0	0	0	0	0	0
1830	27	25	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34.6	0	1	0	0	2	10	11	2	1	0	0	0	0	0	0	1
1845	16	11	1	1	0	1	1	0	0	0	0	0	0	1	0	28.5	33	0	0	1	0	0	8	7	0	0	0	0	0	0	0	0	0
1900	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37.9	0	0	0	0	0	3	4	6	3	2	0	0	0	0	0	2
1915	24	21	0	2	0	0	0	0	0	0	0	0	0	0	1	30.3	33.9	0	0	0	0	1	1	8	12	2	0	0	0	0	0	0	0
1930	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	37.4	0	0	0	0	0	1	6	5	3	1	0	0	0	0	0	1
1945	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0
2000	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	35.5	0	0	0	0	1	0	6	9	3	0	0	0	0	0	0	0
2015	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	37.2	0	0	0	0	0	0	6	3	3	0	0	0	0	0	0	0
2030	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0
2045	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	0	2	7	7	1	0	0	0	0	0	0	0
2100	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.8	0	0	0	0	0	3	10	5	2	0	0	0	0	0	0	0
2115	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	28.7	33	0	0	0	0	1	1	5	4	0	0	1	0	0	0	0	1
2130	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	3	3	1	2	0	0	0	0	0	0	0
2145	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.5	0	0	0	0	0	0	3	5	3	1	0	0	0	0	0	1
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0
2215	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	35.1	0	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0
2230	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07-19	**1447**	**1281**	**12**	**120**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**14**	**2**	**30.9**	**35**	**0**	**2**	**5**	**10**	**96**	**448**	**666**	**198**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**22**
06-22	**1705**	**1513**	**12**	**143**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31**	**35.2**	**0**	**2**	**5**	**17**	**113**	**524**	**762**	**252**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**30**
06-00	**1736**	**1543**	**12**	**144**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31**	**35.2**	**0**	**2**	**5**	**17**	**115**	**532**	**778**	**257**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**30**
00-00	**1829**	**1627**	**12**	**153**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31.1**	**35.2**	**0**	**2**	**6**	**17**	**122**	**551**	**826**	**272**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**33**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

06 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	34.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0145	4	3	0	0	0	0	0	1	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	1
0430	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0
0515	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	1	5	1	1	1	0	0	0	0	0	2
0530	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0
0545	14	11	0	2	0	0	0	0	0	0	0	0	1	0	0	34.1	38.1	0	0	0	0	0	1	9	4	0	0	0	0	0	0	0	0
0600	14	10	0	4	0	0	0	0	0	0	0	0	0	0	0	33.6	39.3	0	0	0	0	0	3	7	3	1	0	0	0	0	0	0	1
0615	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	32.9	37.2	0	0	0	0	1	3	10	5	0	0	0	0	0	0	0	0
0630	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	34	38.1	0	0	0	0	1	5	8	9	3	0	0	0	0	0	0	3
0645	28	23	0	4	0	0	0	0	0	0	0	0	1	0	0	32.5	36.6	0	0	0	0	0	7	15	6	0	0	0	0	0	0	0	0
0700	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	33.9	37.6	0	0	0	0	0	6	16	10	3	0	0	0	0	0	0	3
0715	39	32	0	5	0	0	0	0	0	0	0	0	2	0	0	33.2	36.2	0	0	0	0	1	5	21	11	1	0	0	0	0	0	0	1
0730	42	35	0	6	0	0	0	0	0	0	0	0	1	0	0	33	36.6	0	0	0	0	1	5	26	10	0	0	0	0	0	0	0	0
0745	52	45	0	4	0	0	0	0	0	0	0	0	3	0	0	33.8	37.5	0	0	0	0	1	5	29	14	3	0	0	0	0	0	0	3
0800	43	41	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.1	0	0	0	1	0	9	22	11	0	0	0	0	0	0	0	0
0815	59	47	0	10	0	1	0	0	0	0	0	0	1	0	0	30.9	35.1	0	0	0	1	6	16	26	8	2	0	0	0	0	0	0	2
0830	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.5	0	0	0	0	1	11	22	7	1	0	0	0	0	0	0	1
0845	39	34	0	4	0	0	0	0	0	0	0	0	0	1	0	30.6	35.8	0	0	1	0	1	17	13	6	1	0	0	0	0	0	0	1
0900	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.2	0	0	0	0	1	3	12	8	0	0	0	0	0	0	0	0
0915	31	26	1	3	1	0	0	0	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	1	14	14	2	0	0	0	0	0	0	0	0
0930	25	21	0	2	0	0	0	0	0	0	0	0	1	1	0	30.8	36.3	0	0	1	0	2	6	12	2	2	0	0	0	0	0	0	2
0945	25	20	0	4	0	0	0	0	0	0	0	0	1	0	0	32.7	35.5	0	0	0	0	0	5	14	4	2	0	0	0	0	0	0	2
1000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7	0	0	0	0	0	13	7	3	0	0	0	0	0	0	0	0
1015	26	21	0	4	0	0	0	0	0	0	0	0	0	1	0	29.4	34.1	0	0	0	1	3	9	11	2	0	0	0	0	0	0	0	0
1030	30	25	0	5	0	0	0	0	0	0	0	0	0	0	0	30.8	35.7	0	0	0	0	4	9	12	4	1	0	0	0	0	0	0	1
1045	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	34.5	0	0	0	0	2	8	11	3	0	0	0	0	0	0	0	0
1100	23	21	0	1	0	0	0	0	0	0	0	0	1	0	0	31	34.3	0	0	0	0	0	9	13	0	1	0	0	0	0	0	0	1
1115	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	36.9	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	1
1130	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	33.2	0	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0
1145	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	30	34.5	0	0	0	0	4	14	8	3	1	0	0	0	0	0	0	1
1200	32	27	0	4	0	0	0	0	0	0	0	0	1	0	0	29.9	33.9	0	0	0	0	2	16	12	1	1	0	0	0	0	0	0	1
1215	32	27	0	4	0	0	0	0	0	0	0	0	1	0	0	30.4	35.3	0	0	0	0	1	17	9	5	0	0	0	0	0	0	0	0
1230	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	33.7	0	0	0	0	1	13	9	2	0	0	0	0	0	0	0	0
1245	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	30.2	35.6	0	0	0	1	3	9	6	3	2	0	0	0	0	0	0	2
1300	31	28	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	32.9	0	0	0	1	2	13	14	1	0	0	0	0	0	0	0	0
1315	22	17	1	3	0	0	0	0	0	0	0	0	1	0	0	30.3	36.4	0	0	0	0	3	9	5	5	0	0	0	0	0	0	0	0
1330	30	22	0	8	0	0	0	0	0	0	0	0	0	0	0	29.9	33.1	0	0	0	0	3	13	12	2	0	0	0	0	0	0	0	0
1345	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	28.5	32.8	0	0	0	0	6	13	5	2	1	0	0	0	0	0	0	1
1400	26	22	2	2	0	0	0	0	0	0	0	0	0	0	0	30.6	35.1	0	0	0	0	2	8	12	4	0	0	0	0	0	0	0	0
1415	16	12	0	2	0	0	0	1	0	0	0	0	1	0	0	29	32.7	0	0	0	0	3	7	5	1	0	0	0	0	0	0	0	0
1430	30	25	0	4	0	0	1	0	0	0	0	0	0	0	0	30	32.9	0	0	0	0	2	11	17	0	0	0	0	0	0	0	0	0
1445	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5	0	0	0	0	1	9	11	4	1	0	0	0	0	0	0	1
1500	39	33	1	4	0	0	0	0	1	0	0	0	0	0	0	30.1	34.8	0	0	0	2	4	8	20	5	0	0	0	0	0	0	0	0
1515	22	17	0	5	0	0	0	0	0	0	0	0	0	0	0	30	35.4	0	0	0	0	3	7	9	2	1	0	0	0	0	0	0	1
1530	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	31.1	34.1	0	0	0	0	0	8	13	3	0	0	0	0	0	0	0	0
1545	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.4	0	0	0	1	2	14	14	4	0	0	0	0	0	0	0	0
1600	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	36.8	0	0	0	0	2	13	7	8	0	0	0	0	0	0	0	0
1615	32	28	0	4	0	0	0	0	0	0	0	0	0	0	0	32	35.9	0	0	0	0	0	5	22	4	1	0	0	0	0	0	0	1
1630	34	28	0	2	0	1	1	1	0	0	0	0	1	0	0	28.3	32.9	0	0	0	1	6	14	12	1	0	0	0	0	0	0	0	0
1645	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.3	0	0	0	0	0	5	13	5	0	0	0	0	0	0	0	0
1700	40	39	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	37.4	0	0	0	0	1	11	15	11	2	0	0	0	0	0	0	2
1715	37	36	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.3	0	0	0	0	0	14	19	4	0	0	0	0	0	0	0	0
1730	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	33.9	0	0	0	0	0	12	16	2	0	0	0	0	0	0	0	0
1745	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	34.6	0	0	0	0	2	10	21	4	1	0	0	0	0	0	0	1
1800	25	21	0	3	0	0	0	0	0	0	0	0	1	0	0	31.3	35.9	0	0	0	0	1	9	11	3	1	0	0	0	0	0	0	1
1815	30	27	0	0	0	0	0	1	0	0	0	0	2	0	0	30.6	34.7	0	0	0	0	2	10	14	4	0	0	0	0	0	0	0	0
1830	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	34.8	0	0	0	1	1	4	11	1	1	0	0	0	0	0	0	1
1845	14	12	0	1	0	0	0	0	0	0	0	0	1	0	0	31.8	34.5	0	0	0	0	0	4	9	0	1	0	0	0	0	0	0	1
1900	18	15	1	2	0	0	0	0	0	0	0	0	0	0	0	32	39.2	0	0	0	1	1	4	7	4	1	0	0	0	0	0	0	1
1915	15	11	0	1	0	0	0	0	0	0	0	0	2	1	0	30.6	35.4	0	0	0	1	0	4	8	2	0	0	0	0	0	0	0	0
1930	18	14	0	0	0	0	0	0	0	0	0	0	3	1	0	29.1	38.4	0	0	1	0	5	5	3	4	0	0	0	0	0	0	0	0
1945	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	32.3	0	0	0	0	1	14	8	1	0	0	0	0	0	0	0	0
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	1
2030	9	7	0	1	0	0	0	0	0	0	0	0	1	0	0	30.3	-	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0
2045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0
2115	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	40.2	0	0	0	0	0	1	8	3	2	0	0	0	0	0	0	2
2130	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0
2145	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	35.8	0	0	0	0	3	5	2	2	0	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
2215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	1
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
2245	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	**1438**	**1263**	**6**	**138**	**1**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**19**	**3**	**31.1**	**35.2**	**0**	**0**	**2**	**10**	**83**	**467**	**643**	**201**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
06-22	**1665**	**1460**	**7**	**157**	**2**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**26**	**5**	**31.2**	**35.4**	**0**	**0**	**3**	**12**	**95**	**533**	**739**	**243**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
06-00	**1691**	**1486**	**7**	**157**	**2**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**26**	**5**	**31.2**	**35.5**	**0**	**0**	**3**	**12**	**96**	**538**	**751**	**249**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
00-00	**1758**	**1544**	**7**	**163**	**2**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**28**	**5**	**31.2**	**35.5**	**0**	**0**	**4**	**12**	**100**	**549**	**790**	**257**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**46**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

07 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0330	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0515	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0
0530	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
0545	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0
0600	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	4	2	2	1	0	0	0	0	0	0	1
0615	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	37.3	0	0	1	0	0	5	5	4	1	0	0	0	0	0	0	1
0630	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	40.2	0	0	0	0	0	6	8	4	3	1	0	0	0	0	0	4
0645	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	33.8	39.3	0	0	0	1	1	2	4	8	1	0	0	0	0	0	0	1
0700	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1	38	0	0	0	0	0	3	12	9	1	0	0	0	0	0	0	1
0715	28	22	0	4	0	0	0	0	0	0	0	0	0	2	0	34.3	37.7	0	0	0	0	0	4	14	9	1	0	0	0	0	0	0	1
0730	37	34	1	2	0	0	0	0	0	0	0	0	0	0	0	32.1	36.7	0	0	0	0	0	14	16	7	0	0	0	0	0	0	0	0
0745	39	32	0	4	0	0	0	0	0	0	0	0	0	3	0	32.5	35	0	0	1	0	1	4	27	5	1	0	0	0	0	0	0	1
0800	49	44	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	34.5	0	0	2	1	2	10	29	4	1	0	0	0	0	0	0	1
0815	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	33.4	36.5	0	0	0	0	0	7	25	12	1	0	0	0	0	0	0	1
0830	51	49	0	1	0	0	0	0	0	0	0	0	0	1	0	31.4	34.1	0	0	0	0	1	15	30	5	0	0	0	0	0	0	0	0
0845	32	27	0	4	0	0	0	1	0	0	0	0	0	0	0	29.6	34.5	0	0	0	1	4	9	14	4	0	0	0	0	0	0	0	0
0900	34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	30.9	36.4	0	0	0	0	1	13	13	7	0	0	0	0	0	0	0	0
0915	36	32	1	3	0	0	0	0	0	0	0	0	0	0	0	28.9	34.4	0	0	0	0	3	4	11	17	1	0	0	0	0	0	0	0
0930	25	22	0	1	0	0	0	1	0	0	0	0	0	0	1	30	35.1	0	0	1	1	2	8	9	3	1	0	0	0	0	0	0	1
0945	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	30.2	34.6	0	0	0	0	1	16	9	4	0	0	0	0	0	0	0	0
1000	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	29.9	33.2	0	0	0	0	1	13	12	0	0	0	0	0	0	0	0	0
1015	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	28.3	31.6	0	0	0	2	4	11	12	1	0	0	0	0	0	0	0	0
1030	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	30.2	35.3	0	0	0	1	0	11	7	5	0	0	0	0	0	0	0	0
1045	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	29.4	34.6	0	0	1	0	5	6	11	2	0	0	0	0	0	0	0	0
1100	33	28	0	2	1	0	0	1	0	0	0	0	0	0	1	27.5	32.9	0	1	2	1	2	17	8	2	0	0	0	0	0	0	0	0
1115	20	18	0	1	0	0	0	1	0	0	0	0	0	0	0	30.1	34.8	0	0	0	0	2	7	9	2	0	0	0	0	0	0	0	0
1130	31	25	0	5	1	0	0	0	0	0	0	0	0	0	0	29.3	33.6	0	0	0	1	4	11	12	3	0	0	0	0	0	0	0	0
1145	21	17	1	2	0	1	0	0	0	0	0	0	0	0	0	27.9	34.9	0	0	2	3	0	6	7	3	0	0	0	0	0	0	0	0
1200	32	31	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	36.5	0	0	0	0	3	9	14	5	0	1	0	0	0	0	0	1
1215	29	24	0	3	0	0	0	0	0	0	0	0	0	2	0	30.6	34.9	0	0	0	0	1	9	15	3	1	0	0	0	0	0	0	1
1230	32	26	0	4	0	0	0	2	0	0	0	0	0	0	0	30.4	35.1	0	0	0	0	4	12	11	5	0	0	0	0	0	0	0	0
1245	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	29.8	33.8	0	0	0	0	4	9	10	1	1	0	0	0	0	0	0	1
1300	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6	0	0	0	0	1	9	13	5	0	0	0	0	0	0	0	0
1315	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	0	9	13	2	0	0	0	0	0	0	0	0
1330	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.5	0	0	0	0	2	4	12	2	0	0	0	0	0	0	0	0
1345	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	31	35.1	0	0	0	1	1	4	9	3	0	0	0	0	0	0	0	0
1400	24	20	0	3	0	0	1	0	0	0	0	0	0	0	0	28.6	32.3	0	0	0	0	3	14	5	2	0	0	0	0	0	0	0	0
1415	21	16	0	4	1	0	0	0	0	0	0	0	0	0	0	31.3	36.6	0	0	0	0	1	8	8	2	2	0	0	0	0	0	0	2
1430	26	22	0	2	1	0	0	0	0	0	0	0	0	1	0	30	34.5	0	0	0	1	2	9	11	3	0	0	0	0	0	0	0	0
1445	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	29.1	34.1	0	0	0	0	5	13	7	3	0	0	0	0	0	0	0	0
1500	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.3	0	0	0	0	0	5	10	3	0	0	0	0	0	0	0	0
1515	34	28	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	33.7	0	0	1	1	4	6	20	2	0	0	0	0	0	0	0	0
1530	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	1	1	1	15	12	3	0	0	0	0	0	0	0	0
1545	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	34.5	0	0	0	0	1	17	11	4	0	0	0	0	0	0	0	0
1600	33	30	0	2	0	0	0	0	0	0	0	0	0	1	0	29.4	34.9	0	0	0	2	3	13	10	4	1	0	0	0	0	0	0	1
1615	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	35.7	0	0	0	1	4	13	9	6	0	0	0	0	0	0	0	0
1630	31	30	0	0	0	0	0	1	0	0	0	0	0	0	0	29.7	35.6	0	0	0	1	7	7	9	6	1	0	0	0	0	0	0	1
1645	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	37.2	0	0	0	0	2	9	9	4	0	0	0	0	0	0	0	0
1700	41	38	0	2	0	0	0	0	0	0	0	0	0	1	0	31.4	34.8	0	0	0	0	1	11	25	4	0	0	0	0	0	0	0	0
1715	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	33.6	0	0	0	0	0	5	10	1	1	0	0	0	0	0	0	1
1730	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8	0	0	0	0	0	11	8	8	0	0	0	0	0	0	0	0
1745	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	32.9	0	0	1	1	6	12	11	3	0	0	0	0	0	0	0	0
1800	25	24	0	0	0	0	0	0	0	0	0	0	0	1	0	28.9	34.9	0	0	1	2	3	5	11	2	1	0	0	0	0	0	0	1
1815	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	38.6	0	0	0	0	5	3	7	4	1	0	0	0	0	0	0	1
1830	31	28	0	2	0	0	0	0	0	0	0	0	0	0	1	29.1	32.9	0	0	1	1	2	10	15	2	0	0	0	0	0	0	0	0
1845	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	38.8	0	0	0	0	0	5	6	2	1	0	0	0	0	0	0	1
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	1	6	8	1	0	0	0	0	0	0	0	0
1915	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	29	32.2	0	0	0	0	0	10	3	1	0	0	0	0	0	0	0	0
1930	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.8	0	0	0	0	1	5	8	2	0	0	0	0	0	0	0	0
1945	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.7	0	0	0	0	0	7	4	2	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2015	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
2030	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	1
2045	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	29.3	-	0	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	1
2115	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0
2130	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.4	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	2	1	5	1	0	0	0	0	0	0	0	0
2215	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	29.1	-	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	0
2230	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
2245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	1
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2315	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07-19	**1396**	**1248**	**3**	**112**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**13**	**6**	**30.5**	**34.9**	**0**	**1**	**14**	**26**	**100**	**452**	**604**	**182**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**
06-22	**1574**	**1410**	**3**	**126**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**14**	**7**	**30.6**	**35**	**0**	**1**	**16**	**27**	**106**	**512**	**677**	**209**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**26**
06-00	**1607**	**1439**	**3**	**129**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**7**	**30.6**	**35**	**0**	**1**	**16**	**29**	**110**	**520**	**691**	**212**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**1647**	**1475**	**3**	**133**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**7**	**30.6**	**35.1**	**0**	**1**	**17**	**30**	**112**	**527**	**702**	**230**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

08 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0300	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	31.3	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0415	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0530	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
0545	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	1
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	1
0615	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	24.9	-	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
0630	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
0645	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	1
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0715	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	35.1	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0
0730	13	10	0	2	0	0	0	0	0	0	0	0	1	0	0	33.9	36.9	0	0	0	0	0	1	8	3	1	0	0	0	0	0	0	1
0745	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	29.8	35.7	0	0	0	0	1	9	4	2	0	0	0	0	0	0	0	0
0800	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	31.2	-	0	0	1	0	0	2	1	4	0	0	0	0	0	0	0	0
0815	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	34.6	0	0	0	0	0	3	14	2	0	0	0	0	0	0	0	0
0830	22	18	1	2	1	0	0	0	0	0	0	0	0	0	0	32.1	37.6	0	0	0	0	2	5	9	6	0	0	0	0	0	0	0	0
0845	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	36.8	0	0	0	0	1	4	13	5	0	0	0	0	0	0	0	0
0900	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	32.1	37	0	0	0	0	0	6	13	4	0	0	0	0	0	0	0	0
0915	19	17	1	0	0	0	0	0	0	0	0	0	0	1	0	30.9	37.2	0	0	0	0	0	9	5	5	0	0	0	0	0	0	0	0
0930	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	0	0	12	9	4	0	0	0	0	0	0	0	0
0945	33	27	0	4	0	0	0	0	0	0	0	0	0	0	2	30.3	37.2	0	0	2	0	2	12	9	7	1	0	0	0	0	0	0	1
1000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.2	0	0	0	0	2	4	15	4	0	0	0	0	0	0	0	0
1015	20	15	0	2	0	1	0	1	0	0	0	0	0	0	1	29.2	36.2	0	0	0	1	2	10	4	3	0	0	0	0	0	0	0	0
1030	34	32	0	1	0	0	0	0	0	0	0	0	1	0	0	30.6	33.4	0	0	0	0	2	13	17	2	0	0	0	0	0	0	0	0
1045	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	32.5	0	0	0	0	3	10	10	1	0	0	0	0	0	0	0	0
1100	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31	35.3	0	0	0	0	4	5	16	3	1	0	0	0	0	0	0	1
1115	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34	0	0	0	1	1	14	11	3	0	0	0	0	0	0	0	0
1130	47	45	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34.6	0	0	0	0	3	16	23	4	1	0	0	0	0	0	0	1
1145	35	30	0	4	0	0	0	0	0	0	0	0	1	0	0	30.3	34.5	0	0	1	0	3	14	13	4	0	0	0	0	0	0	0	0
1200	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	29	33.4	0	0	0	0	2	13	6	2	0	0	0	0	0	0	0	0
1215	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	32.7	0	0	0	1	3	17	10	0	1	0	0	0	0	0	0	1
1230	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	3	15	13	2	0	0	0	0	0	0	0	0
1245	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	39	0	0	0	0	0	3	10	3	1	0	0	0	0	0	0	1
1300	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.3	0	0	0	0	2	9	16	0	0	0	0	0	0	0	0	0
1315	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.5	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0	0
1330	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	30	33.9	0	0	0	0	0	19	9	1	0	0	0	0	0	0	0	0
1345	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	29	34.6	0	0	1	0	1	6	5	2	0	0	0	0	0	0	0	0
1400	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.8	0	0	0	1	0	6	6	3	1	0	0	0	0	0	0	1
1415	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	37.3	0	0	0	2	1	4	7	5	1	0	0	0	0	0	0	1
1430	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	0	8	16	0	0	0	0	0	0	0	0	0
1445	28	26	1	1	0	0	0	0	0	0	0	0	0	0	0	28.9	32.5	0	0	0	1	1	15	11	0	0	0	0	0	0	0	0	0
1500	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2	0	0	0	0	0	5	12	2	1	0	0	0	0	0	0	1
1515	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	34.5	0	0	0	0	2	9	13	2	1	0	0	0	0	0	0	1
1530	21	18	1	2	0	0	0	0	0	0	0	0	0	0	0	30	33.1	0	0	0	0	0	11	9	1	0	0	0	0	0	0	0	0
1545	21	19	1	1	0	0	0	0	0	0	0	0	0	0	0	30	35.4	0	0	0	1	2	5	10	3	0	0	0	0	0	0	0	0
1600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.3	0	0	0	0	2	4	11	2	0	0	0	0	0	0	0	0
1615	19	13	1	4	0	0	0	1	0	0	0	0	0	0	0	30.9	33.8	0	0	0	0	1	6	10	2	0	0	0	0	0	0	0	0
1630	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.7	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0
1645	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	31.9	0	0	0	0	3	7	7	0	0	0	0	0	0	0	0	0
1700	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.4	0	0	0	0	0	12	9	3	0	0	0	0	0	0	0	0
1715	29	27	0	1	0	0	0	0	0	0	0	0	0	0	1	29.2	33.8	0	0	1	1	0	14	9	3	1	0	0	0	0	0	0	1
1730	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	29.4	35.8	0	0	1	1	2	11	5	3	1	0	0	0	0	0	0	1
1745	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0	0	1	0	2	7	6	1	1	0	0	0	0	0	0	1
1800	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	40.6	0	0	0	0	1	5	5	2	1	1	0	0	0	0	0	2
1815	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	38.5	0	0	0	0	2	6	5	6	1	0	0	0	0	0	0	1
1830	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	0	5	6	1	0	0	0	0	0	0	0	0
1845	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	36.1	0	0	0	0	0	7	6	3	1	0	0	0	0	0	0	1
1900	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	31	34.7	0	0	0	0	2	4	10	1	1	0	0	0	0	0	0	1
1915	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0
1930	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	40.2	0	0	0	0	1	6	4	0	2	0	0	0	0	0	0	2
1945	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.3	0	0	0	0	0	7	7	1	0	1	0	0	0	0	0	1
2000	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	35.9	0	0	0	0	1	4	7	1	0	1	0	0	0	0	0	1
2015	17	14	0	1	0	0	0	0	0	0	0	0	2	0	0	31.1	36.8	0	0	0	0	1	6	7	3	0	0	0	0	0	0	0	0
2030	18	16	0	1	0	1	0	0	0	0	0	0	0	0	0	28.4	34.1	0	0	0	0	0	5	9	2	2	0	0	0	0	0	0	0
2045	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0
2100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0
2115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0
2130	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	32.3	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
2200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0
2215	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	29.1	0	0	1	0	3	8	1	0	0	0	0	0	0	0	0	0
2230	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	1
2245	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	36.3	0	0	0	0	3	3	5	3	0	0	0	0	0	0	0	0
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0
2315	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.1	0	0	0	3	2	8	0	0	0	0	0	0	0	0	0	0
2330	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0
2345	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	34.7	0	0	0	1	1	6	2	0	1	0	0	0	0	0	0	1
07-19	**1055**	**978**	**7**	**55**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**6**	**30.5**	**34.5**	**0**	**0**	**8**	**10**	**58**	**397**	**442**	**123**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**
06-22	**1227**	**1136**	**8**	**64**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**30.5**	**34.6**	**0**	**0**	**9**	**13**	**81**	**451**	**507**	**141**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**25**
06-00	**1307**	**1211**	**8**	**69**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**30.4**	**34.5**	**0**	**0**	**10**	**17**	**93**	**493**	**519**	**148**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**27**
00-00	**1344**	**1243**	**8**	**73**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**7**	**30.4**	**34.7**	**0**	**0**	**11**	**17**	**96**	**500**	**530**	**159**	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**31**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

09 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0115	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	1
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0730	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0745	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
0800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	1
0815	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	39.5	0	0	0	1	1	6	2	2	1	0	0	0	0	0	0	1
0830	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	30.5	-	0	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0
0845	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.9	0	0	0	0	0	6	5	1	0	0	0	0	0	0	0	0
0915	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	30.7	36.2	0	1	1	0	0	2	12	3	0	0	0	0	0	0	0	0
0930	27	24	1	1	0	0	0	0	0	0	0	0	0	1	0	28.3	33.2	0	0	0	2	0	16	9	0	0	0	0	0	0	0	0	0
0945	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.4	0	0	0	0	2	12	14	3	0	0	0	0	0	0	0	0
1000	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31	36	0	0	0	0	2	12	8	3	1	0	0	0	0	0	0	1
1015	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34.4	0	0	0	0	0	8	11	2	0	0	0	0	0	0	0	0
1030	24	20	0	3	0	0	0	0	0	0	0	0	0	0	1	30.4	34.3	0	0	1	0	0	10	11	2	0	0	0	0	0	0	0	0
1045	23	21	0	1	0	0	0	0	0	0	0	0	1	0	0	30.8	36	0	0	1	0	1	8	7	5	1	0	0	0	0	0	0	1
1100	28	26	0	0	0	2	0	0	0	0	0	0	0	0	0	28.5	33.7	0	0	2	1	1	13	9	2	0	0	0	0	0	0	0	0
1115	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	28.8	32.5	0	0	1	0	1	9	6	1	0	0	0	0	0	0	0	0
1130	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	32.7	0	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0
1145	29	27	0	1	0	0	0	0	0	0	0	0	0	1	0	31.8	37.2	0	0	0	0	0	11	13	5	0	0	0	0	0	0	0	0
1200	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	34.3	0	0	0	0	5	10	8	1	0	0	0	0	0	0	0	0
1215	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	34.5	0	0	0	0	2	12	19	5	0	0	0	0	0	0	0	0
1230	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7	0	0	0	0	0	8	8	2	0	0	0	0	0	0	0	0
1245	33	30	0	1	0	0	0	0	0	0	0	0	0	0	2	28.7	33.5	0	0	1	3	2	11	14	2	0	0	0	0	0	0	0	0
1300	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.9	0	0	0	0	0	10	10	5	0	0	0	0	0	0	0	0
1315	20	18	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.2	0	0	0	0	1	8	9	2	0	0	0	0	0	0	0	0
1330	33	29	0	3	0	0	0	0	0	0	0	0	0	1	0	31.1	33.8	0	0	0	0	1	9	20	3	0	0	0	0	0	0	0	0
1345	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37	0	0	0	0	0	9	6	3	1	0	0	0	0	0	0	1
1400	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	36.3	0	0	0	0	2	10	5	4	0	0	0	0	0	0	0	0
1415	19	17	0	0	0	0	0	0	0	0	0	0	2	0	0	29.2	33.6	0	0	0	1	3	5	9	1	0	0	0	0	0	0	0	0
1430	21	18	0	1	0	0	0	0	0	0	0	0	2	0	0	31.1	36.1	0	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0
1445	29	26	0	2	0	1	0	0	0	0	0	0	0	0	0	29.3	34.7	0	0	1	0	2	15	8	3	0	0	0	0	0	0	0	0
1500	23	22	0	0	0	1	0	0	0	0	0	0	1	0	0	32.7	37.5	0	0	0	0	2	5	9	5	1	1	0	0	0	0	0	2
1515	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35	0	0	0	0	1	11	9	4	0	0	0	0	0	0	0	0
1530	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	1	8	13	2	0	0	0	0	0	0	0	0
1545	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	33.1	38.6	0	0	0	0	0	8	8	4	0	0	1	0	0	0	0	1
1600	17	14	0	2	0	0	0	0	0	1	0	0	0	0	0	25.8	33.3	0	0	1	1	6	4	4	1	0	0	0	0	0	0	0	0
1615	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.2	0	0	0	0	2	7	6	0	0	0	0	0	0	0	0	0
1630	42	40	0	1	0	0	0	0	0	0	0	0	1	0	0	27.1	32	0	0	0	3	9	21	5	4	0	0	0	0	0	0	0	0
1645	17	16	0	0	0	0	0	0	0	0	0	0	1	0	0	30.6	37	0	0	0	0	2	5	7	2	1	0	0	0	0	0	0	1
1700	20	16	1	1	0	0	0	0	0	0	0	0	1	1	0	30.6	36.7	0	0	0	1	2	5	8	3	0	1	0	0	0	0	0	1
1715	18	16	0	1	0	0	0	0	0	0	0	0	1	0	0	31.5	35.6	0	0	0	0	0	7	8	2	1	0	0	0	0	0	0	1
1730	24	22	0	1	0	0	0	0	0	0	0	0	1	0	0	28.3	34.4	0	1	1	3	0	4	12	3	0	0	0	0	0	0	0	0
1745	30	25	1	3	0	0	0	0	0	1	0	0	0	0	0	29.4	34.4	0	0	0	0	6	9	13	2	0	0	0	0	0	0	0	0
1800	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	32.8	0	1	0	0	0	5	8	1	0	0	0	0	0	0	0	0
1815	26	24	0	1	0	0	0	0	1	0	0	0	0	0	0	29.5	33.2	0	0	0	0	6	7	12	1	0	0	0	0	0	0	0	0
1830	21	18	1	1	0	0	1	0	0	0	0	0	0	0	0	28	34.2	0	1	2	0	1	8	7	2	0	0	0	0	0	0	0	0
1845	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0
1900	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0
1915	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0
1930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	1
1945	12	9	0	2	0	0	0	0	0	0	0	0	1	0	0	31.9	38.6	0	0	0	1	0	2	6	2	1	0	0	0	0	0	0	1
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	1
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0
2030	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1	0	0	0	0	0	4	5	2	1	0	0	0	0	0	0	1
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2130	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**974**	**898**	**5**	**42**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**14**	**7**	**30.1**	**34.6**	**0**	**4**	**12**	**17**	**65**	**361**	**397**	**107**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**11**
06-22	**1067**	**983**	**6**	**48**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.3**	**34.7**	**0**	**4**	**12**	**18**	**68**	**384**	**440**	**125**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**16**
06-00	**1078**	**994**	**6**	**48**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.4**	**34.8**	**0**	**4**	**12**	**18**	**68**	**387**	**443**	**128**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**18**
00-00	**1114**	**1028**	**6**	**50**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.4**	**34.9**	**0**	**4**	**13**	**19**	**71**	**392**	**458**	**136**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

10 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	1
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0
0515	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	1
0530	10	8	0	1	0	0	0	0	0	0	0	0	1	0	0	34.1	-	0	0	0	0	0	1	2	3	3	1	0	0	0	0	0	1
0545	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	2
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	39.1	0	0	0	0	0	0	1	6	3	1	0	0	0	0	0	1
0615	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	33.9	38.3	0	0	0	0	0	0	6	9	8	2	0	0	0	0	0	2
0630	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	37.3	0	0	0	0	0	0	3	12	6	0	0	0	0	0	0	0
0645	23	18	0	4	0	0	0	0	0	0	0	0	1	0	0	32.7	37.7	0	0	0	0	0	1	6	8	7	1	0	0	0	0	0	1
0700	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	33.9	37.5	0	0	0	0	0	0	2	15	8	1	0	0	0	0	0	1
0715	42	35	0	6	0	0	0	0	0	0	0	0	1	0	0	33	37.1	0	0	0	0	0	0	6	26	9	1	0	0	0	0	0	1
0730	54	50	0	3	0	0	0	0	0	0	0	0	1	0	0	32.3	35.9	0	0	0	0	0	1	13	27	13	0	0	0	0	0	0	0
0745	48	41	0	7	0	0	0	0	0	0	0	0	0	0	0	33.1	37.3	0	0	0	0	0	2	10	19	14	3	0	0	0	0	0	3
0800	43	36	1	3	0	1	0	0	0	0	0	0	2	0	0	32	35.6	0	0	0	0	0	3	6	26	8	0	0	0	0	0	0	0
0815	55	50	1	4	0	0	0	0	0	0	0	0	0	0	0	30.9	35.5	0	0	0	0	0	7	9	28	11	0	0	0	0	0	0	0
0830	50	42	0	5	0	0	1	1	0	0	0	0	1	0	0	31.2	34.3	0	0	0	0	0	1	17	26	6	0	0	0	0	0	0	0
0845	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	34.9	0	0	0	0	1	1	10	13	4	0	0	0	0	0	0	0
0900	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.7	0	0	0	0	0	0	11	20	6	0	0	0	0	0	0	0
0915	32	26	0	5	0	0	0	1	0	0	0	0	0	0	0	29	32.8	0	0	0	0	0	1	2	16	11	1	0	0	0	0	0	1
0930	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	35.2	0	0	0	0	0	1	8	13	5	0	0	0	0	0	0	0
0945	24	19	0	4	0	0	0	0	0	0	0	0	0	0	1	28.2	34.3	0	0	0	2	0	3	8	9	2	0	0	0	0	0	0	0
1000	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.5	0	0	0	0	0	2	14	11	3	2	0	0	0	0	0	2
1015	34	30	1	3	0	0	0	0	0	0	0	0	0	0	0	31.1	34.2	0	0	0	0	0	0	14	19	1	0	0	0	0	0	0	0
1030	22	21	0	0	0	0	0	0	0	0	0	0	1	0	0	29.5	33.4	0	0	0	0	0	2	9	9	2	0	0	0	0	0	0	0
1045	25	18	0	6	0	1	0	0	0	0	0	0	0	0	0	29.7	35.2	0	1	0	0	0	0	10	10	4	0	0	0	0	0	0	0
1100	25	20	0	3	0	0	0	1	0	0	0	0	1	0	0	29.7	32	0	0	0	0	0	1	11	13	0	0	0	0	0	0	0	0
1115	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	32.5	0	0	0	0	0	0	8	8	1	0	0	0	0	0	0	0
1130	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	35.2	0	0	0	0	1	0	5	15	2	1	0	0	0	0	0	1
1145	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	38.3	0	0	0	0	0	1	2	6	5	0	0	0	0	0	0	0
1200	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35	0	0	0	0	0	1	6	13	3	0	0	0	0	0	0	0
1215	27	23	1	1	1	0	0	0	0	0	0	0	1	0	0	28.7	33	0	0	0	0	1	3	12	11	0	0	0	0	0	0	0	0
1230	25	23	1	1	0	0	0	0	0	0	0	0	0	0	0	29.4	34.1	0	0	0	0	0	5	11	6	2	1	0	0	0	0	0	1
1245	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	33.6	0	0	0	0	0	2	6	12	1	0	0	0	0	0	0	0
1300	30	25	0	4	0	0	0	1	0	0	0	0	0	0	0	29.1	32.7	0	0	0	0	2	3	12	11	2	0	0	0	0	0	0	0
1315	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	29.6	33.1	0	0	0	0	0	4	9	10	1	0	0	0	0	0	0	0
1330	19	11	1	7	0	0	0	0	0	0	0	0	0	0	0	30.4	34.1	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1345	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.2	0	0	0	0	0	2	12	6	1	0	0	0	0	0	0	0
1400	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31	35.8	0	0	0	0	3	1	6	14	3	2	0	0	0	0	0	2
1415	28	25	1	1	0	0	0	0	0	0	0	0	1	0	0	30.3	34.2	0	0	0	0	0	0	15	11	2	0	0	0	0	0	0	0
1430	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	34	0	0	0	0	0	1	18	10	2	1	0	0	0	0	0	1
1445	30	23	1	6	0	0	0	0	0	0	0	0	0	0	0	31.3	34.7	0	0	0	0	0	0	12	14	3	1	0	0	0	0	0	1
1500	32	28	0	3	0	0	0	0	0	0	0	0	1	0	0	30	33	0	0	0	0	0	1	18	11	2	0	0	0	0	0	0	0
1515	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8	0	0	0	0	0	1	3	16	4	1	0	0	0	0	0	1
1530	20	16	1	3	0	0	0	0	0	0	0	0	0	0	0	27	32.1	0	0	0	0	3	4	9	3	1	0	0	0	0	0	0	0
1545	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	34.9	0	0	0	0	0	0	13	12	3	0	0	0	0	0	0	0
1600	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.9	36.2	0	0	0	0	1	1	5	17	6	0	0	0	0	0	0	0
1615	36	30	0	4	0	0	1	1	0	0	0	0	0	0	0	32.5	36.7	0	0	0	0	0	1	9	16	10	0	0	0	0	0	0	0
1630	32	28	0	3	0	0	0	0	0	0	0	0	1	0	0	30.5	33.7	0	0	0	0	0	1	12	16	3	0	0	0	0	0	0	0
1645	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0
1700	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.4	0	0	0	0	0	2	11	13	5	1	0	0	0	0	0	1
1715	26	22	0	1	0	0	0	1	0	0	0	0	0	1	1	30.4	34.1	0	0	0	0	0	1	10	13	2	0	0	0	0	0	0	0
1730	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	35.4	0	0	0	0	0	0	12	8	5	0	0	0	0	0	0	0
1745	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.5	0	0	0	0	0	1	4	4	5	0	0	0	0	0	0	0
1800	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	39.2	0	0	0	0	0	1	2	6	4	2	0	0	0	0	0	2
1815	28	25	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33	0	0	0	0	0	2	12	13	1	0	0	0	0	0	0	0
1830	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0
1845	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	38	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.9	0	0	0	0	0	0	5	9	0	1	0	0	0	0	0	1
1915	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0
1930	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	41	0	0	0	0	0	0	4	7	0	2	0	0	0	0	0	2
1945	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	30	33.9	0	0	0	0	1	0	9	13	1	0	0	0	0	0	0	0
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31	35.9	0	0	0	0	1	0	3	8	2	0	0	0	0	0	0	0
2015	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	1	0	4	2	0	1	0	0	0	0	0	1
2030	11	8	0	2	0	0	0	0	0	0	0	0	1	0	0	34.7	40.5	0	0	0	0	0	0	2	5	3	1	0	0	0	0	0	1
2045	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0
2115	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0
2130	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	36.5	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	1
2145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07-19	**1356**	**1187**	**11**	**133**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**12**	**2**	**30.9**	**35**	**0**	**1**	**2**	**13**	**67**	**449**	**619**	**187**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
06-22	**1563**	**1377**	**11**	**147**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**31.1**	**35.2**	**0**	**1**	**2**	**16**	**74**	**501**	**716**	**225**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
06-00	**1574**	**1386**	**11**	**149**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**31.1**	**35.2**	**0**	**1**	**2**	**16**	**74**	**504**	**718**	**231**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**1617**	**1423**	**11**	**154**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**15**	**3**	**31.2**	**35.3**	**0**	**1**	**2**	**17**	**77**	**513**	**730**	**244**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**33**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

11 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0530	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	38.7	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	1
0545	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0
0600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0
0615	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	32.9	36.4	0	0	0	0	1	2	11	4	0	0	0	0	0	0	0	0
0630	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	37.8	0	0	0	0	0	2	11	6	1	0	0	0	0	0	0	1
0645	27	22	0	4	0	0	0	0	0	0	0	0	0	1	0	33.7	36.6	0	0	0	0	1	2	14	10	0	0	0	0	0	0	0	0
0700	31	25	0	6	0	0	0	0	0	0	0	0	0	0	0	33.3	37.3	0	0	0	0	1	5	14	9	1	1	0	0	0	0	0	2
0715	42	37	0	3	0	0	0	0	0	0	0	0	0	2	0	34.4	39.9	0	0	0	0	0	7	20	9	6	0	0	0	0	0	0	6
0730	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	33.4	36.9	0	0	0	0	0	8	27	12	3	0	0	0	0	0	0	3
0745	44	40	0	3	0	0	0	0	0	0	0	0	0	1	0	31.2	36.4	0	0	1	1	1	12	19	10	0	0	0	0	0	0	0	0
0800	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1	35.8	0	0	0	0	0	11	24	11	0	1	0	1	0	0	0	2
0815	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	32.5	35.7	0	0	0	0	1	12	34	8	2	0	0	0	0	0	0	2
0830	44	41	1	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35	0	0	0	0	0	17	21	6	0	0	0	0	0	0	0	0
0845	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	34.7	0	0	0	1	2	6	23	1	2	0	0	0	0	0	0	2
0900	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38.2	0	0	0	0	0	9	15	8	1	0	0	0	0	0	0	1
0915	21	16	0	3	0	0	0	0	0	0	0	0	0	2	0	31	35	0	0	0	0	2	6	10	3	0	0	0	0	0	0	0	0
0930	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	30.8	33.4	0	0	0	0	0	14	16	2	0	0	0	0	0	0	0	0
0945	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.7	0	0	0	1	1	10	11	3	0	0	0	0	0	0	0	0
1000	22	20	0	1	0	0	0	1	0	0	0	0	0	0	0	30.9	34.6	0	0	0	0	0	7	12	3	0	0	0	0	0	0	0	0
1015	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.8	0	0	0	0	2	12	4	3	0	0	0	0	0	0	0	0
1030	31	28	0	2	1	0	0	0	0	0	0	0	0	0	0	30.7	33.3	0	0	0	0	0	15	13	2	1	0	0	0	0	0	0	1
1045	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	36.4	0	0	0	0	1	10	6	4	0	0	0	0	0	0	0	0
1100	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	29.1	33.3	0	0	1	0	2	12	8	2	0	0	0	0	0	0	0	0
1115	29	27	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.3	0	0	0	0	0	15	13	1	0	0	0	0	0	0	0	0
1130	22	17	0	4	0	0	0	0	0	0	0	0	0	0	1	29	34.1	0	0	0	0	2	11	8	1	0	0	0	0	0	0	0	0
1145	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	33.6	0	0	0	0	2	14	17	1	0	0	0	0	0	0	0	0
1200	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	32.8	0	0	0	0	2	7	13	1	0	0	0	0	0	0	0	0
1215	23	19	1	2	0	0	0	0	0	0	0	0	0	0	1	28.3	33	0	0	1	2	1	8	9	2	0	0	0	0	0	0	0	0
1230	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	32.6	0	0	0	0	3	11	11	0	1	0	0	0	0	0	0	1
1245	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	34.2	0	0	0	0	5	12	8	2	0	0	0	0	0	0	0	0
1300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.2	0	0	0	0	0	6	11	2	0	0	0	0	0	0	0	0
1315	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	31.3	36	0	0	0	0	1	6	11	3	0	0	0	0	0	0	0	0
1330	23	18	0	5	0	0	0	0	0	0	0	0	0	0	0	29.9	33.5	0	0	0	0	4	9	8	2	0	0	0	0	0	0	0	0
1345	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	37.3	0	0	0	0	0	6	9	6	1	0	0	0	0	0	0	1
1400	24	19	0	3	0	0	2	0	0	0	0	0	0	0	0	30.1	35.7	0	0	0	2	2	6	10	3	1	0	0	0	0	0	0	1
1415	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	30.6	35.9	0	0	0	1	1	7	9	4	1	0	0	0	0	0	0	1
1430	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	30.7	34.7	0	0	0	0	3	14	14	4	0	0	0	0	0	0	0	0
1445	27	21	0	5	0	0	0	0	0	1	0	0	0	0	0	30.6	33.3	0	0	0	0	1	9	15	2	0	0	0	0	0	0	0	0
1500	29	25	1	3	0	0	0	0	0	0	0	0	0	0	0	30.6	33.8	0	0	0	0	0	13	13	3	0	0	0	0	0	0	0	0
1515	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	30.3	35.8	0	0	0	1	0	7	8	3	0	0	0	0	0	0	0	0
1530	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.8	0	0	0	1	0	8	15	2	0	0	0	0	0	0	0	0
1545	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	36.6	0	0	0	0	0	14	9	7	0	0	0	0	0	0	0	0
1600	38	32	0	4	0	0	0	1	0	0	0	0	0	1	0	30.7	36.2	0	0	0	0	6	10	16	5	1	0	0	0	0	0	0	1
1615	33	23	2	8	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	0	0	0	0	1	16	10	6	0	0	0	0	0	0	0	0
1630	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	2	13	16	5	0	0	0	0	0	0	0	0
1645	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.2	0	0	0	0	2	10	11	2	0	0	0	0	0	0	0	0
1700	42	37	0	4	0	0	0	1	0	0	0	0	0	0	0	32.1	34.4	0	0	0	0	1	10	26	3	2	0	0	0	0	0	0	2
1715	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.7	0	0	0	0	2	9	18	4	0	1	0	0	0	0	0	1
1730	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	36.8	0	0	0	0	2	11	7	3	1	0	0	0	0	0	0	1
1745	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	36.6	0	0	0	0	1	5	11	4	1	0	0	0	0	0	0	1
1800	26	22	0	1	0	0	0	0	0	1	0	0	0	0	2	28.4	34.3	0	0	3	2	1	5	12	3	0	0	0	0	0	0	0	0
1815	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3	0	0	0	0	0	5	7	2	0	0	0	0	0	0	0	0
1830	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36.8	0	0	0	0	0	4	6	3	0	0	0	0	0	0	0	0
1845	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	31.3	35.5	0	0	0	1	0	5	10	2	0	0	0	0	0	0	0	0
1900	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	37.9	0	0	0	0	0	5	11	2	1	0	0	0	0	0	0	1
1915	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	38.2	0	0	0	0	0	2	7	2	0	1	0	0	0	0	0	1
1930	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0
1945	12	10	0	0	0	0	0	0	0	0	0	0	0	2	0	32.5	38.1	0	0	0	1	0	4	2	4	0	1	0	0	0	0	0	1
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	1	0	0	2	2	2	0	0	0	0	0	0	0	0
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	2	1	1	3	0	0	0	0	0	0	0	0
2030	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	2	1	2	2	1	0	0	0	0	0	0	0	0
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
2115	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	1
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	3	2	0	0	0	1	0	0	0	0	1
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1390**	**1254**	**6**	**106**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**9**	**6**	**31.1**	**35.1**	**0**	**0**	**6**	**13**	**58**	**459**	**638**	**187**	**25**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**29**
06-22	**1558**	**1407**	**6**	**118**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**12**	**6**	**31.3**	**35.5**	**0**	**0**	**7**	**16**	**63**	**491**	**718**	**229**	**28**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**34**
06-00	**1573**	**1422**	**6**	**118**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**12**	**6**	**31.3**	**35.5**	**0**	**0**	**7**	**16**	**64**	**497**	**723**	**231**	**28**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**35**
00-00	**1609**	**1452**	**6**	**123**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**13**	**6**	**31.3**	**35.7**	**0**	**0**	**7**	**17**	**67**	**500**	**735**	**246**	**30**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**37**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

05 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0445	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0615	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0
0630	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0645	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	34.9	0	0	0	0	1	2	9	1	0	0	0	0	0	0	0	0
0700	12	10	0	1	1	0	0	0	0	0	0	0	0	0	0	33.1	37.9	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0
0715	19	16	0	1	2	0	0	0	0	0	0	0	0	0	0	31	35.7	0	0	0	0	0	8	7	4	0	0	0	0	0	0	0	0
0730	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	27.2	34.6	0	0	2	6	4	4	14	4	0	0	0	0	0	0	0	0
0745	40	27	0	10	2	0	1	0	0	0	0	0	0	0	0	29.4	36.8	0	0	0	1	8	13	10	8	0	0	0	0	0	0	0	0
0800	30	26	0	3	0	0	1	0	0	0	0	0	0	0	0	31.5	35.5	0	0	0	0	2	8	15	4	1	0	0	0	0	0	0	1
0815	36	30	1	5	0	0	0	0	0	0	0	0	0	0	0	29.2	33.7	0	0	0	0	7	11	16	2	0	0	0	0	0	0	0	0
0830	35	32	1	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.9	0	0	0	2	0	11	16	5	1	0	0	0	0	0	0	1
0845	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.1	0	0	0	0	0	11	17	2	1	0	0	0	0	0	0	1
0900	21	17	0	3	1	0	0	0	0	0	0	0	0	0	0	30.2	35.5	0	0	0	0	0	12	5	4	0	0	0	0	0	0	0	0
0915	31	27	0	3	0	1	0	0	0	0	0	0	0	0	0	28.3	31.5	0	0	0	1	1	21	7	1	0	0	0	0	0	0	0	0
0930	24	16	0	4	1	0	2	1	0	0	0	0	0	0	0	29.3	33.1	0	0	0	2	2	5	14	1	0	0	0	0	0	0	0	0
0945	31	27	1	2	1	0	0	0	0	0	0	0	0	0	0	28.4	33.7	0	0	0	0	9	12	7	2	1	0	0	0	0	0	0	1
1000	19	17	0	1	0	1	0	0	0	0	0	0	0	0	0	27.6	31.8	0	0	0	0	6	7	6	0	0	0	0	0	0	0	0	0
1015	21	13	1	5	0	0	0	1	1	0	0	0	0	0	0	29.1	32.3	0	0	0	0	3	8	10	0	0	0	0	0	0	0	0	0
1030	25	23	0	1	0	0	0	0	0	0	0	0	0	1	0	30.6	33.6	0	0	0	0	4	4	15	2	0	0	0	0	0	0	0	0
1045	30	26	0	2	1	0	0	0	0	0	0	0	0	0	1	29.9	34.7	0	0	0	0	1	17	9	3	0	0	0	0	0	0	0	0
1100	19	13	0	5	0	0	0	0	0	0	0	0	1	0	0	28.5	35.1	0	0	1	0	2	7	6	3	0	0	0	0	0	0	0	0
1115	31	24	0	4	2	0	0	0	0	0	0	0	0	1	0	27.7	34.1	0	0	1	3	3	13	8	3	0	0	0	0	0	0	0	0
1130	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	32.4	0	0	0	0	4	9	10	1	0	0	0	0	0	0	0	0
1145	27	24	0	2	0	0	0	0	0	0	0	0	1	0	0	29.4	32.8	0	0	0	0	3	12	10	2	0	0	0	0	0	0	0	0
1200	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	29.4	33	0	0	0	0	3	14	11	1	0	0	0	0	0	0	0	0
1215	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	1	12	8	1	0	0	0	0	0	0	0	0
1230	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	2	13	9	0	0	0	0	0	0	0	0	0
1245	29	26	1	1	0	0	0	1	0	0	0	0	0	0	0	29.5	32.7	0	0	0	0	3	13	11	2	0	0	0	0	0	0	0	0
1300	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	28.4	31.6	0	0	0	0	6	12	9	1	0	0	0	0	0	0	0	0
1315	18	14	0	2	0	0	0	0	0	0	0	0	2	0	0	30.6	34.2	0	0	0	1	0	7	8	2	0	0	0	0	0	0	0	0
1330	38	32	1	4	0	0	0	0	0	0	0	0	1	0	0	29.3	33.9	0	0	0	0	5	14	18	1	0	0	0	0	0	0	0	0
1345	34	27	0	6	1	0	0	0	0	0	0	0	0	0	0	29.1	34.2	0	0	0	1	3	17	10	3	0	0	0	0	0	0	0	0
1400	39	35	0	2	0	0	0	0	0	0	0	0	2	0	0	28.3	33.3	0	0	0	1	8	14	13	3	0	0	0	0	0	0	0	0
1415	30	25	0	3	0	0	0	1	0	0	0	0	1	0	0	28.6	34.3	0	0	1	0	4	13	9	3	0	0	0	0	0	0	0	0
1430	20	15	0	4	0	0	0	1	0	0	0	0	0	0	0	31	34.8	0	0	0	0	0	7	11	2	0	0	0	0	0	0	0	0
1445	35	32	0	2	0	0	0	1	0	0	0	0	0	0	0	29.5	34.3	0	0	0	0	4	14	15	2	0	0	0	0	0	0	0	0
1500	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	30.4	35.5	0	0	0	0	3	15	13	5	1	0	0	0	0	0	0	1
1515	60	53	1	5	0	0	0	0	0	0	0	0	1	0	0	29.5	32.9	0	0	0	0	4	31	22	3	0	0	0	0	0	0	0	0
1530	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	27.5	32.9	0	0	1	3	10	13	14	2	0	0	0	0	0	0	0	0
1545	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	3	17	14	2	0	0	0	0	0	0	0	0
1600	52	46	0	4	0	1	0	0	0	0	0	0	1	0	0	30.4	33.6	0	0	1	1	1	17	28	3	1	0	0	0	0	0	0	1
1615	55	47	0	5	0	0	0	0	0	1	0	0	2	0	0	30.6	34.8	0	0	0	0	9	12	26	7	1	0	0	0	0	0	0	1
1630	78	68	0	9	0	0	0	0	0	0	0	0	1	0	0	30.3	34.3	0	0	0	0	12	23	35	8	0	0	0	0	0	0	0	0
1645	81	73	0	5	0	0	0	0	0	0	0	0	2	1	0	30	34	0	0	0	1	5	32	36	6	1	0	0	0	0	0	0	1
1700	71	62	0	7	0	1	0	0	0	0	0	0	1	0	0	31.6	34.4	0	0	0	0	2	19	42	7	1	0	0	0	0	0	0	1
1715	99	94	0	5	0	0	0	0	0	0	0	0	0	0	0	32.1	35.2	0	0	0	0	2	26	56	11	4	0	0	0	0	0	0	4
1730	94	87	0	5	0	0	0	0	1	0	0	0	0	1	0	29.7	34.1	0	0	0	0	9	44	35	6	0	0	0	0	0	0	0	0
1745	81	72	0	8	0	0	0	0	0	0	0	0	0	1	0	29.4	34.9	0	0	7	6	1	12	44	11	0	0	0	0	0	0	0	0
1800	55	50	0	5	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1	0	0	0	0	1	14	29	11	0	0	0	0	0	0	0	0
1815	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.7	0	0	0	0	5	10	22	7	0	0	0	0	0	0	0	0
1830	38	34	2	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6	0	0	0	0	3	12	16	7	0	0	0	0	0	0	0	0
1845	32	27	0	4	0	0	0	0	0	0	0	0	1	0	0	31.8	37.1	0	0	0	0	1	10	11	9	1	0	0	0	0	0	0	1
1900	18	16	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	37.7	0	0	0	0	0	7	7	3	1	0	0	0	0	0	0	1
1915	13	12	0	0	0	0	0	1	0	0	0	0	0	0	0	29.1	33.9	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0	0
1930	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.3	0	0	0	1	0	6	10	7	0	0	0	0	0	0	0	0
1945	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	35.1	0	0	0	1	2	7	5	3	0	0	0	0	0	0	0	0
2000	20	17	0	1	0	0	0	0	0	0	0	0	1	1	0	29.7	34.9	0	0	2	0	0	6	10	2	0	0	0	0	0	0	0	0
2015	24	21	0	2	0	0	0	0	0	0	0	0	1	0	0	28.7	31.4	0	0	0	0	2	15	6	1	0	0	0	0	0	0	0	0
2030	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	35.4	0	0	0	0	0	2	9	1	1	0	0	0	0	0	0	1
2045	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	31.6	37.8	0	0	0	0	1	5	7	2	2	0	0	0	0	0	0	2
2100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0
2115	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	25.9	33.1	0	0	1	0	7	4	2	1	0	0	0	0	0	0	0	0
2130	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0
2145	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0
2245	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	39.5	0	0	0	0	0	2	5	3	1	0	0	0	0	0	0	1
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	1
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1842**	**1604**	**9**	**177**	**12**	**4**	**4**	**6**	**2**	**1**	**0**	**0**	**0**	**20**	**3**	**29.9**	**34.1**	**0**	**0**	**14**	**29**	**169**	**654**	**781**	**181**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**2054**	**1799**	**10**	**187**	**12**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30**	**34.2**	**0**	**0**	**17**	**31**	**188**	**722**	**868**	**210**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
06-00	**2096**	**1841**	**10**	**187**	**12**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30.1**	**34.3**	**0**	**0**	**17**	**31**	**190**	**734**	**884**	**220**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**
00-00	**2111**	**1854**	**10**	**188**	**13**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30.1**	**34.4**	**0**	**0**	**17**	**31**	**191**	**740**	**888**	**223**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

06 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0600	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	30	-	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0
0615	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0
0630	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
0645	15	12	0	2	1	0	0	0	0	0	0	0	0	0	0	30	34.2	0	0	0	0	1	5	8	1	0	0	0	0	0	0	0	0
0700	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32	34.7	0	0	0	0	1	3	13	2	0	0	0	0	0	0	0	0
0715	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	2	5	4	2	1	0	0	0	0	0	0	1
0730	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.5	0	0	0	0	4	5	10	3	0	1	0	0	0	0	0	1
0745	39	31	1	6	0	1	0	0	0	0	0	0	0	0	0	30.5	37	0	0	0	3	4	11	12	7	2	0	0	0	0	0	0	2
0800	39	31	1	5	1	0	1	0	0	0	0	0	0	0	0	30.3	34.1	0	0	0	0	2	18	17	2	0	0	0	0	0	0	0	0
0815	36	30	0	4	1	1	0	0	0	0	0	0	0	0	0	29.1	34.6	0	0	0	0	12	5	15	4	0	0	0	0	0	0	0	0
0830	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31	36.1	0	0	0	0	0	10	10	6	0	0	0	0	0	0	0	0
0845	39	34	0	4	0	0	0	0	0	0	0	0	1	0	0	29.1	33	0	0	0	1	4	14	18	2	0	0	0	0	0	0	0	0
0900	29	23	0	5	0	0	1	0	0	0	0	0	0	0	0	31.7	35	0	0	0	0	1	5	19	4	0	0	0	0	0	0	0	0
0915	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	36.4	0	0	0	0	1	3	13	16	6	0	0	0	0	0	0	0
0930	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	28.8	33.6	0	0	0	0	0	8	11	14	2	0	0	0	0	0	0	0
0945	30	27	0	2	0	0	0	0	0	0	0	0	1	0	0	32.4	36.8	0	0	0	0	0	8	17	5	0	0	0	0	0	0	0	0
1000	18	14	1	2	1	0	0	0	0	0	0	0	0	0	0	28.5	33.2	0	0	0	0	3	11	3	1	0	0	0	0	0	0	0	0
1015	36	30	1	5	0	0	0	0	0	0	0	0	0	0	0	27.5	32.3	0	0	0	0	12	14	10	0	0	0	0	0	0	0	0	0
1030	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.5	0	0	0	0	2	4	12	0	0	0	0	0	0	0	0	0
1045	32	26	0	5	0	0	0	0	0	0	0	0	0	1	0	29.8	34.7	0	0	0	0	4	15	9	4	0	0	0	0	0	0	0	0
1100	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	30	34.6	0	0	0	0	1	7	6	2	0	0	0	0	0	0	0	0
1115	27	22	1	4	0	0	0	0	0	0	0	0	0	0	0	29.1	33.8	0	0	0	0	5	11	9	2	0	0	0	0	0	0	0	0
1130	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.6	0	0	0	0	3	12	14	1	0	0	0	0	0	0	0	0
1145	18	14	0	2	0	0	0	0	0	0	0	0	1	1	0	28.9	34.8	0	0	0	0	4	6	6	2	0	0	0	0	0	0	0	0
1200	22	20	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8	37.5	0	0	0	0	3	8	7	2	2	0	0	0	0	0	0	2
1215	38	31	0	3	1	0	0	0	0	0	0	0	0	3	0	29.2	33.2	0	0	0	0	5	19	12	2	0	0	0	0	0	0	0	0
1230	36	32	0	3	0	0	0	0	1	0	0	0	0	0	0	29.8	33.9	0	0	0	0	3	18	11	4	0	0	0	0	0	0	0	0
1245	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	32.9	0	0	0	1	10	16	12	2	0	0	0	0	0	0	0	0
1300	38	33	0	4	0	0	0	0	0	0	0	0	1	0	0	29.8	33.1	0	0	0	0	4	16	14	4	0	0	0	0	0	0	0	0
1315	36	29	3	2	0	1	0	0	0	0	0	0	1	0	0	27.5	34.2	0	0	0	3	10	10	10	3	0	0	0	0	0	0	0	0
1330	23	19	0	3	0	0	0	0	0	0	0	0	1	0	0	28.8	31.3	0	0	0	0	3	8	12	0	0	0	0	0	0	0	0	0
1345	26	19	0	6	0	1	0	0	0	0	0	0	0	0	0	28.8	33.4	0	0	0	0	3	15	7	1	0	0	0	0	0	0	0	0
1400	44	37	0	5	0	1	0	0	0	0	0	0	1	0	0	29.7	32.3	0	0	0	0	4	19	18	3	0	0	0	0	0	0	0	0
1415	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	33.9	0	0	0	0	2	13	13	2	0	0	0	0	0	0	0	0
1430	35	29	0	5	0	0	0	0	0	0	0	0	1	0	0	29.4	33.2	0	0	0	0	5	14	14	2	0	0	0	0	0	0	0	0
1445	41	36	0	4	0	0	0	0	0	0	0	0	0	1	0	30.2	34.9	0	0	0	1	2	15	16	6	0	0	0	0	0	0	0	0
1500	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	36	0	0	0	1	4	9	14	6	0	0	0	0	0	0	0	0
1515	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	28.8	32.9	0	0	0	0	8	16	12	1	0	0	0	0	0	0	0	0
1530	52	47	0	5	0	0	0	0	0	0	0	0	0	0	0	29.1	34.7	0	0	0	1	11	15	20	5	0	0	0	0	0	0	0	0
1545	30	22	0	5	0	0	0	1	0	0	0	0	2	0	0	29.9	34.6	0	0	0	0	1	20	6	3	0	0	0	0	0	0	0	0
1600	52	43	1	8	0	0	0	0	0	0	0	0	0	0	0	28	34.1	0	0	0	1	16	17	15	3	0	0	0	0	0	0	0	0
1615	58	49	0	7	0	0	0	1	0	0	0	0	1	0	0	30.2	32.8	0	0	0	0	3	23	29	2	1	0	0	0	0	0	0	1
1630	71	62	0	8	0	0	0	0	0	0	0	0	1	0	0	29.7	33.6	0	0	0	0	2	41	24	4	0	0	0	0	0	0	0	0
1645	94	80	0	9	0	0	0	0	0	0	0	0	5	0	0	31.2	34.4	0	0	0	0	1	31	51	9	2	0	0	0	0	0	0	2
1700	76	66	0	9	0	0	0	0	0	0	0	0	1	0	0	31	34.6	0	0	0	0	0	37	30	7	2	0	0	0	0	0	0	2
1715	79	73	0	5	0	0	0	0	0	0	0	0	1	0	0	31.6	35.1	0	0	0	0	0	33	33	13	0	0	0	0	0	0	0	0
1730	70	63	0	3	0	1	0	0	0	0	0	0	3	0	0	29.9	33.9	0	0	0	0	5	0	28	32	5	0	0	0	0	0	0	0
1745	69	63	0	4	0	1	0	0	0	0	0	0	1	0	0	31.8	34.7	0	0	0	0	0	21	39	9	0	0	0	0	0	0	0	0
1800	57	55	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.3	0	0	1	0	7	13	33	2	1	0	0	0	0	0	0	1
1815	55	53	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.4	0	0	0	0	0	11	35	8	1	0	0	0	0	0	0	1
1830	35	31	1	2	0	0	0	0	0	0	0	0	1	0	0	31.2	35.3	0	0	0	0	3	9	17	6	0	0	0	0	0	0	0	0
1845	27	24	0	0	0	1	0	1	0	0	0	0	1	0	0	31.6	34.5	0	0	0	0	0	10	14	2	1	0	0	0	0	0	0	1
1900	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	35.4	0	0	0	0	1	14	9	4	0	0	0	0	0	0	0	0
1915	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.3	0	0	0	0	1	5	12	4	1	0	0	0	0	0	0	1
1930	25	21	0	2	0	0	0	0	0	0	0	0	2	0	0	31	34.7	0	0	0	0	2	8	12	3	0	0	0	0	0	0	0	0
1945	27	25	0	0	0	0	0	0	1	0	0	0	0	1	0	30.9	34.8	0	0	0	0	2	0	6	16	3	0	0	0	0	0	0	0
2000	15	13	0	1	0	0	0	0	0	0	0	0	1	0	0	33.1	42	0	0	0	0	1	0	2	8	2	1	1	0	0	0	0	2
2015	11	9	0	1	0	0	0	0	0	0	0	0	1	0	0	34.1	40	0	0	0	0	0	0	3	2	5	1	0	0	0	0	0	1
2030	11	9	0	1	0	0	0	0	0	0	0	0	1	0	0	34	36.9	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	1
2045	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0
2100	26	23	0	1	0	0	0	1	0	0	0	0	1	0	0	30.1	37	0	0	0	0	2	14	6	2	2	0	0	0	0	0	0	2
2115	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0
2130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	36.2	0	0	0	0	0	4	8	1	1	0	0	0	0	0	0	1
2145	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0
2200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	44.8	0	0	0	0	1	2	5	3	0	2	0	0	0	0	0	2
2215	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0
2230	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0
2245	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	31.1	-	0	0	0	0	1	4	0	4	0	0	0	0	0	0	0	0
2300	6	6	0	0	1	0	0	0	0	0	0	0	0	0	0	38.7	-	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
2315	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	2
2330	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	1
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
07-19	**1869**	**1629**	**12**	**178**	**4**	**8**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**29**	**3**	**30.1**	**34.3**	**0**	**0**	**2**	**19**	**184**	**693**	**784**	**173**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**2102**	**1836**	**12**	**193**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**35**	**5**	**30.2**	**34.4**	**0**	**0**	**2**	**22**	**193**	**765**	**888**	**210**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**
06-00	**2157**	**1888**	**12**	**195**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**35**	**6**	**30.3**	**34.6**	**0**	**0**	**2**	**22**	**196**	**777**	**901**	**231**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**2173**	**1902**	**12**	**197**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**35**	**6**	**30.4**	**34.6**	**0**	**0**	**2**	**22**	**197**	**780**	**904**	**236**	**27**	**4**	**0**	**1**	**0**	**0**	**0**	**32**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

07 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-	0	0	0	0	1	1	2	1	2	0	1	0	0	0	0	3
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56.7	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	1
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0615	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.9	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0630	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0
0645	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0
0700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.8	0	0	0	0	1	4	1	5	0	0	0	0	0	0	0	0
0715	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	28.5	31.2	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0
0730	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	35.4	0	0	0	0	1	8	16	7	1	0	0	0	0	0	0	1
0745	34	24	0	8	0	0	0	1	0	0	0	0	0	1	0	25.9	33.1	0	0	2	5	8	7	11	1	0	0	0	0	0	0	0	0
0800	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	33.2	0	0	0	0	2	18	11	3	0	0	0	0	0	0	0	0
0815	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0	31.2	35.7	0	0	0	0	4	5	17	5	1	0	0	0	0	0	0	1
0830	33	28	0	4	0	0	0	1	0	0	0	0	0	0	0	31.3	34.9	0	0	0	0	3	9	16	2	3	0	0	0	0	0	0	3
0845	33	25	1	5	0	0	0	0	0	0	0	0	0	0	2	30.7	36.7	0	0	0	2	1	14	9	6	1	0	0	0	0	0	0	1
0900	25	21	0	1	1	0	0	2	0	0	0	0	0	0	0	31.2	37.2	0	0	0	0	1	9	10	5	0	0	0	0	0	0	0	0
0915	40	36	0	2	0	0	1	1	0	0	0	0	0	0	0	29.5	33	0	0	0	0	0	8	11	18	3	0	0	0	0	0	0	0
0930	23	18	0	4	0	0	0	0	0	0	0	0	0	1	0	29	33.6	0	0	0	0	2	4	5	10	2	0	0	0	0	0	0	0
0945	31	28	0	2	0	0	0	1	0	0	0	0	0	0	0	29	34.9	0	0	0	0	0	6	13	8	4	0	0	0	0	0	0	0
1000	23	19	2	2	0	0	0	0	0	0	0	0	0	0	0	30.4	32.9	0	0	0	0	1	8	14	0	0	0	0	0	0	0	0	0
1015	34	29	0	4	0	0	0	0	0	0	0	0	0	1	0	29.8	34.7	0	0	0	0	5	15	12	2	0	0	0	0	0	0	0	0
1030	33	27	0	4	0	0	0	1	0	0	0	0	0	1	0	27.9	33.3	0	0	0	1	8	12	11	0	1	0	0	0	0	0	0	1
1045	29	25	0	2	0	0	0	0	0	0	0	0	0	2	0	29.9	32.9	0	0	0	0	1	14	13	1	0	0	0	0	0	0	0	0
1100	23	20	0	2	1	0	0	0	0	0	0	0	0	0	0	27	32.8	0	0	2	2	2	7	8	2	0	0	0	0	0	0	0	0
1115	34	32	0	1	0	0	0	0	0	0	0	0	0	1	0	29.1	33.4	0	0	0	0	5	15	13	1	0	0	0	0	0	0	0	0
1130	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	28.9	33.1	0	0	0	0	3	10	8	0	0	0	0	0	0	0	0	0
1145	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	28.7	32	0	0	0	1	3	21	11	0	0	0	0	0	0	0	0	0
1200	30	27	0	2	1	0	0	0	0	0	0	0	0	0	0	29.9	34.9	0	0	0	0	2	16	8	3	1	0	0	0	0	0	0	1
1215	33	31	0	1	0	0	0	0	0	0	0	0	0	1	0	28.9	32.7	0	0	0	0	5	16	11	1	0	0	0	0	0	0	0	0
1230	36	31	0	4	0	0	0	0	0	0	0	0	0	1	0	30.4	34.5	0	0	0	0	1	18	14	2	1	0	0	0	0	0	0	1
1245	41	34	0	6	0	0	0	0	0	0	0	0	0	1	0	29.6	33.5	0	0	0	0	5	18	15	3	0	0	0	0	0	0	0	0
1300	36	29	1	6	0	0	0	0	0	0	0	0	0	0	0	31.5	37.3	0	0	0	0	0	17	11	6	2	0	0	0	0	0	0	2
1315	39	35	0	3	0	1	0	0	0	0	0	0	0	0	0	29.4	33.1	0	0	0	0	6	15	15	3	0	0	0	0	0	0	0	0
1330	41	36	0	4	0	0	0	0	0	0	0	0	0	1	0	29.2	35	0	0	0	1	6	17	11	5	1	0	0	0	0	0	0	1
1345	49	40	0	7	0	0	0	1	0	0	0	0	0	1	0	29.5	32.9	0	0	0	0	3	27	14	5	0	0	0	0	0	0	0	0
1400	31	21	1	7	1	0	0	0	0	0	0	0	0	1	0	30	34.8	0	0	0	0	3	13	11	4	0	0	0	0	0	0	0	0
1415	45	41	0	3	0	0	0	0	0	0	0	0	0	1	0	28.4	31.6	0	0	0	1	4	26	14	0	0	0	0	0	0	0	0	0
1430	41	36	1	4	0	0	0	0	0	0	0	0	0	0	0	30.3	34	0	0	0	0	4	12	23	2	0	0	0	0	0	0	0	0
1445	30	28	0	1	0	0	0	0	0	0	0	0	0	1	0	30.7	34.9	0	0	0	0	1	13	12	4	0	0	0	0	0	0	0	0
1500	49	43	0	4	0	0	0	0	0	0	0	0	0	0	2	29.1	33.9	0	0	0	1	9	21	15	3	0	0	0	0	0	0	0	0
1515	39	32	0	4	0	0	0	0	0	0	0	0	0	3	0	27	34.4	0	0	0	0	9	4	16	6	3	0	1	0	0	0	0	1
1530	50	48	0	2	0	0	0	0	0	0	0	0	0	0	0	28.1	34.3	0	0	0	0	4	8	20	14	4	0	0	0	0	0	0	0
1545	47	35	1	9	0	0	0	1	0	0	0	0	0	1	0	30.3	33.9	0	0	0	0	1	4	18	20	3	1	0	0	0	0	0	1
1600	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	26.1	32.6	0	1	4	7	8	17	15	4	0	0	0	0	0	0	0	0
1615	69	63	1	3	0	0	0	0	0	0	0	0	0	2	0	30.7	34.6	0	0	0	0	6	23	31	8	1	0	0	0	0	0	0	1
1630	65	55	0	8	0	0	0	0	0	0	0	0	0	2	0	28.2	32.2	0	0	0	0	12	31	17	5	0	0	0	0	0	0	0	0
1645	78	70	0	8	0	0	0	0	0	0	0	0	0	0	0	29.4	33	0	0	0	0	11	31	33	3	0	0	0	0	0	0	0	0
1700	63	58	0	5	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9	0	0	0	0	1	29	24	8	1	0	0	0	0	0	0	1
1715	64	57	0	7	0	0	0	0	0	0	0	0	0	0	0	30.4	32.8	0	0	0	0	1	26	33	3	1	0	0	0	0	0	0	1
1730	66	63	0	1	0	0	0	0	0	1	0	0	0	1	0	30.5	34.4	0	0	0	0	3	30	25	7	1	0	0	0	0	0	0	1
1745	47	44	0	2	0	0	0	0	0	0	0	0	0	1	0	31.6	35.2	0	0	0	0	4	10	23	10	0	0	0	0	0	0	0	0
1800	44	38	0	6	0	0	0	0	0	0	0	0	0	0	0	29.2	34.1	0	0	2	2	4	16	16	4	0	0	0	0	0	0	0	0
1815	46	40	0	6	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8	0	0	0	0	2	15	19	9	1	0	0	0	0	0	0	1
1830	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35	0	0	0	0	0	11	17	4	0	0	0	0	0	0	0	0
1845	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	34.2	0	0	0	0	0	6	15	1	1	0	0	0	0	0	0	1
1900	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	33	38.6	0	0	0	0	0	8	9	7	0	0	0	0	0	0	0	0
1915	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	36.6	0	0	0	0	0	9	9	3	2	0	0	0	0	0	0	2
1930	21	17	1	0	0	0	0	0	0	0	0	0	0	3	0	30.7	35	0	0	0	1	0	6	11	3	0	0	0	0	0	0	0	0
1945	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1	0	0	0	0	1	6	9	3	0	0	0	0	0	0	0	0
2000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0
2015	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	31.7	37.2	0	0	0	0	1	8	5	6	0	0	0	0	0	0	0	0
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	1
2045	13	11	0	0	0	0	0	0	0	0	0	0	0	2	0	30.2	33.3	0	0	0	0	1	6	5	0	0	1	0	0	0	0	0	1
2100	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	36.9	0	0	0	0	1	4	2	4	0	0	0	0	0	0	0	0
2115	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0
2130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	37.6	0	0	0	0	2	7	2	2	1	0	0	0	0	0	0	1
2145	10	7	1	1	0	0	0	0	0	0	0	0	0	1	0	31.5	-	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
2215	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	29.8	-	0	0	0	1	0	5	3	0	0	1	0	0	0	0	0	1
2230	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	28.5	-	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0
2245	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0
2300	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	3	2	1	4	0	0	0	0	0	0	4
2315	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	3
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2345	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	1	0	1	3	2	0	0	0	0	0	0	0	0
07-19	**1865**	**1628**	**8**	**183**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**23**	**7**	**29.7**	**34**	**0**	**1**	**10**	**39**	**186**	**740**	**703**	**166**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**
06-22	**2062**	**1802**	**10**	**193**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**32**	**9**	**29.8**	**34.2**	**0**	**1**	**10**	**40**	**192**	**816**	**772**	**206**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**
06-00	**2122**	**1854**	**11**	**198**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**33**	**10**	**29.9**	**34.3**	**0**	**1**	**10**	**43**	**192**	**830**	**799**	**214**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**33**
00-00	**2148**	**1877**	**11**	**201**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**33**	**10**	**30**	**34.4**	**0**	**1**	**10**	**43**	**194**	**832**	**807**	**221**	**32**	**6**	**1**	**1**	**0**	**0**	**0**	**40**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

08 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0615	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0
0700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	1	0	1	2	0	1	0	0	0	0	0	1
0715	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	1
0730	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	1
0745	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	37.8	0	0	0	0	0	0	3	5	5	0	0	0	0	0	0	0
0800	8	5	0	2	0	0	0	1	0	0	0	0	0	0	0	28.3	-	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0
0815	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.5	0	0	0	0	0	9	6	3	1	0	0	0	0	0	0	1
0830	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34.3	0	0	0	0	2	9	10	2	0	0	0	0	0	0	0	0
0845	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	33.2	0	0	0	0	0	14	12	1	0	0	0	0	0	0	0	0
0900	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	36	0	0	0	0	0	11	11	6	0	0	0	0	0	0	0	0
0915	28	24	1	2	0	0	0	1	0	0	0	0	0	0	0	30	32	0	0	0	0	0	1	13	12	2	0	0	0	0	0	0	0
0930	26	23	1	1	0	0	0	0	0	0	0	0	0	1	0	30.7	35.9	0	0	0	0	0	2	10	10	4	0	0	0	0	0	0	0
0945	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	31.3	0	0	0	0	1	5	15	5	1	1	0	0	0	0	0	1
1000	31	27	0	2	0	0	0	0	0	0	0	0	0	2	0	30.6	36.2	0	0	0	1	0	15	8	7	0	0	0	0	0	0	0	0
1015	28	27	0	0	0	0	0	1	0	0	0	0	0	0	0	28.4	32.2	0	0	0	0	6	14	7	0	0	1	0	0	0	0	0	1
1030	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	31.8	0	0	0	0	2	12	16	0	0	0	0	0	0	0	0	0
1045	52	34	0	3	0	0	0	0	0	0	0	0	0	15	0	30.5	34.1	0	0	0	0	1	29	17	4	0	1	0	0	0	0	0	1
1100	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.7	0	0	0	0	6	12	10	3	0	0	0	0	0	0	0	0
1115	38	36	0	1	0	0	0	0	0	0	0	0	0	1	0	30.3	33.4	0	0	0	0	2	19	16	0	1	0	0	0	0	0	0	1
1130	34	32	0	1	0	0	0	0	0	0	0	0	0	1	0	28.5	32.1	0	0	0	0	4	20	8	2	0	0	0	0	0	0	0	0
1145	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	32.6	0	0	0	0	2	16	10	1	0	0	0	0	0	0	0	0
1200	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	32	0	0	0	0	2	14	18	1	0	0	0	0	0	0	0	0
1215	39	35	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	32.3	0	0	0	0	1	3	22	13	0	0	0	0	0	0	0	0
1230	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	29.7	33	0	0	0	0	0	2	16	8	1	1	0	0	0	0	0	1
1245	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	33.2	0	0	0	0	1	10	13	2	0	0	0	0	0	0	0	0
1300	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.4	0	0	0	0	1	8	11	2	0	0	0	0	0	0	0	0
1315	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	29.4	33.4	0	0	0	0	3	17	16	2	0	0	0	0	0	0	0	0
1330	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.1	0	0	0	0	0	10	16	3	0	0	0	0	0	0	0	0
1345	44	39	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	32.2	0	0	0	0	1	2	20	21	0	0	0	0	0	0	0	0
1400	28	27	0	0	0	0	0	0	1	0	0	0	0	0	0	27.8	32.4	0	0	0	0	3	4	11	9	1	0	0	0	0	0	0	0
1415	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	32.4	0	0	0	0	0	4	15	13	1	0	0	0	0	0	0	0
1430	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.3	0	0	0	0	0	1	15	9	2	0	0	0	0	0	0	0
1445	23	20	1	2	0	0	0	0	0	0	0	0	0	0	0	27.6	31.2	0	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0
1500	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	30.3	35	0	0	0	0	1	4	4	13	3	0	0	0	0	0	0	0
1515	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	33.4	0	0	0	0	0	1	8	13	0	2	0	0	0	0	0	2
1530	34	30	1	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.5	0	0	0	0	0	4	18	12	0	0	0	0	0	0	0	0
1545	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	33.8	0	0	0	0	1	2	8	6	2	0	0	0	0	0	0	0
1600	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.4	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1615	19	18	0	0	0	0	0	1	0	0	0	0	0	0	0	29.8	33.3	0	0	0	0	1	1	8	8	1	0	0	0	0	0	0	0
1630	36	33	1	2	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	0	2	17	13	4	0	0	0	0	0	0	0
1645	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	33.2	0	0	0	0	1	1	10	14	1	0	0	0	0	0	0	0
1700	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	29	33.1	0	0	0	0	0	3	15	9	3	0	0	0	0	0	0	0
1715	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	34	0	0	0	1	2	2	6	13	1	1	0	0	0	0	0	1
1730	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	35.8	0	0	0	0	2	3	6	6	5	0	0	0	0	0	0	0
1745	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.7	0	0	0	0	0	3	15	13	1	0	0	0	0	0	0	0
1800	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30	35	0	0	0	0	1	0	8	6	2	0	0	0	0	0	0	0
1815	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	28.4	32.6	0	0	0	0	0	2	12	2	0	1	0	0	0	0	0	1
1830	26	25	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	37.4	0	0	0	0	0	3	10	5	7	1	0	0	0	0	0	1
1845	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	35	0	0	0	0	0	5	5	6	3	0	0	0	0	0	0	0
1900	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.6	0	0	0	0	0	2	12	11	1	1	0	0	0	0	0	1
1915	19	16	0	1	0	0	0	0	0	0	0	0	0	2	0	30.2	36.1	0	1	0	1	1	5	7	3	1	0	0	0	0	0	0	1
1930	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	33.1	0	0	1	0	0	6	9	1	0	0	0	0	0	0	0	0
1945	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	34.9	0	0	1	2	3	5	5	2	0	0	0	0	0	0	0	0
2000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	34	0	0	0	0	4	9	5	1	1	0	0	0	0	0	0	1
2015	11	10	0	0	0	0	0	0	0	0	0	1	0	0	0	30	35.7	0	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0
2030	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.9	0	0	0	1	2	3	7	2	0	0	0	0	0	0	0	0
2045	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30	33.8	0	0	1	0	1	5	5	0	1	0	0	0	0	0	0	1
2100	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	4	4	0	1	0	0	0	0	0	0	0	0
2115	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	2	1	4	3	0	0	0	0	0	0	0	0
2130	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0
2215	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	31.5	34.3	0	0	0	0	2	3	9	0	0	0	1	0	0	0	0	1
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	1
2245	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	36.9	0	0	0	0	1	0	8	5	0	0	0	0	0	0	0	0
2315	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	2	1	0	2	0	0	0	0	0	0	2
2330	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
2345	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	1	0	0	2	4	3	0	0	0	0	0	0	0	0
07-19	**1258**	**1158**	**5**	**66**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**23**	**1**	**29.8**	**33.6**	**0**	**0**	**1**	**17**	**99**	**560**	**469**	**98**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**1441**	**1328**	**6**	**76**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**25**	**1**	**29.7**	**33.7**	**0**	**1**	**4**	**21**	**123**	**623**	**537**	**114**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**
06-00	**1512**	**1396**	**6**	**78**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**26**	**1**	**29.9**	**33.9**	**0**	**1**	**5**	**21**	**127**	**638**	**571**	**127**	**18**	**3**	**1**	**0**	**0**	**0**	**0**	**22**
00-00	**1536**	**1419**	**6**	**79**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**26**	**1**	**29.9**	**34**	**0**	**1**	**5**	**21**	**129**	**641**	**579**	**136**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**24**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

09 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
0015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-	0	0	0	0	0	2	0	0	1	1	0	1	0	0	0	3
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
0130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0645	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0715	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0730	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
0745	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0815	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0830	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0
0845	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	33.1	0	0	0	0	6	3	4	0	0	0	0	0	0	0	0	0
0900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.3	0	0	0	0	3	4	8	0	0	0	0	0	0	0	0	0
0915	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	31.7	0	0	0	0	4	13	6	0	0	0	0	0	0	0	0	0
0930	33	29	1	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.1	0	0	0	0	4	16	12	1	0	0	0	0	0	0	0	0
0945	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	36.4	0	0	0	0	4	12	10	4	2	0	0	0	0	0	0	2
1000	25	19	0	0	0	0	0	0	0	0	0	0	0	5	1	30	33.4	0	0	0	0	3	10	11	1	0	0	0	0	0	0	0	0
1015	19	16	0	1	0	0	0	0	0	0	0	0	0	1	1	30.8	36.6	0	0	0	0	1	7	8	3	0	0	0	0	0	0	0	0
1030	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	35.7	0	0	0	0	0	4	5	3	1	0	0	0	0	0	0	1
1045	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.7	0	0	0	0	1	7	10	1	0	0	0	0	0	0	0	0
1100	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	28.4	33.5	0	0	0	0	5	13	7	1	0	0	0	0	0	0	0	0
1115	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	29.6	35.8	0	0	0	0	4	8	7	3	0	0	0	0	0	0	0	0
1130	35	32	0	1	0	0	0	0	0	0	0	0	0	0	2	28.7	33.6	0	0	0	0	2	5	14	10	4	0	0	0	0	0	0	0
1145	45	42	1	2	0	0	0	0	0	0	0	0	0	0	0	27.9	32.3	0	0	0	0	3	6	20	16	0	0	0	0	0	0	0	0
1200	47	43	0	1	0	0	0	0	0	0	1	0	0	2	0	28.7	31.4	0	0	0	0	1	4	26	15	1	0	0	0	0	0	0	0
1215	27	24	0	2	0	0	0	0	0	0	0	0	0	0	1	31.5	36.7	0	0	0	0	0	0	12	9	5	1	0	0	0	0	0	1
1230	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.7	0	0	0	0	0	0	9	12	5	0	0	0	0	0	0	0
1245	34	30	0	3	0	0	0	0	0	0	0	0	0	1	0	29.5	32.3	0	0	0	0	2	0	18	12	2	0	0	0	0	0	0	0
1300	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	31.2	36.2	0	0	0	0	0	1	6	11	6	0	0	0	0	0	0	0
1315	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	32	35.8	0	0	0	0	0	0	6	10	5	0	0	0	0	0	0	0
1330	28	25	1	0	0	0	0	0	0	0	0	0	0	0	2	26.2	31.4	0	0	0	0	1	13	8	6	0	0	0	0	0	0	0	0
1345	30	28	0	1	0	0	0	0	0	0	0	0	0	1	0	29	33.2	0	0	0	0	2	1	11	14	2	0	0	0	0	0	0	0
1400	32	30	0	1	0	0	0	0	0	0	0	0	0	1	0	29	34.1	0	0	0	0	0	7	12	9	4	0	0	0	0	0	0	0
1415	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	30.6	34	0	0	0	0	0	4	8	12	2	1	0	0	0	0	0	1
1430	29	28	0	0	0	0	0	0	0	0	0	0	0	1	0	30.8	34.8	0	0	0	0	0	1	11	13	4	0	0	0	0	0	0	0
1445	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	0	1	17	6	1	0	0	0	0	0	0	0
1500	25	21	0	1	0	0	0	0	0	0	0	0	0	2	1	30	34.1	0	0	0	0	0	4	9	9	3	0	0	0	0	0	0	0
1515	19	16	0	1	0	0	0	0	0	0	0	0	0	1	1	29.5	34.7	0	0	0	0	0	1	9	7	2	0	0	0	0	0	0	0
1530	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	27.1	29.3	0	0	0	0	0	5	14	2	0	0	0	0	0	0	0	0
1545	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2	0	0	0	0	0	0	11	9	1	1	0	1	0	0	0	2
1600	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	34.7	0	0	0	0	0	3	14	14	4	1	0	0	0	0	0	1
1615	27	24	0	2	0	0	0	0	0	0	0	0	0	1	0	28.3	31.4	0	0	0	0	0	2	18	6	1	0	0	0	0	0	0	0
1630	29	26	1	2	0	0	0	0	0	0	0	0	0	0	0	30.1	35.3	0	0	0	0	0	5	8	12	3	1	0	0	0	0	0	1
1645	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	32.8	36.9	0	0	0	0	0	1	5	3	5	0	1	0	0	0	0	1
1700	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.3	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0
1715	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	34.6	0	0	0	0	0	0	6	11	2	0	0	0	0	0	0	0
1730	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	28.4	32.5	0	0	0	0	0	3	13	5	0	0	0	0	0	0	0	0
1745	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	30.9	36.2	0	0	0	0	1	0	6	7	2	0	0	0	0	0	0	0
1800	32	29	1	1	0	0	0	0	0	0	0	0	0	1	0	29.9	35.1	0	0	0	0	0	3	12	13	3	1	0	0	0	0	0	1
1815	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1830	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	35.9	0	0	0	0	0	1	7	6	2	1	0	0	0	0	0	1
1845	30	26	0	2	1	0	0	0	0	0	0	0	0	1	0	31.9	36.2	0	0	0	0	0	1	11	12	4	2	0	0	0	0	0	2
1900	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	31.8	37.1	0	0	0	0	0	1	4	7	3	1	0	0	0	0	0	1
1915	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	2	4	3	0	1	0	0	0	0	1
1930	16	14	1	0	0	0	0	0	0	0	0	0	0	1	0	29.4	35.3	0	0	0	0	3	1	1	9	2	0	0	0	0	0	0	0
1945	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	30.1	35.6	0	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	35.7	0	0	0	0	0	0	5	7	4	0	0	0	0	0	0	0
2015	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34	0	0	0	0	0	0	5	7	1	0	0	0	0	0	0	0
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	1
2045	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34	42.4	0	0	0	0	0	0	2	8	1	1	1	0	0	0	0	2
2100	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	32.7	-	0	0	0	0	0	2	1	2	3	0	1	0	0	0	0	1
2115	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0
2130	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0
2145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	1
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	1
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2230	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	1
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
07-19	**1065**	**978**	**6**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**25**	**10**	**29.8**	**33.9**	**0**	**0**	**0**	**12**	**110**	**442**	**392**	**95**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**14**
06-22	**1195**	**1096**	**7**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.1**	**34.2**	**0**	**0**	**0**	**15**	**116**	**472**	**449**	**121**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**22**
06-00	**1219**	**1120**	**7**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.1**	**34.3**	**0**	**0**	**0**	**15**	**117**	**479**	**456**	**126**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**26**
00-00	**1249**	**1148**	**7**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.3**	**34.6**	**0**	**0**	**0**	**15**	**119**	**484**	**466**	**129**	**25**	**8**	**2**	**1**	**0**	**0**	**0**	**36**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

10 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0615	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
0630	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	1
0715	19	16	2	1	0	0	0	0	0	0	0	0	0	0	0	29.6	34.9	0	0	0	0	3	6	8	2	0	0	0	0	0	0	0	0
0730	25	21	0	3	1	0	0	0	0	0	0	0	0	0	0	32	37.4	0	0	0	0	0	9	10	5	1	0	0	0	0	0	0	1
0745	27	18	0	8	0	0	1	0	0	0	0	0	0	0	0	27.9	34.4	0	0	3	1	2	7	12	2	0	0	0	0	0	0	0	0
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0830	30	25	0	4	0	0	0	1	0	0	0	0	0	0	0	31.2	35.2	0	0	0	0	2	10	14	4	0	0	0	0	0	0	0	0
0845	32	27	1	3	1	0	0	0	0	0	0	0	0	0	0	27.3	31.9	0	0	1	4	3	11	13	0	0	0	0	0	0	0	0	0
0900	22	16	0	4	0	1	1	0	0	0	0	0	0	0	0	32.1	35.5	0	0	0	0	0	5	13	3	1	0	0	0	0	0	0	1
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0930	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	29.1	32.5	0	0	0	1	1	5	8	1	0	0	0	0	0	0	0	0
0945	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	29.5	33.3	0	0	0	0	3	10	13	1	0	0	0	0	0	0	0	0
1000	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	31.3	33.7	0	0	0	0	0	7	20	1	0	0	0	0	0	0	0	0
1015	21	16	0	4	0	0	0	0	0	0	0	0	0	1	0	29.1	32.1	0	0	0	0	3	10	8	0	0	0	0	0	0	0	0	0
1030	23	20	0	2	0	0	0	0	0	0	0	0	0	1	0	30.7	34.2	0	0	0	0	0	9	12	2	0	0	0	0	0	0	0	0
1045	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	29.8	32	0	0	0	0	1	14	10	0	1	0	0	0	0	0	0	1
1100	20	16	0	3	0	0	0	0	0	0	0	0	0	1	0	27.4	31	0	0	0	0	4	13	3	0	0	0	0	0	0	0	0	0
1115	27	23	0	2	0	0	0	1	0	0	0	0	0	0	1	30.4	36.1	0	0	0	1	1	11	9	5	0	0	0	0	0	0	0	0
1130	37	28	0	8	0	0	0	0	0	0	0	0	0	1	0	29.9	33.4	0	0	0	0	2	18	16	1	0	0	0	0	0	0	0	1
1145	35	31	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	33.7	0	0	0	1	4	19	8	2	1	0	0	0	0	0	0	1
1200	26	21	0	5	0	0	0	0	0	0	0	0	0	0	0	30	33	0	0	0	0	2	10	14	0	0	0	0	0	0	0	0	0
1215	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	29.6	33.9	0	0	0	0	1	17	9	2	0	0	0	0	0	0	0	0
1230	42	35	0	6	0	0	0	0	0	0	0	0	0	1	0	28.3	31.1	0	0	0	0	5	29	7	1	0	0	0	0	0	0	0	0
1245	36	32	0	2	0	0	0	0	0	0	0	0	0	2	0	30.1	34.6	0	0	0	0	3	15	14	4	0	0	0	0	0	0	0	0
1300	40	33	1	5	0	0	0	0	0	0	0	0	0	0	1	28.1	32.8	0	0	0	2	6	20	11	1	0	0	0	0	0	0	0	0
1315	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	25.9	32.7	0	0	3	0	2	9	7	0	0	0	0	0	0	0	0	0
1330	32	23	0	9	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	1	2	9	15	4	1	0	0	0	0	0	0	1
1345	29	18	0	8	0	0	0	2	0	0	0	0	0	1	0	28.8	33.6	0	0	0	0	6	13	9	0	1	0	0	0	0	0	0	1
1400	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	30	32.1	0	0	0	0	3	18	21	3	0	0	0	0	0	0	0	0
1415	29	26	0	2	0	1	0	0	0	0	0	0	0	0	0	29.8	33.1	0	0	0	0	3	12	13	1	0	0	0	0	0	0	0	0
1430	29	23	0	4	0	0	0	1	0	0	0	0	0	1	0	29.5	33.4	0	0	0	0	3	12	13	1	0	0	0	0	0	0	0	0
1445	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	33.7	0	0	0	0	3	17	14	3	0	0	0	0	0	0	0	0
1500	37	30	1	4	0	0	0	0	0	0	0	0	0	2	0	28.9	32.9	0	0	0	0	5	21	9	2	0	0	0	0	0	0	0	0
1515	41	36	0	3	0	0	0	0	0	0	0	0	0	1	1	30.6	34.9	0	0	0	1	2	14	20	4	0	0	0	0	0	0	0	0
1530	43	34	0	9	0	0	0	0	0	0	0	0	0	0	0	29.5	32.7	0	0	0	0	2	21	18	2	0	0	0	0	0	0	0	0
1545	29	24	0	4	0	0	0	0	0	0	0	0	0	0	1	28.4	32.8	0	0	0	1	6	12	9	1	0	0	0	0	0	0	0	0
1600	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	33.6	0	0	0	0	1	16	24	3	0	0	0	0	0	0	0	0
1615	53	47	0	5	0	0	0	1	0	0	0	0	0	0	0	30.1	32.9	0	0	0	0	2	23	27	1	0	0	0	0	0	0	0	0
1630	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	36.1	0	0	0	0	1	14	17	7	0	0	0	0	0	0	0	0
1645	55	50	1	3	0	0	0	0	0	0	0	0	0	1	0	30.5	35.3	0	0	0	0	7	16	23	8	0	1	0	0	0	0	0	1
1700	77	66	0	9	0	0	0	0	0	0	0	0	0	2	0	30.3	33.7	0	0	0	0	4	33	35	4	0	1	0	0	0	0	0	1
1715	67	63	0	4	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	2	32	29	3	1	0	0	0	0	0	0	1
1730	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.7	0	0	0	0	4	15	17	2	0	0	0	0	0	0	0	0
1745	39	33	0	5	0	0	0	0	0	0	0	0	0	1	0	30.5	33.6	0	0	0	0	0	19	15	5	0	0	0	0	0	0	0	0
1800	49	45	0	2	0	0	0	0	0	0	0	0	0	2	0	31.1	35.3	0	0	0	0	0	21	21	7	0	0	0	0	0	0	0	0
1815	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	4	6	16	2	1	0	0	0	0	0	0	1
1830	36	35	0	0	0	0	0	0	0	0	0	0	0	0	1	28.4	32.4	0	0	0	0	10	9	16	1	0	0	0	0	0	0	0	0
1845	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.9	0	0	0	0	1	6	11	4	1	0	0	0	0	0	0	1
1900	24	19	0	3	0	0	0	0	0	0	0	0	0	2	0	33.2	36.9	0	0	0	0	0	4	14	6	0	0	0	0	0	0	0	0
1915	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5	0	0	0	0	0	7	7	2	2	0	0	0	0	0	0	2
1930	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.9	0	0	0	0	3	2	4	4	0	0	0	0	0	0	0	0
1945	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	44.4	0	0	0	0	0	0	8	3	0	2	0	0	0	0	0	2
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.1	0	0	0	0	1	5	5	3	0	0	0	0	0	0	0	0
2015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2115	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0
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2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	1
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2245	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1612**	**1377**	**7**	**189**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**21**	**5**	**29.9**	**33.7**	**0**	**0**	**7**	**13**	**127**	**666**	**668**	**118**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**
06-22	**1753**	**1506**	**7**	**199**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**135**	**696**	**732**	**150**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**20**
06-00	**1775**	**1527**	**7**	**200**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**138**	**702**	**739**	**155**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**
00-00	**1786**	**1534**	**7**	**204**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**139**	**704**	**743**	**159**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

11 July 2023

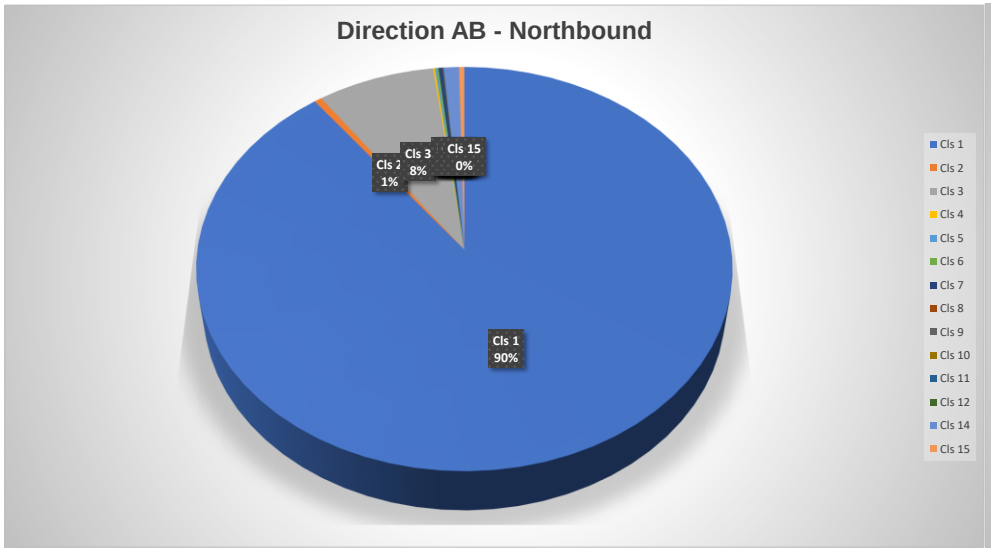
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
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0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0545	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
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0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0630	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0
0645	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	37	0	0	0	0	0	3	7	4	0	0	0	0	0	0	0	0
0700	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.8	0	0	0	0	0	5	4	1	1	0	0	0	0	0	0	1
0715	21	14	0	7	0	0	0	0	0	0	0	0	0	0	0	32.1	35.7	0	0	0	0	0	6	11	4	0	0	0	0	0	0	0	0
0730	23	18	1	4	0	0	0	0	0	0	0	0	0	0	0	30.9	34.6	0	0	0	0	1	7	13	2	0	0	0	0	0	0	0	0
0745	41	32	0	8	0	0	0	1	0	0	0	0	0	0	0	29.7	34.8	0	0	0	1	1	25	9	4	1	0	0	0	0	0	0	1
0800	25	22	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33	0	0	0	0	0	15	8	2	0	0	0	0	0	0	0	0
0815	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	36.1	0	0	0	0	0	7	21	9	1	0	0	0	0	0	0	1
0830	33	26	2	4	1	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	3	9	17	3	1	0	0	0	0	0	0	1
0845	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	35	0	0	0	1	0	10	15	4	0	0	0	0	0	0	0	0
0900	27	21	1	4	0	0	0	1	0	0	0	0	0	0	0	30.5	34.5	0	0	0	0	1	9	15	2	0	0	0	0	0	0	0	0
0915	24	19	0	4	0	0	0	0	0	0	0	0	0	0	1	31.3	35.1	0	0	0	0	2	6	13	3	0	0	0	0	0	0	0	0
0930	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	34.2	0	0	0	0	5	9	12	2	0	0	0	0	0	0	0	0
0945	28	24	0	3	0	0	1	0	0	0	0	0	0	0	0	28.4	33.2	0	0	0	0	6	13	7	2	0	0	0	0	0	0	0	0
1000	19	13	0	4	1	0	0	1	0	0	0	0	0	0	0	27.2	30.8	0	0	0	0	5	10	3	1	0	0	0	0	0	0	0	0
1015	23	17	0	6	0	0	0	0	0	0	0	0	0	0	0	30.2	36.1	0	0	0	0	3	9	6	5	0	0	0	0	0	0	0	0
1030	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	34.3	0	0	0	0	5	3	6	1	0	0	0	0	0	0	0	0
1045	30	24	0	4	0	1	0	0	0	0	0	0	0	0	1	28.7	31.8	0	0	0	0	2	18	8	1	1	0	0	0	0	0	0	1
1100	33	30	1	2	0	0	0	0	0	0	0	0	0	0	0	29.6	35.1	0	0	0	0	3	17	8	5	0	0	0	0	0	0	0	0
1115	25	22	0	1	0	1	0	0	0	0	0	0	0	0	1	28.7	33.1	0	0	0	2	1	12	9	1	0	0	0	0	0	0	0	0
1130	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	32.8	0	0	0	0	2	10	9	1	0	0	0	0	0	0	0	0
1145	38	33	1	3	0	0	1	0	0	0	0	0	0	0	0	29.7	32.8	0	0	0	0	4	15	18	1	0	0	0	0	0	0	0	0
1200	37	30	0	6	1	0	0	0	0	0	0	0	0	1	0	29.8	33.9	0	0	0	0	4	12	18	2	1	0	0	0	0	0	0	1
1215	37	33	0	2	1	0	0	0	0	0	0	0	0	0	1	28.7	33.1	0	0	0	0	1	6	13	16	1	0	0	0	0	0	0	0
1230	29	26	0	2	1	0	0	0	0	0	0	0	0	0	0	28.6	32.5	0	0	0	0	4	15	9	1	0	0	0	0	0	0	0	0
1245	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	35.1	0	0	0	0	6	7	4	3	0	0	0	0	0	0	0	0
1300	26	22	0	3	0	0	0	0	0	0	0	0	0	0	1	28.7	33.2	0	0	0	0	6	10	9	1	0	0	0	0	0	0	0	0
1315	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	31.8	0	0	0	0	1	12	2	1	0	0	0	0	0	0	0	0
1330	36	32	2	2	0	0	0	0	0	0	0	0	0	0	0	30.2	32.5	0	0	0	0	2	12	20	2	0	0	0	0	0	0	0	0
1345	28	24	0	3	0	0	0	0	0	0	0	0	1	0	0	30.9	34.8	0	0	0	0	1	14	9	4	0	0	0	0	0	0	0	0
1400	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	27.1	32.7	0	0	1	6	4	11	11	3	0	0	0	0	0	0	0	0
1415	31	22	1	6	0	0	0	0	0	0	0	0	2	0	0	28.6	33.8	0	0	0	0	7	14	7	3	0	0	0	0	0	0	0	0
1430	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	1	11	17	3	0	0	0	0	0	0	0	0
1445	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	31.1	35.1	0	0	0	0	1	17	16	6	0	0	0	0	0	0	0	0
1500	44	38	1	5	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	0	1	3	21	16	3	0	0	0	0	0	0	0	0
1515	46	43	1	2	0	0	0	0	0	0	0	0	0	0	0	30.6	35.6	0	0	0	0	2	20	17	7	0	0	0	0	0	0	0	0
1530	44	40	0	3	1	0	0	0	0	0	0	0	0	0	0	30.2	34.2	0	0	0	1	3	16	20	4	0	0	0	0	0	0	0	0
1545	36	29	0	5	1	0	0	0	0	0	0	0	1	0	0	28.7	33.6	0	0	0	0	8	15	10	2	1	0	0	0	0	0	0	1
1600	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	6	13	20	5	1	0	0	0	0	0	0	1
1615	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	35.6	0	0	0	0	8	7	29	11	1	0	0	0	0	0	0	1
1630	41	34	0	7	0	0	0	0	0	0	0	0	0	0	0	30.7	33.7	0	0	0	0	1	19	19	2	0	0	0	0	0	0	0	0
1645	55	49	0	5	0	0	0	0	0	0	0	0	1	0	0	29.4	33	0	0	0	0	3	33	17	2	0	0	0	0	0	0	0	0
1700	68	60	0	7	0	0	0	0	0	0	0	0	1	0	0	31.2	35	0	0	0	0	0	32	27	8	1	0	0	0	0	0	0	1
1715	64	58	1	5	0	0	0	0	0	0	0	0	0	0	0	31.7	34.9	0	0	0	0	1	16	39	8	0	0	0	0	0	0	0	0
1730	71	66	0	4	1	0	0	0	0	0	0	0	1	0	0	31.2	34.2	0	0	0	0	1	23	40	6	0	1	0	0	0	0	0	1
1745	81	76	0	4	0	0	0	0	0	0	0	0	1	0	0	30.5	33.4	0	0	0	0	4	31	40	5	1	0	0	0	0	0	0	1
1800	53	49	0	2	0	0	0	0	0	0	0	0	2	0	0	30.4	34.3	0	0	0	4	2	14	26	6	1	0	0	0	0	0	0	1
1815	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	36.4	0	0	0	0	0	9	11	6	1	0	0	0	0	0	0	1
1830	24	23	0	0	0	1	0	0	0	0	0	0	0	0	0	31.7	36.2	0	0	0	0	1	6	10	6	1	0	0	0	0	0	0	1
1845	27	24	0	1	0	0	0	1	0	0	0	0	0	0	1	29.8	33.4	0	0	0	1	0	15	8	2	1	0	0	0	0	0	0	1
1900	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1	0	0	0	0	0	6	2	5	0	0	0	0	0	0	0	0
1915	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	41.8	0	0	0	0	1	7	7	3	2	0	1	0	0	0	0	3
1930	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	37.3	0	0	0	0	2	6	5	7	1	0	0	0	0	0	0	1
1945	19	15	0	1	0	1	0	0	0	0	0	0	1	1	0	29.3	35.8	0	0	0	1	1	3	4	6	3	1	0	0	0	0	0	1
2000	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	31	35.1	0	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0
2015	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	1
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	1
2045	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	3	4	0	1	0	0	0	0	0	0	1
2115	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	42.1	0	0	0	0	0	3	10	0	3	0	0	0	0	0	0	3
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2145	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
2215	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	1
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07-19	**1684**	**1480**	**13**	**159**	**6**	**3**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**11**	**6**	**30.2**	**34.1**	**0**	**0**	**1**	**18**	**130**	**653**	**699**	**167**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
06-22	**1854**	**1637**	**14**	**168**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.4**	**34.4**	**0**	**0**	**2**	**19**	**136**	**699**	**768**	**203**	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**27**
06-00	**1879**	**1661**	**14**	**169**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.4**	**34.6**	**0**	**0**	**2**	**19**	**137**	**702**	**777**	**212**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**30**
00-00	**1894**	**1675**	**14**	**170**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.5**	**34.7**	**0**	**0**	**2**	**19**	**137**	**703**	**786**	**216**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**31**

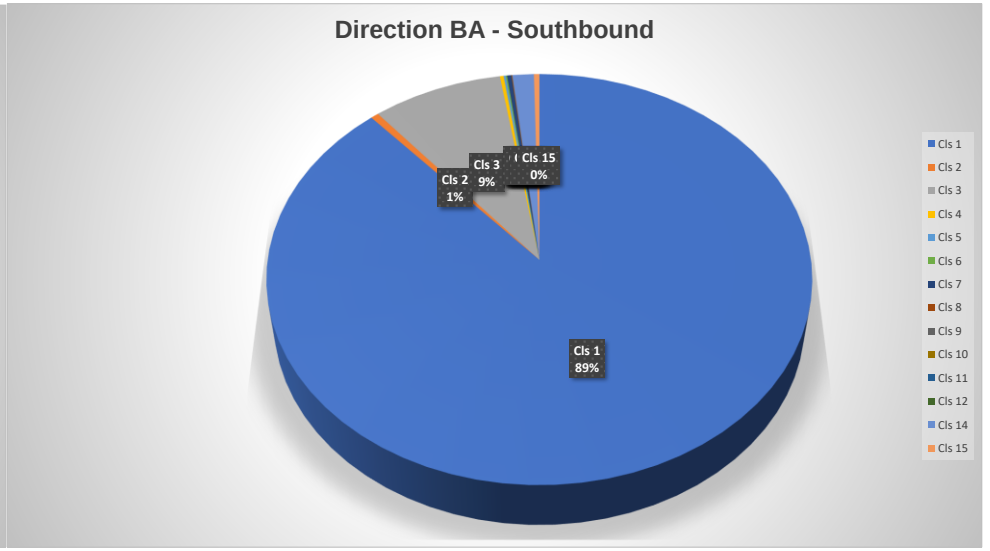
Project ID and Name: **IW0147 Thakeham**
Site No: **1**
Location Name **Storrington Road**
Direction: **AB (Northbound) + BA (Southbound)**

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (40mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	10918	229	**2%**
Direction BA - Southbound	12897	205	**2%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	9792	53	849	13	14	12	29	2	4	0	0	2	110	38
Vehicle Proportion - %	89.7%	0.5%	7.8%	0.1%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.3%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	11409	67	1092	31	18	11	36	5	2	1	0	0	179	46
Vehicle Proportion - %	88.5%	0.5%	8.5%	0.2%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.4%

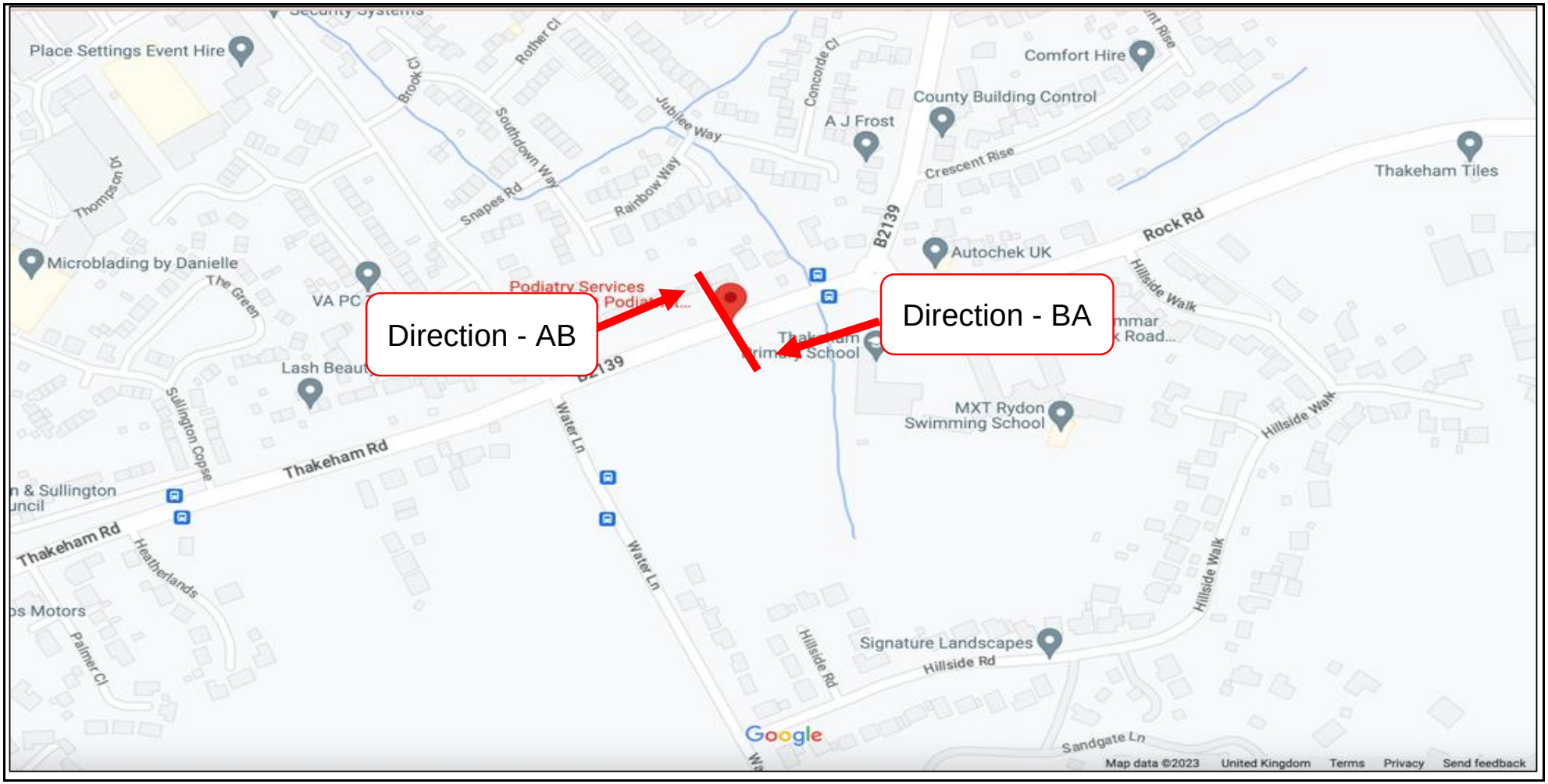




Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0147	Thakeham	Thakeham Road	50.923628, -0.437427	05/07/2023 - 11/07/2023	Wednesday - Tuesday	0000-0000hrs on each day



INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

05 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
0015	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	3
0345	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	3
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0430	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	8
0445	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-	0	0	0	0	0	2	1	0	2	0	1	0	0	0	0	0	4
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	5
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	5
0530	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	5
0545	21	15	0	2	2	0	0	0	0	0	0	0	0	2	0	30.9	36.4	0	0	0	0	2	7	7	4	1	0	0	0	0	0	0	0	12
0600	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	35.7	0	0	0	0	0	1	9	2	1	0	0	0	0	0	0	0	12
0615	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	36.8	0	0	0	0	1	3	7	4	0	0	0	0	0	0	0	0	11
0630	25	20	0	5	0	0	0	0	0	0	0	0	0	0	0	32.8	37.3	0	0	0	0	1	6	10	7	1	0	0	0	0	0	0	0	18
0645	30	24	0	3	1	0	0	0	0	0	0	0	0	2	0	32.2	37.2	0	0	0	0	0	9	15	6	0	0	0	0	0	0	0	0	21
0700	52	43	0	7	1	0	0	0	0	0	0	0	0	1	0	30	33	0	0	0	0	0	7	14	29	1	1	0	0	0	0	0	0	31
0715	70	58	0	10	1	0	0	0	0	0	0	0	0	1	0	29.7	34.3	0	0	0	0	0	3	0	34	25	8	0	0	0	0	0	0	33
0730	81	72	0	7	0	0	0	0	0	0	0	0	0	2	0	29.5	33	0	0	0	0	0	3	43	33	2	0	0	0	0	0	0	0	35
0745	102	87	0	13	0	0	0	1	0	0	0	0	0	1	0	29.1	33.6	0	0	0	0	1	11	51	31	8	0	0	0	0	0	0	0	39
0800	86	74	0	10	1	0	0	0	0	0	0	0	0	1	0	28.1	31.9	0	0	0	0	0	21	39	24	2	0	0	0	0	0	0	0	26
0815	89	77	2	8	1	0	0	0	0	0	0	0	0	1	0	28.8	33.3	0	0	0	0	1	11	47	23	7	0	0	0	0	0	0	0	30
0830	98	90	0	7	1	0	0	0	0	0	0	0	0	0	0	27.5	31.1	0	0	0	0	1	22	57	16	2	0	0	0	0	0	0	0	18
0845	91	85	0	5	0	1	0	0	0	0	0	0	0	0	0	27.1	31	0	0	0	0	1	27	35	28	0	0	0	0	0	0	0	0	28
0900	80	77	0	2	0	0	0	0	0	0	0	0	0	1	0	26.8	31.2	0	0	0	0	1	25	38	14	2	0	0	0	0	0	0	0	16
0915	38	30	2	6	0	0	0	0	0	0	0	0	0	0	0	28.7	33.4	0	0	0	0	0	8	14	13	3	0	0	0	0	0	0	0	16
0930	44	38	0	6	0	0	0	0	0	0	0	0	0	0	0	28.5	31.8	0	0	0	0	0	9	15	18	2	0	0	0	0	0	0	0	20
0945	55	47	0	7	0	1	0	0	0	0	0	0	0	0	0	28.6	32.4	0	0	2	1	3	26	23	0	0	0	0	0	0	0	0	0	23
1000	50	43	1	5	0	0	0	0	0	0	0	0	0	1	0	28.7	31.2	0	0	0	1	3	33	9	4	0	0	0	0	0	0	0	0	13
1015	49	46	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	33	0	0	0	1	12	22	11	2	1	0	0	0	0	0	0	0	14
1030	51	44	0	4	0	0	1	1	0	0	0	0	0	0	1	28.1	31.9	0	0	0	0	2	10	22	13	3	1	0	0	0	0	0	0	17
1045	41	36	0	4	0	0	0	1	0	0	0	0	0	0	0	28.7	32.3	0	0	0	0	0	6	23	10	2	0	0	0	0	0	0	0	12
1100	53	44	1	6	0	0	0	0	0	2	0	0	0	0	0	29	32.4	0	0	0	0	0	5	29	16	3	0	0	0	0	0	0	0	19
1115	43	38	0	3	0	0	0	1	0	0	1	0	0	0	0	28.5	32.4	0	0	0	0	0	7	24	10	2	0	0	0	0	0	0	0	12
1130	37	32	0	5	0	0	0	0	0	0	0	0	0	0	0	29	34.1	0	0	0	0	3	2	18	11	3	0	0	0	0	0	0	0	14
1145	52	48	0	4	0	0	0	0	0	0	0	0	0	0	0	28.9	32.7	0	0	0	1	8	24	14	3	2	0	0	0	0	0	0	0	19
1200	46	42	0	3	1	0	0	0	0	0	0	0	0	0	0	30.3	34.4	0	0	0	0	2	21	17	6	0	0	0	0	0	0	0	0	23
1215	33	27	0	4	0	2	2	0	0	0	0	0	0	0	0	30.2	33.5	0	0	0	0	3	12	15	3	0	0	0	0	0	0	0	0	18
1230	43	35	0	7	0	0	0	1	0	0	0	0	0	0	0	28.3	33.6	0	0	0	1	1	5	22	11	3	0	0	0	0	0	0	0	14
1245	37	31	1	5	0	0	0	0	0	0	0	0	0	0	0	29.8	33.8	0	0	0	0	0	2	20	13	2	0	0	0	0	0	0	0	15
1300	66	56	0	7	0	0	0	1	0	0	0	0	0	0	2	28	33.3	0	0	0	0	6	8	31	18	3	0	0	0	0	0	0	0	21
1315	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	28.7	32	0	0	0	0	0	8	21	13	3	0	0	0	0	0	0	0	16
1330	34	26	0	7	1	0	0	0	0	0	0	0	0	0	0	32.3	36.8	0	0	0	0	0	0	8	19	6	1	0	0	0	0	0	0	26
1345	83	76	0	5	0	1	1	0	0	0	0	0	0	0	0	29.1	33.4	0	0	0	0	0	9	48	20	5	1	0	0	0	0	0	0	26
1400	54	39	0	12	0	0	0	0	0	0	0	0	0	2	1	29	32.3	0	0	0	0	0	8	25	19	2	0	0	0	0	0	0	0	21
1415	48	36	0	8	0	2	0	0	0	1	0	0	0	1	0	30.4	33.9	0	0	0	0	0	1	19	22	6	0	0	0	0	0	0	0	28
1430	41	37	0	2	0	0	0	1	0	0	0	0	0	1	0	29.9	35.6	0	0	0	0	0	11	18	5	6	1	0	0	0	0	0	0	12
1445	50	43	1	4	0	0	0	0	0	1	0	0	0	0	1	30.2	34.1	0	0	0	1	0	2	24	17	3	3	0	0	0	0	0	0	23
1500	51	48	1	2	0	0	0	0	0	0	0	0	0	0	0	29.5	34	0	0	0	0	0	8	23	15	5	0	0	0	0	0	0	0	20
1515	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	29	32.9	0	0	0	0	1	6	33	14	4	1	0	0	0	0	0	0	19
1530	49	45	0	2	0	0	0	1	0	0	1	0	0	0	0	29.5	33.4	0	0	0	0	0	6	24	14	4	1	0	0	0	0	0	0	19
1545	45	43	0	1	0	0	0	0	0	0	0	0	0	0	1	29.2	34.1	0	0	0	0	1	4	23	12	5	0	0	0	0	0	0	0	17
1600	63	57	0	5	0	0	0	0	0	0	0	0	0	0	1	28.3	33.2	0	0	0	2	3	7	29	16	6	0	0	0	0	0	0	0	22
1615	61	51	0	8	0	0	0	0	0	0	0	0	0	2	0	28.2	32.8	0	0	0	1	2	8	29	19	2	0	0	0	0	0	0	0	21
1630	52	48	0	3	0	0	0	0	0	0	0	0	0	1	0	31.3	34.3	0	0	0	0	0	0	19	28	5	0	0	0	0	0	0	0	33
1645	86	80	1	5	0	0	0	0	0	0	0	0	0	0	0	26.8	32.1	0	0	0	0	7	26	30	18	5	0	0	0	0	0	0	0	23
1700	77	74	0	3	0	0	0	0	0	0	0	0	0	0	0	29.7	33.4	0	0	0	0	0	2	47	23	5	0	0	0	0	0	0	0	28
1715	60	53	1	5	0	0	0	0	0	0	0	0	0	1	0	30.1	34.9	0	0	0	0	0	6	25	21	7	1	0	0	0	0	0	0	29
1730	55	47	0	5	0	0	0	0	0	0	0	0	0	1	1	27.4	32	0	0	0	0	4	12	22	15	1	1	0	0	0	0	0	0	17
1745	61	53	1	6	0	0	0	0	0	0	0	0	0	1	0	28.9	31.8	0	0	0	0	1	11	23	20	6	0	0	0	0	0	0	0	26
1800	52	48	0	3	0	0	0	0	0	0	0	0	0	1	0	29.5	34.3	0	0	0	0	0	3	26	18	5	0	0	0	0	0	0	0	23
1815	42	37	1	3	0	0	0	0	0	0	0	0	0	1	0	29.2	32.2	0	0	0	0	1	2	23	14	2	0	0	0	0	0	0	0	16
1830	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	30.4	34.7	0	0	0	0	0	3	23	19	4	2	1	0	0	0	0	0	26
1845	29	26	1	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1	0	0	0	0	0	1	12	11	3	1	1	0	0	0	0	0	16
1900	36	33	1	2	0	0	0	0	0	0	0	0	0	0	0	30.2	33	0	0	0	0	0	0	17	16	3	0	0	0	0	0	0	0	19
1915	27	23	0	3	0	0	0	0	0	0	0	0	0	0	1	28.6	33.4	0	0	0	0	0	8	7	9	3	0	0	0	0	0	0	0	12
1930	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	36.9	0	0	0	0	0	1	9	13	6	0	0	0	0	0	0	0	19
1945	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	36.3	0	0	0	0	0	0	11	11	4	0	0	0	0	0	0	0	15
2000	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	31	37.5	0	0	0	0	0	3	14	14	4	1	1	0	0	0	0	0	20
2015	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	38.4	0	0	0	0	0	2	5	10	6	1	0	0	0	0	0	0	17
2030	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	31	36.3	0	0	0	0	0	3	7	8	4	2	0	0	0	0	0	0	14
2045	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	33.3	0	0	0	0	0	5	9	6	1	0	0	0	0	0	0	0	7
2100	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	39.2	0	0	0	0	0	0	9	4	6	1	0	1	0	0	0	0	12
2115	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	31.5	37.6	0	0	0	0	0	1	8	7	3	1	0	0	0	0	0	0	11
2130	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	35.7	0	0	0	0	0	4	5	9	2	2	0	0	0	0	0	0	13
2145	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.4	0	0	0	0	0	2	3	7	5	1	0	0	0	0	0	0	13
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
2215	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32	35.9	0	0	0	0	0	0	4	6	1	0	1	0	0	0	0	0	8
2230	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.3	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	5
2245	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	3
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
2330	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	24	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**2736**	**2412**	**14**	**250**	**7**	**7**	**2**	**9**	**0**	**6**	**0**	**0**	**0**	**21**	**8**	**28.9**	**33**	**0**	**0**	**10**	**41**	**364**	**1288**	**837**	**176**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1033**
06-22	**3124**	**2763**	**15**	**281**	**8**	**7**	**2**	**9**	**0**	**6**	**0**	**0**	**0**	**24**	**9**	**29.2**	**33.4**	**0**	**0**	**10**	**41**	**395**	**1411**	**992**	**242**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**1267**
06-00	**3168**	**2804**	**15**	**283**	**8**	**7**	**2**	**9**	**0**	**6**	**0**	**0**	**0**	**24**	**10**	**29.2**	**33.4**	**0**	**0**	**10**	**42**	**397**	**1428**	**1011**	**246**	**29**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**1291**
00-00	**3264**	**2884**	**15**	**295**	**10**	**7**	**2**	**9**	**0**	**6**	**0**	**0**	**0**	**26**	**10**	**29.3**	**33.6**	**0**	**0**	**10**	**42**	**403**	**1454**	**1043**	**270**	**36**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1355**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

06 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	34.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0145	4	3	0	0	0	0	0	1	0	0	0	0	0	0	0	35.9	-	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
0200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	19.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
0330	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
0345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
0430	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
0500	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	5
0515	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
0530	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.9	0	0	0	0	0	0	4	6	2	0	0	0	0	0	0	0	8
0545	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	-	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	6
0600	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1	42.1	0	0	0	0	0	2	9	1	3	0	0	0	0	0	0	0	13
0615	22	17	0	4	1	0	0	0	0	0	0	0	0	0	0	30.8	36.3	0	0	0	0	1	2	3	11	5	0	0	0	0	0	0	0	16
0630	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	32.1	37.1	0	0	0	0	0	0	9	8	6	0	0	0	0	0	0	0	14
0645	31	26	0	4	0	0	0	0	0	0	0	0	0	1	0	31.1	34.9	0	0	0	0	0	0	15	12	3	1	0	0	0	0	0	0	16
0700	51	45	0	6	0	0	0	0	0	0	0	0	0	0	0	31.8	35.1	0	0	0	0	0	0	15	29	5	2	0	0	0	0	0	0	36
0715	65	55	0	10	0	0	0	0	0	0	0	0	0	0	0	30.9	34.8	0	0	0	0	0	5	21	30	9	0	0	0	0	0	0	0	39
0730	72	57	0	13	0	0	0	0	0	1	0	0	0	1	0	31.2	34.8	0	0	0	0	0	4	26	33	8	1	0	0	0	0	0	0	42
0745	88	73	0	10	0	1	0	0	0	2	0	0	0	2	0	30	34	0	0	0	0	2	3	43	30	9	1	0	0	0	0	0	0	40
0800	90	76	0	9	0	0	0	0	0	0	0	0	0	3	2	27	31.5	0	0	0	1	4	19	44	20	2	0	0	0	0	0	0	0	22
0815	101	91	0	8	0	1	1	0	0	0	0	0	0	1	0	26.8	31.6	0	0	0	1	2	28	46	21	2	0	1	0	0	0	0	0	24
0830	110	100	0	9	1	0	0	0	0	0	0	0	0	1	0	26.7	30.9	0	0	0	1	5	30	53	18	3	0	0	0	0	0	0	0	21
0845	76	67	0	9	0	0	0	0	0	0	0	0	0	0	0	29.7	34.1	0	0	0	0	2	9	26	32	5	2	0	0	0	0	0	0	39
0900	49	43	0	5	0	0	0	0	0	0	0	0	0	0	1	30.9	34.1	0	0	0	0	0	2	18	26	2	1	0	0	0	0	0	0	29
0915	41	35	0	5	0	0	0	0	0	0	0	0	0	0	1	29.5	33.3	0	0	1	0	0	2	18	17	2	1	0	0	0	0	0	0	20
0930	64	56	0	7	0	0	0	0	0	0	0	0	0	1	0	28.6	32.4	0	0	0	1	1	5	33	22	2	0	0	0	0	0	0	0	24
0945	39	34	0	5	0	0	0	0	0	0	0	0	0	0	0	28.7	32.8	0	0	0	0	0	8	19	10	1	1	0	0	0	0	0	0	12
1000	47	41	0	6	0	0	0	0	0	0	0	0	0	0	0	28.7	33.2	0	0	0	0	0	8	22	13	4	0	0	0	0	0	0	0	17
1015	52	44	0	5	0	0	0	0	0	0	0	0	0	0	3	28.9	33.6	0	0	0	0	3	4	22	22	1	0	0	0	0	0	0	0	23
1030	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	28	33.4	0	0	0	0	2	8	15	12	2	0	0	0	0	0	0	0	14
1045	43	38	0	4	0	0	0	0	0	0	0	0	0	0	1	27.5	33.7	0	0	0	2	3	6	19	7	6	0	0	0	0	0	0	0	13
1100	44	37	0	6	0	0	0	0	0	0	0	0	0	1	0	29	32.7	0	0	0	0	1	7	17	17	1	0	1	0	0	0	0	0	19
1115	41	34	0	6	0	1	0	0	0	0	0	0	0	0	0	28.1	32.9	0	0	0	0	1	9	16	13	2	0	0	0	0	0	0	0	15
1130	35	31	1	3	0	0	0	0	0	0	0	0	0	0	0	28.5	32.8	0	0	0	0	0	7	14	13	1	0	0	0	0	0	0	0	14
1145	56	51	0	5	0	0	0	0	0	0	0	0	0	0	0	30.4	33.8	0	0	0	0	1	2	24	23	5	1	0	0	0	0	0	0	29
1200	53	44	0	8	0	0	0	0	0	0	0	0	0	1	0	28	32.1	0	0	0	0	2	8	25	17	1	0	0	0	0	0	0	0	18
1215	57	49	0	7	0	0	0	0	0	0	0	0	0	1	0	29	32.1	0	0	0	0	1	7	25	21	3	0	0	0	0	0	0	0	24
1230	44	40	0	3	1	0	0	0	0	0	0	0	0	0	0	29.5	34.1	0	0	0	1	1	4	17	19	2	0	0	0	0	0	0	0	21
1245	55	48	1	5	0	0	0	0	0	0	0	0	0	1	0	29.7	34.3	0	0	0	0	1	4	24	21	3	2	0	0	0	0	0	0	26
1300	47	43	0	4	0	0	0	0	0	0	0	0	0	0	0	29.5	33	0	0	0	0	0	4	25	14	4	0	0	0	0	0	0	0	18
1315	34	30	0	3	0	0	0	0	0	0	0	0	0	1	0	30.3	34	0	0	0	0	0	2	16	15	1	0	0	0	0	0	0	0	16
1330	54	46	1	7	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	0	0	1	4	28	16	2	2	1	0	0	0	0	0	21
1345	50	40	1	9	0	0	0	0	0	0	0	0	0	0	0	28.3	32.3	0	0	0	0	0	10	26	12	2	0	0	0	0	0	0	0	14
1400	45	35	0	8	0	2	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	0	5	19	18	3	0	0	0	0	0	0	0	21
1415	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4	0	0	0	0	0	1	18	13	2	2	0	0	0	0	0	0	17
1430	41	32	0	8	0	1	0	0	0	0	0	0	0	0	0	30.7	35	0	0	0	0	0	3	15	17	5	0	1	0	0	0	0	0	23
1445	57	49	0	7	0	0	0	0	0	0	0	0	0	1	0	28.9	33.4	0	0	0	0	1	6	34	11	5	0	0	0	0	0	0	0	16
1500	66	58	1	6	0	0	0	1	0	0	0	0	0	0	0	26.3	31.2	0	0	0	0	8	18	24	14	2	0	0	0	0	0	0	0	16
1515	56	51	0	5	0	0	0	0	0	0	0	0	0	0	0	29.2	32.3	0	0	0	0	0	5	28	22	0	1	0	0	0	0	0	0	23
1530	58	52	1	5	0	0	0	0	0	0	0	0	0	0	0	29.2	33.8	0	0	0	0	0	8	34	11	2	2	1	0	0	0	0	0	16
1545	54	49	1	4	0	0	0	0	0	0	0	0	0	0	0	29	32.6	0	0	0	0	1	5	29	15	4	0	0	0	0	0	0	0	19
1600	65	59	0	5	0	1	0	0	0	0	0	0	0	0	0	28.9	34.7	0	0	1	4	6	28	17	8	1	0	0	0	0	0	0	0	26
1615	60	50	1	7	1	0	0	0	0	0	0	0	0	0	1	30.8	34.6	0	0	0	0	1	0	25	28	5	0	1	0	0	0	0	0	34
1630	55	49	0	5	0	0	0	0	0	0	0	0	0	0	1	29.6	33.7	0	0	0	1	0	4	30	15	4	0	1	0	0	0	0	0	20
1645	57	53	0	2	0	1	0	0	0	0	0	0	0	1	0	30.9	34.6	0	0	0	0	0	3	24	22	6	1	1	0	0	0	0	0	30
1700	72	67	0	3	0	0	0	0	0	0	0	0	0	2	0	29.7	34.9	0	0	0	0	2	15	20	25	8	2	0	0	0	0	0	0	35
1715	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.3	0	0	0	0	0	2	25	13	4	0	0	0	0	0	0	0	17
1730	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	29.9	34.1	0	0	0	0	0	3	23	14	3	2	0	0	0	0	0	0	19
1745	53	49	1	3	0	0	0	0	0	0	0	0	0	0	0	31.4	34.4	0	0	0	0	0	0	17	29	7	0	0	0	0	0	0	0	36
1800	51	48	1	0	0	1	0	0	0	0	0	0	0	0	0	30.8	35.2	0	0	0	0	0	1	21	21	7	1	0	0	0	0	0	0	29
1815	49	39	1	6	0	0	0	1	0	0	0	0	0	1	1	28.5	32	0	0	0	0	0	5	28	15	1	0	0	0	0	0	0	0	16
1830	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	35	0	0	0	0	0	2	15	17	6	0	0	0	0	0	0	0	23
1845	45	41	0	2	0	0	0	0	0	1	0	0	0	1	0	30.5	35.9	0	0	0	0	0	4	18	16	6	1	0	0	0	0	0	0	23
1900	32	29	0	2	0	0	0	0	0	0	0	0	0	1	0	29.2	34.2	0	0	0	0	1	4	17	6	4	0	0	0	0	0	0	0	10
1915	29	25	0	3	0	0	0	0	0	0	0	0	0	1	0	29.5	36.1	0	0	0	0	0	3	14	7	4	1	0	0	0	0	0	0	12
1930	37	34	0	0	0	0	0	0	0	0	0	0	0	3	0	31.7	35.7	0	0	0	0	0	1	14	14	7	1	0	0	0	0	0	0	22
1945	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	36.5	0	0	0	0	1	3	8	10	5	1	0	0	0	0	0	0	16
2000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	33.8	0	0	0	1	2	3	7	7	1	0	0	0	0	0	0	0	8
2015	19	16	0	1	0	0	0	0	0	0	0	0	0	1	1	26.8	31.9	0	0	0	1	1	2	11	4	0	0	0	0	0	0	0	0	4
2030	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	38.5	0	0	0	0	0	0	3	5	6	0	0	0	0	0	0	0	11
2045	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	39.5	0	0	0	0	0	2	6	3	0	2	0	0	0	0	0	0	5
2100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.4	0	0	0	0	0	2	4	6	3	1	0	0	0	0	0	0	10
2115	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	32	41.1	0	0	0	0	1	0	5	7	1	2	1	0	0	0	0	0	11
2130	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	35.6	0	0	0	0	0	0	9	4	1	1	0	0	0	0	0	0	6
2145	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	0	6	3	1	0	0	0	0	0	0	0	4
2200	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	33.2	39.5	0	0	0	0	0	0	5	3	4	0	1	0	0	0	0	0	8
2215	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	4
2230	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	1	3	1	0	0	1	0	0	0	0	5
2245	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	2
2315	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	1	0	2	3	1	2	0	0	0	0	0	0	6
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
07-19	**2646**	**2323**	**11**	**263**	**3**	**9**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**20**	**11**	**29.3**	**33.4**	**0**	**1**	**9**	**49**	**306**	**1172**	**896**	**178**	**27**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1109**
06-22	**2988**	**2627**	**11**	**291**	**4**	**9**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**28**	**12**	**29.4**	**33.7**	**0**	**1**	**11**	**56**	**328**	**1305**	**1012**	**226**	**40**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1287**
06-00	**3044**	**2679**	**13**	**293**	**4**	**9**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**28**	**12**	**29.5**	**33.7**	**0**	**1**	**11**	**57**	**328**	**1327**	**1033**	**234**	**42**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**1320**
00-00	**3108**	**2731**	**13**	**301**	**5**	**9**	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**30**	**12**	**29.5**	**33.8**	**0**	**1**	**11**	**58**	**329**	**1341**	**1061**	**252**	**44**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**1368**

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

07 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	2
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0430	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	27	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0445	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	5
0530	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	2
0545	15	11	0	3	0	0	0	0	0	0	0	0	0	1	0	35	42.9	0	0	0	0	0	5	5	1	3	0	1	0	0	0	0	0	10
0600	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	2
0615	19	13	0	6	0	0	0	0	0	0	0	0	0	0	0	31	34.9	0	0	0	0	0	1	6	10	2	0	0	0	0	0	0	0	12
0630	22	17	0	5	0	0	0	0	0	0	0	0	0	0	0	32.1	35.2	0	0	0	0	0	0	5	13	3	0	1	0	0	0	0	0	17
0645	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	31.9	38.6	0	0	0	0	0	2	10	10	3	2	1	0	0	0	0	0	16
0700	35	27	0	8	0	0	0	0	0	0	0	0	0	0	0	31.3	34.7	0	0	0	0	0	2	10	19	3	1	0	0	0	0	0	0	23
0715	40	31	1	7	0	0	0	0	0	0	1	0	0	0	0	31.8	36.8	0	0	0	0	0	1	11	17	9	1	0	0	0	0	0	0	27
0730	68	58	0	8	0	0	0	0	0	1	0	0	0	1	0	30.8	34.7	0	0	0	0	0	4	24	32	6	2	0	0	0	0	0	0	40
0745	64	54	0	9	0	0	0	0	0	0	0	0	0	0	1	30.6	35	0	0	0	1	5	24	25	6	3	0	0	0	0	0	0	0	34
0800	65	58	0	7	0	0	0	0	0	0	0	0	0	0	0	29.7	33	0	0	0	0	5	32	23	5	0	0	0	0	0	0	0	0	28
0815	75	67	0	7	0	0	0	0	0	0	0	0	0	1	0	29.1	32.8	0	0	0	0	1	2	47	22	3	0	0	0	0	0	0	0	25
0830	71	65	0	6	0	0	0	0	0	0	0	0	0	0	0	27.5	31.9	0	0	0	0	3	17	31	19	1	0	0	0	0	0	0	0	20
0845	60	52	0	6	0	0	0	1	0	0	0	0	0	0	1	30	34	0	0	1	0	4	28	19	8	0	0	0	0	0	0	0	0	27
0900	54	47	0	5	0	0	0	0	0	0	0	0	0	1	1	30.2	35.4	0	0	0	1	2	28	14	8	1	0	0	0	0	0	0	0	23
0915	55	51	0	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.3	0	0	0	0	2	31	17	5	0	0	0	0	0	0	0	0	22
0930	49	45	0	3	0	0	0	0	0	0	0	0	0	1	0	28.7	32.9	0	0	1	1	5	25	14	3	0	0	0	0	0	0	0	0	17
0945	57	48	1	7	0	0	0	0	0	0	0	0	0	0	1	29.5	33.3	0	0	0	3	4	25	22	2	0	0	1	0	0	0	0	0	25
1000	58	51	0	6	1	0	0	0	0	0	0	0	0	0	0	28.6	33.8	0	0	0	0	13	23	17	5	0	0	0	0	0	0	0	0	22
1015	42	38	0	4	0	0	0	0	0	0	0	0	0	0	0	29.9	34	0	0	0	0	3	18	18	3	0	0	0	0	0	0	0	0	21
1030	60	55	0	4	0	0	0	0	0	0	0	0	0	0	1	27.6	31.5	0	0	0	0	13	31	15	1	0	0	0	0	0	0	0	0	16
1045	43	38	0	4	0	0	0	0	0	0	0	0	0	1	0	28.4	31.7	0	0	0	0	6	24	11	2	0	0	0	0	0	0	0	0	13
1100	61	50	0	7	0	1	0	0	0	0	0	0	0	2	1	28.5	32.3	0	0	1	1	10	28	16	3	2	0	0	0	0	0	0	0	21
1115	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	29.5	35.5	0	0	0	1	1	23	11	7	0	0	0	0	0	0	0	0	18
1130	49	48	0	1	0	0	0	0	0	0	0	0	0	0	1	29.3	33.1	0	0	0	1	5	21	18	3	1	0	0	0	0	0	0	0	22
1145	55	51	0	3	0	0	0	0	0	0	0	0	0	1	0	29.6	33.4	0	0	0	0	6	26	19	3	0	1	0	0	0	0	0	0	23
1200	52	44	1	4	1	0	0	0	0	0	0	0	0	2	0	29.5	33	0	0	0	0	3	26	21	2	0	0	0	0	0	0	0	0	23
1215	62	55	0	4	0	0	0	0	0	0	0	0	0	3	0	28.8	33.4	0	0	0	0	9	29	21	3	0	0	0	0	0	0	0	0	24
1230	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	29.6	33.1	0	0	0	0	5	27	21	2	2	0	0	0	0	0	0	0	25
1245	60	54	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	32.8	0	0	0	0	5	25	27	3	0	0	0	0	0	0	0	0	30
1300	55	48	1	5	0	0	0	0	0	0	0	0	0	0	1	27.8	31.6	0	1	0	0	13	27	10	2	1	1	0	0	0	0	0	0	14
1315	53	50	0	3	0	0	0	0	0	0	0	0	0	0	0	31	34.3	0	0	0	0	2	18	29	3	1	0	0	0	0	0	0	0	33
1330	42	35	0	5	0	1	0	0	0	0	0	0	0	1	0	30.1	34.4	0	0	0	0	1	24	12	5	0	0	0	0	0	0	0	0	17
1345	49	45	0	2	0	0	0	0	0	1	0	0	0	0	1	29	33.3	0	0	0	0	9	22	14	3	0	1	0	0	0	0	0	0	18
1400	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.2	0	0	0	0	3	6	16	5	0	0	0	0	0	0	0	0	21
1415	37	31	0	4	1	0	0	0	0	0	0	0	0	1	0	30.8	35.3	0	0	0	0	2	16	13	6	0	0	0	0	0	0	0	0	19
1430	48	40	0	4	0	2	0	0	0	0	1	0	0	1	0	28.2	34	0	0	0	1	5	4	21	12	4	0	1	0	0	0	0	0	17
1445	65	58	1	4	0	0	0	0	0	0	0	0	0	0	2	24.6	33.3	0	1	5	16	6	21	14	2	0	0	0	0	0	0	0	0	16
1500	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	27.9	34.3	0	0	0	0	19	23	13	4	0	0	0	0	0	0	0	0	17
1515	60	52	0	8	0	0	0	0	0	0	0	0	0	0	0	28.8	31.4	0	0	0	0	8	30	20	2	0	0	0	0	0	0	0	0	22
1530	61	55	0	5	0	0	0	0	0	0	0	0	0	0	1	28.7	32.4	0	0	1	0	7	33	15	5	0	0	0	0	0	0	0	0	20
1545	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	33	0	0	0	0	7	27	18	5	0	0	0	0	0	0	0	0	23
1600	63	53	0	8	0	0	0	0	0	0	0	0	0	2	0	29.9	34.5	0	0	0	1	8	23	25	6	0	0	0	0	0	0	0	0	31
1615	49	45	0	3	0	0	0	0	0	0	0	0	0	0	1	29.5	36	0	1	1	2	6	12	18	8	1	0	0	0	0	0	0	0	27
1630	69	65	1	3	0	1	0	0	0	0	0	0	0	0	0	29.5	34.1	0	1	0	0	8	30	23	5	1	1	0	0	0	0	0	0	30
1645	52	50	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	35.1	0	0	0	1	7	26	10	7	1	0	0	0	0	0	0	0	18
1700	87	81	0	5	0	0	0	0	0	0	0	0	0	1	0	31.3	35.5	0	0	0	0	7	23	43	11	1	2	0	0	0	0	0	0	57
1715	51	48	0	2	0	0	0	0	0	0	0	0	0	1	0	30.2	34	0	0	0	0	1	28	17	5	0	0	0	0	0	0	0	0	22
1730	51	46	0	4	0	0	0	0	0	0	0	0	0	1	0	30	35.6	0	0	0	0	1	8	14	20	7	1	0	0	0	0	0	0	28
1745	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	31	34.9	0	0	0	0	2	17	16	5	0	1	0	0	0	0	0	0	22
1800	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	35	0	0	0	1	3	16	15	4	2	0	0	0	0	0	0	0	21
1815	56	53	0	1	0	0	0	0	0	0	0	0	0	1	1	28.9	33	0	0	0	1	7	25	21	2	0	0	0	0	0	0	0	0	23
1830	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	34.8	0	0	0	1	7	13	17	4	2	0	0	0	0	0	0	0	23
1845	36	33	0	2	0	0	0	0	0	0	0	0	0	1	0	30.3	33.2	0	0	0	0	1	20	12	2	1	0	0	0	0	0	0	0	15
1900	37	33	1	3	0	0	0	0	0	0	0	0	0	0	0	30.3	34.4	0	0	0	0	3	15	14	5	0	0	0	0	0	0	0	0	19
1915	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	35.5	0	0	0	0	3	15	12	6	0	0	0	0	0	0	0	0	18
1930	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	33.6	40.1	0	0	0	0	1	5	12	3	2	1	0	1	0	0	0	0	19
1945	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	37	0	0	0	0	0	8	13	3	2	1	0	0	0	0	0	0	19
2000	31	25	0	3	0	0	0	0	0	0	0	0	0	0	3	29.3	36.3	0	0	1	2	1	13	9	3	2	0	0	0	0	0	0	0	14
2015	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	36	0	0	0	0	3	10	5	4	1	0	0	0	0	0	0	0	10
2030	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	37.5	0	0	0	0	0	11	6	2	1	0	0	0	0	0	0	0	9
2045	18	13	0	3	0	0	0	0	0	0	0	0	0	2	0	32.8	36.7	0	0	0	0	0	7	8	1	1	1	0	0	0	0	0	0	11
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.7	0	0	0	0	0	6	4	2	1	0	0	0	0	0	0	0	7
2115	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	33.9	0	0	0	0	4	5	8	2	0	0	0	0	0	0	0	0	10
2130	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	30.7	36	0	0	0	0	2	6	8	3	0	0	0	0	0	0	0	0	11
2145	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	32.7	0	0	0	0	1	6	6	0	0	0	0	0	0	0	0	0	6
2200	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	32.4	35.7	0	0	0	0	0	2	9	3	0	0	0	0	0	0	0	0	12
2215	13	12	0	0	0	0	0	0	0	0	0	0	0	1	0	34.4	42.3	0	0	0	0	0	4	5	1	2	1	0	0	0	0	0	0	9
2230	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	6
2245	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	4
2300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	3
2315	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	4
2330	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**2591**	**2318**	**6**	**219**	**3**	**4**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**23**	**13**	**29.4**	**33.7**	**0**	**4**	**11**	**43**	**278**	**1132**	**881**	**208**	**25**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**1123**
06-22	**2947**	**2628**	**7**	**259**	**3**	**4**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**25**	**16**	**29.6**	**33.9**	**0**	**4**	**12**	**45**	**301**	**1262**	**1021**	**250**	**37**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**1323**
06-00	**3010**	**2683**	**7**	**266**	**3**	**4**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**26**	**16**	**29.7**	**33.9**	**0**	**4**	**12**	**45**	**306**	**1282**	**1048**	**257**	**40**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**1361**
00-00	**3062**	**2725**	**7**	**274**	**3**	**4**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**28**	**16**	**29.7**	**33.9**	**0**	**4**	**12**	**45**	**308**	**1299**	**1066**	**262**	**49**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**1394**

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

08 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	1
0015	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0045	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	32.2	-	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2
0100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	1
0115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
0415	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0530	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0600	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	29.3	-	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	2
0615	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	1
0630	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	37.7	0	0	0	0	2	3	2	4	0	0	0	0	0	0	0	0	6
0645	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	3
0700	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	35.1	0	0	0	0	0	3	4	4	1	0	1	0	0	0	0	0	6
0715	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	35.2	0	0	0	0	0	0	2	9	2	0	0	0	0	0	0	0	11
0730	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	31	33.7	0	0	0	0	0	1	2	14	0	0	0	0	0	0	0	0	14
0745	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	35.7	0	0	0	0	0	0	10	5	3	0	0	0	0	0	0	0	8
0800	19	15	0	3	0	0	0	0	0	0	0	0	0	0	0	29.4	37.1	0	0	0	1	0	4	5	5	2	2	0	0	0	0	0	0	9
0815	28	26	0	1	1	0	0	0	0	0	0	0	0	0	0	31	34.6	0	0	0	0	0	2	8	14	3	0	1	0	0	0	0	0	18
0830	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	30	34.6	0	0	0	0	0	1	16	12	1	1	0	0	0	0	0	0	14
0845	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	36.1	0	0	0	0	0	1	20	5	6	0	0	0	0	0	0	0	11
0900	45	39	0	5	0	0	0	0	0	0	0	0	0	1	0	30	33.3	0	0	0	0	0	2	20	18	5	0	0	0	0	0	0	0	23
0915	35	32	1	1	0	0	0	0	0	0	0	0	0	1	0	30	33.9	0	0	0	0	0	1	19	12	3	0	0	0	0	0	0	0	15
0930	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.2	0	0	0	0	0	0	17	15	3	1	0	0	0	0	0	0	19
0945	37	32	0	2	0	0	0	1	0	0	0	0	0	2	0	30.4	34.1	0	0	1	0	1	14	18	3	0	0	0	0	0	0	0	0	21
1000	59	56	0	3	0	0	0	0	0	0	0	0	0	0	0	28.2	32.7	0	0	0	2	10	29	14	4	0	0	0	0	0	0	0	0	18
1015	39	37	0	1	0	0	0	0	0	0	0	0	0	0	1	29.5	34.2	0	0	0	0	1	2	21	11	3	1	0	0	0	0	0	0	15
1030	69	63	0	4	0	0	0	0	0	0	0	0	0	1	1	28.1	31.9	0	0	0	0	1	14	36	13	5	0	0	0	0	0	0	0	18
1045	47	40	0	3	0	0	0	0	0	0	0	0	0	0	4	27.3	31.8	0	0	0	3	1	10	18	13	0	1	1	0	0	0	0	0	15
1100	59	58	0	0	0	0	0	0	0	0	0	0	0	0	1	29.1	34.1	0	0	0	0	2	9	27	15	4	1	1	0	0	0	0	0	21
1115	55	48	0	6	0	0	0	0	0	0	0	0	0	0	1	27.7	32	0	0	0	0	0	8	34	13	0	0	0	0	0	0	0	0	13
1130	75	71	0	3	0	1	0	0	0	0	0	0	0	0	0	28.3	31.3	0	0	0	0	1	12	40	19	3	0	0	0	0	0	0	0	22
1145	56	52	0	3	0	0	0	0	0	0	0	0	0	1	0	29.6	33.1	0	0	0	0	0	7	27	17	4	1	0	0	0	0	0	0	22
1200	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	30.8	35.7	0	0	0	0	0	1	19	13	8	1	0	0	0	0	0	0	22
1215	52	44	0	8	0	0	0	0	0	0	0	0	0	0	0	28.8	33.1	0	0	0	0	0	1	6	26	15	4	0	0	0	0	0	0	19
1230	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	27.3	31.4	0	0	0	0	0	3	13	26	13	2	0	0	0	0	0	0	15
1245	48	47	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.7	0	0	0	0	1	3	18	19	5	2	0	0	0	0	0	0	26
1300	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	30.4	33.1	0	0	0	0	0	1	16	22	2	0	0	0	0	0	0	0	24
1315	51	51	0	0	0	0	0	0	0	0	0	0	0	0	0	29	32.5	0	0	0	0	1	5	27	13	4	1	0	0	0	0	0	0	18
1330	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	34.6	0	0	0	0	0	6	13	15	4	0	1	0	0	0	0	0	20
1345	41	38	0	2	0	0	0	1	0	0	0	0	0	0	0	31	34.8	0	0	0	0	0	3	15	17	4	2	0	0	0	0	0	0	23
1400	35	33	1	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.4	0	0	0	0	0	5	12	15	3	0	0	0	0	0	0	0	18
1415	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	36.8	0	0	0	0	0	3	8	11	5	0	0	0	0	0	0	0	16
1430	45	43	0	2	0	0	0	0	0	0	0	0	0	0	0	30	34	0	0	0	0	0	3	21	16	5	0	0	0	0	0	0	0	21
1445	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	0	0	0	1	23	12	1	1	0	0	0	0	0	0	14
1500	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.9	0	0	0	0	1	3	17	14	4	0	0	0	0	0	0	0	18
1515	45	44	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	32.9	0	0	0	0	0	3	16	26	0	0	0	0	0	0	0	0	26
1530	43	39	1	2	0	0	0	0	0	0	0	0	0	1	0	30.8	34.4	0	0	0	0	1	1	16	20	4	1	0	0	0	0	0	0	25
1545	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.1	0	0	0	0	0	1	22	9	1	2	1	0	0	0	0	0	13
1600	51	45	0	6	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	0	6	20	19	5	1	0	0	0	0	0	0	25
1615	46	41	0	5	0	0	0	0	0	0	0	0	0	0	0	29.8	34.4	0	0	0	0	0	3	22	16	4	1	0	0	0	0	0	0	21
1630	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	33.2	0	0	0	0	0	4	27	7	4	1	0	0	0	0	0	0	12
1645	45	43	0	2	0	0	0	0	0	0	0	0	0	0	0	28.9	33.1	0	0	0	0	1	9	12	21	2	0	0	0	0	0	0	0	23
1700	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	30	34.4	0	0	0	0	0	3	27	15	5	1	0	0	0	0	0	0	21
1715	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	33.6	0	0	0	0	0	12	16	22	6	0	0	0	0	0	0	0	28
1730	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	35.6	0	0	0	0	0	3	19	12	4	2	0	0	0	0	0	0	18
1745	52	45	1	5	0	0	0	0	0	0	0	0	0	1	0	30.5	34.1	0	0	0	0	0	3	21	23	5	0	0	0	0	0	0	0	28
1800	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.8	0	0	0	0	0	4	12	15	5	1	0	0	0	0	0	0	21
1815	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	37.1	0	0	0	0	0	2	10	13	6	1	0	0	0	0	0	0	20
1830	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	33.4	0	0	0	0	0	0	18	17	2	0	0	0	0	0	0	0	19
1845	32	27	1	4	0	0	0	0	0	0	0	0	0	0	0	31.1	36.9	0	0	0	0	0	4	11	10	4	2	1	0	0	0	0	0	17
1900	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	34.2	0	0	0	0	0	2	18	10	3	1	0	0	0	0	0	0	14
1915	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1	0	0	0	0	0	3	7	11	6	1	0	1	0	0	0	0	19
1930	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	35.7	0	0	0	0	0	1	16	10	8	0	0	0	0	0	0	0	18
1945	24	21	0	0	0	1	0	0	0	0	0	0	0	1	1	28.8	34.9	0	0	0	0	3	2	9	7	3	0	0	0	0	0	0	0	10
2000	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	37.6	0	0	0	0	0	0	9	8	4	1	1	0	0	0	0	0	14
2015	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	37.5	0	0	0	0	0	2	6	7	2	1	0	0	0	0	0	0	10
2030	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	31	35.1	0	0	0	0	0	1	5	8	1	1	0	0	0	0	0	0	10
2045	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	34.7	41.3	0	0	0	0	1	0	2	5	4	2	0	0	1	0	0	0	12
2100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	1	2	5	0	2	0	0	0	0	0	0	7
2115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	3
2130	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	32.3	0	0	0	0	0	2	9	6	0	0	0	0	0	0	0	0	6
2145	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	1	5	2	1	1	0	0	0	0	0	0	4
2200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	5
2215	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	5
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
2245	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	6
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	2
2315	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	4
2330	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	7
2345	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2
07-19	**1984**	**1843**	**5**	**115**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**29.7**	**33.6**	**0**	**0**	**5**	**17**	**199**	**879**	**686**	**163**	**28**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**884**
06-22	**2250**	**2092**	**5**	**126**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**29.8**	**33.8**	**0**	**0**	**5**	**21**	**221**	**980**	**771**	**203**	**39**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**1023**
06-00	**2303**	**2140**	**5**	**131**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**29.9**	**33.9**	**0**	**0**	**5**	**21**	**222**	**998**	**795**	**211**	**41**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**1057**
00-00	**2350**	**2178**	**5**	**138**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**11**	**29.9**	**33.9**	**0**	**0**	**5**	**22**	**227**	**1016**	**812**	**214**	**43**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**1080**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

09 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0045	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	24.5	-	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0515	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	2
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0615	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	4
0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
0645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	5
0715	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	1	7	2	0	0	0	0	0	0	0	0	2
0730	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	30.6	-	0	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	4
0745	11	7	0	2	0	0	0	0	0	0	0	0	0	1	1	29.1	39.7	0	0	2	1	0	3	2	2	1	0	0	0	0	0	0	0	5
0800	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	31.8	36.1	0	0	0	0	0	4	6	0	0	1	0	0	0	0	0	0	7
0815	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	3
0830	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	36.2	0	0	0	0	0	0	6	4	5	0	0	0	0	0	0	0	9
0845	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	40	0	0	0	0	0	0	6	3	2	1	0	0	0	0	0	0	6
0900	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.3	0	0	0	0	1	8	9	2	0	0	0	0	0	0	0	0	11
0915	32	30	0	0	0	0	0	0	0	0	0	0	0	1	1	28.5	33.4	0	2	0	1	1	18	6	2	2	0	0	0	0	0	0	0	10
0930	34	32	1	1	0	0	0	0	0	0	0	0	0	0	0	30	33.1	0	0	0	1	2	13	16	2	0	0	0	0	0	0	0	0	18
0945	39	36	0	2	0	0	0	0	0	0	0	0	0	1	0	29.5	32.8	0	0	0	0	7	14	15	3	0	0	0	0	0	0	0	0	18
1000	48	43	0	4	0	0	0	0	0	0	0	0	0	1	0	29.5	33.4	0	0	0	0	7	21	18	2	0	0	0	0	0	0	0	0	20
1015	32	30	0	1	0	0	0	1	0	0	0	0	0	0	0	28	32.3	0	0	0	0	10	13	9	0	0	0	0	0	0	0	0	0	9
1030	53	48	0	4	0	0	0	0	0	0	0	0	0	1	0	30.3	34.7	0	0	0	0	6	18	23	6	0	0	0	0	0	0	0	0	29
1045	43	37	0	2	0	0	0	0	0	0	0	0	0	2	2	28	32.4	0	0	1	2	6	21	10	3	0	0	0	0	0	0	0	0	13
1100	44	41	0	1	0	1	0	0	0	0	0	0	0	1	0	28.5	33.2	0	0	2	0	9	17	13	2	0	0	1	0	0	0	0	0	16
1115	30	28	1	1	0	0	0	0	0	0	0	0	0	0	0	29.5	32.5	0	0	0	0	2	18	8	1	1	0	0	0	0	0	0	0	10
1130	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	31.8	0	0	0	0	1	18	11	1	0	0	0	0	0	0	0	0	12
1145	38	33	1	1	0	0	0	0	0	0	0	0	0	3	0	30.2	35.1	0	0	0	1	3	17	10	6	0	1	0	0	0	0	0	0	17
1200	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	30.2	35.5	0	0	0	1	2	15	9	8	0	0	0	0	0	0	0	0	17
1215	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	33.4	0	0	0	0	5	19	18	1	0	0	0	0	0	0	0	0	19
1230	53	46	0	3	0	1	0	0	0	0	0	0	0	2	1	27.8	32	0	0	0	2	13	22	12	3	0	1	0	0	0	0	0	0	16
1245	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	28.4	32.9	0	0	0	2	10	26	18	3	0	0	0	0	0	0	0	0	21
1300	32	29	0	1	0	0	0	0	0	0	0	0	0	2	0	31.1	35.5	0	0	0	0	2	10	14	5	1	0	0	0	0	0	0	0	20
1315	35	33	0	1	0	0	0	0	0	0	0	0	0	1	0	29	31.9	0	0	0	0	4	18	12	1	0	0	0	0	0	0	0	0	13
1330	38	36	0	1	0	0	0	0	0	0	0	0	0	1	0	29.3	32.1	0	0	0	0	5	20	9	3	1	0	0	0	0	0	0	0	13
1345	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	35.3	0	0	0	0	1	20	10	5	0	0	0	0	0	0	0	0	15
1400	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	34.2	0	0	0	0	1	9	15	2	0	0	0	0	0	0	0	0	17
1415	34	30	0	2	0	0	0	0	0	0	0	0	0	2	0	30.4	33.8	0	0	0	0	1	19	10	4	0	0	0	0	0	0	0	0	14
1430	37	31	1	2	0	0	0	0	0	0	0	0	0	1	2	28.6	33.6	0	0	0	0	3	4	16	11	3	0	0	0	0	0	0	0	14
1445	36	32	0	3	0	0	0	0	0	0	0	0	0	1	0	30.3	34.8	0	0	0	0	3	15	14	3	0	0	1	0	0	0	0	0	18
1500	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.4	0	0	0	0	1	15	16	3	1	1	0	0	0	0	0	0	21
1515	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	29.4	33	0	0	0	2	4	16	17	1	0	1	0	0	0	0	0	0	19
1530	56	53	0	1	0	0	0	0	0	0	0	0	0	1	1	29.2	33.9	0	0	0	3	6	24	18	4	1	0	0	0	0	0	0	0	23
1545	43	39	0	2	0	1	0	0	0	0	0	0	0	0	1	29.9	34.7	0	0	0	1	2	23	11	5	1	0	0	0	0	0	0	0	17
1600	45	42	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	34.4	0	0	0	1	4	15	19	5	0	1	0	0	0	0	0	0	25
1615	51	46	0	2	0	0	0	0	0	0	0	0	0	3	0	30.2	35	0	0	0	0	5	24	15	6	1	0	0	0	0	0	0	0	22
1630	45	41	0	1	0	0	0	0	0	0	0	0	0	2	1	30	36.6	0	0	0	1	0	5	18	13	6	2	0	0	0	0	0	0	21
1645	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	31.6	35.9	0	0	0	0	0	14	13	6	1	0	0	0	0	0	0	0	20
1700	38	32	1	4	0	0	0	0	0	0	0	0	0	1	0	32	35.3	0	0	0	0	0	8	24	6	0	0	0	0	0	0	0	0	30
1715	46	40	0	4	0	0	0	0	0	0	0	0	0	2	0	30.4	34.8	0	0	0	2	3	18	17	4	0	1	1	0	0	0	0	0	23
1730	60	57	0	2	0	0	0	0	0	0	0	0	0	1	0	30.3	34.6	0	0	0	0	3	31	18	5	1	2	1	0	0	0	0	0	26
1745	68	59	0	5	0	0	2	0	0	1	0	0	0	0	1	29.3	33.7	0	0	1	0	9	31	22	4	0	1	0	0	0	0	0	0	27
1800	71	64	0	6	0	0	0	0	1	0	0	0	0	0	0	31.7	36.7	0	0	0	0	3	23	28	15	2	0	0	0	0	0	0	0	45
1815	69	66	2	1	0	0	0	0	0	0	0	0	0	0	0	29.2	34.2	0	0	0	2	0	9	29	21	6	2	0	0	0	0	0	0	29
1830	56	52	0	3	0	0	0	0	0	0	0	0	0	1	0	30.8	34.9	0	0	0	0	6	18	24	7	1	0	0	0	0	0	0	0	32
1845	31	29	0	1	0	0	0	0	0	0	0	0	0	1	0	30.7	33.7	0	0	0	0	0	15	14	2	0	0	0	0	0	0	0	0	16
1900	25	22	1	2	0	0	0	0	0	0	0	0	0	0	0	30.9	34	0	0	0	0	1	6	16	2	0	0	0	0	0	0	0	0	18
1915	20	19	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	36.1	0	0	0	0	1	5	11	2	1	0	0	0	0	0	0	0	14
1930	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	32.2	38.7	0	0	0	0	0	6	8	1	2	0	0	0	0	0	0	0	11
1945	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.9	0	0	0	0	0	7	8	2	0	0	0	0	0	0	0	0	10
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	38.8	0	0	0	0	1	5	3	3	0	0	0	0	0	0	0	0	6
2015	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	37.4	0	0	0	0	1	3	3	7	0	0	0	0	0	0	0	0	10
2030	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	33	37.5	0	0	0	0	0	5	6	3	1	0	0	0	0	0	0	0	10
2045	11	9	0	1	0	0	0	0	1	0	0	0	0	0	0	31.6	37.6	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	0	8
2100	17	13	1	3	0	0	0	0	0	0	0	0	0	0	0	33.4	45.1	0	0	0	0	0	2	6	4	2	1	1	0	1	0	0	0	9
2115	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
2130	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	2
2145	8	7	0	0	0	0	0	0	0	0	0	0	0	1	0	33.2	-	0	0	0	0	0	3	3	0	2	0	0	0	0	0	0	0	5
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	3
2215	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2
2230	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	27.7	-	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	3
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2300	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**1782**	**1631**	**7**	**91**	**0**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**0**	**33**	**12**	**29.9**	**34.1**	**0**	**2**	**9**	**23**	**169**	**762**	**615**	**168**	**21**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**817**
06-22	**1962**	**1796**	**10**	**100**	**0**	**3**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**35**	**12**	**30**	**34.3**	**0**	**2**	**9**	**23**	**177**	**820**	**690**	**197**	**29**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**931**
06-00	**1985**	**1814**	**12**	**101**	**0**	**3**	**3**	**1**	**2**	**1**	**0**	**0**	**0**	**35**	**13**	**30**	**34.3**	**0**	**2**	**9**	**24**	**181**	**826**	**699**	**200**	**29**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**943**
00-00	**2017**	**1844**	**12**	**102**	**0**	**3**	**3**	**1**	**2**	**1**	**0**	**0**	**0**	**35**	**14**	**30.1**	**34.3**	**0**	**2**	**10**	**24**	**183**	**835**	**711**	**205**	**31**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**963**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

10 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
0115	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0130	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0430	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2
0515	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	3
0530	15	10	0	5	0	0	0	0	0	0	0	0	0	0	0	30.6	35.2	0	0	0	0	0	8	5	2	0	0	0	0	0	0	0	0	7
0545	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	4
0600	17	11	0	6	0	0	0	0	0	0	0	0	0	0	0	31.1	37.3	0	0	0	0	0	3	4	6	4	0	0	0	0	0	0	0	10
0615	24	17	0	7	0	0	0	0	0	0	0	0	0	0	0	33.1	38.4	0	0	0	0	0	5	13	5	1	0	0	0	0	0	0	0	19
0630	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	38.9	0	0	0	0	1	0	5	4	3	2	0	0	0	0	0	0	9
0645	24	19	0	3	0	0	0	0	0	0	0	0	0	2	0	32.6	36.2	0	0	0	0	0	0	7	12	4	1	0	0	0	0	0	0	17
0700	34	26	0	8	0	0	0	0	0	0	0	0	0	0	0	30.6	34.4	0	0	0	0	1	1	13	15	4	0	0	0	0	0	0	0	19
0715	78	62	0	16	0	0	0	0	0	0	0	0	0	0	0	30.2	35	0	0	0	0	0	1	5	37	23	11	0	1	0	0	0	0	35
0730	117	100	0	15	0	0	0	0	0	0	0	0	0	2	0	29.6	33.9	0	0	0	0	0	0	10	61	34	11	1	0	0	0	0	0	46
0745	129	107	0	19	0	1	1	0	0	0	0	0	0	1	0	27.5	31.4	0	0	0	0	6	27	58	33	3	2	0	0	0	0	0	0	38
0800	94	76	1	8	1	4	0	0	0	0	0	0	0	2	2	26.6	31.4	0	0	0	4	3	20	51	14	2	0	0	0	0	0	0	0	16
0815	88	82	0	5	0	1	0	0	0	0	0	0	0	0	0	28	31.9	0	0	0	1	3	14	42	25	2	1	0	0	0	0	0	0	28
0830	106	96	0	8	0	0	0	1	0	0	0	0	0	1	0	25.9	30.8	0	0	0	6	2	26	51	19	2	1	0	0	0	0	0	0	21
0845	67	62	0	5	0	0	0	0	0	0	0	0	0	0	0	28.3	31.3	0	0	0	0	2	10	37	14	4	0	0	0	0	0	0	0	18
0900	51	44	0	7	0	0	0	0	0	0	0	0	0	0	0	26.6	33.1	0	0	0	1	9	12	4	24	1	0	0	0	0	0	0	0	25
0915	50	39	1	8	0	2	0	0	0	0	0	0	0	0	0	27.9	32.3	0	0	0	0	3	9	28	7	1	2	0	0	0	0	0	0	10
0930	45	37	0	5	0	1	1	0	0	0	0	0	0	1	0	29	31.8	0	0	0	0	1	0	26	16	2	0	0	0	0	0	0	0	18
0945	45	40	0	3	0	2	0	0	0	0	0	0	0	0	0	29.8	34.4	0	0	0	0	0	5	21	16	2	1	0	0	0	0	0	0	19
1000	52	47	0	5	0	0	0	0	0	0	0	0	0	0	0	29.5	32.9	0	0	0	0	0	5	28	17	1	1	0	0	0	0	0	0	19
1015	48	37	0	7	0	2	0	1	0	0	0	0	0	1	0	29	33.2	0	0	1	0	1	3	29	11	3	0	0	0	0	0	0	0	14
1030	41	30	0	6	1	1	0	0	0	0	0	0	0	1	0	27.2	32.4	0	0	0	1	3	7	18	11	1	0	0	0	0	0	0	0	12
1045	43	36	1	4	0	0	0	1	0	0	0	0	0	1	0	29.3	34.2	0	0	0	0	0	9	13	17	3	1	0	0	0	0	0	0	21
1100	45	41	0	2	0	2	0	0	0	0	0	0	0	0	0	29.2	32.9	0	0	0	0	1	4	26	10	3	1	0	0	0	0	0	0	14
1115	49	36	1	9	0	1	0	0	0	1	0	0	0	0	1	27.4	31.3	0	0	0	1	3	9	25	9	1	1	0	0	0	0	0	0	11
1130	54	44	0	8	1	1	0	0	0	0	0	0	0	0	0	28.3	32.1	0	0	1	0	0	8	28	12	4	1	0	0	0	0	0	0	17
1145	41	36	0	3	0	1	0	0	0	1	0	0	0	0	0	30.7	35.2	0	0	0	0	0	2	19	13	7	0	0	0	0	0	0	0	20
1200	47	37	0	7	0	2	0	0	0	0	0	0	0	1	0	29.6	34	0	0	0	0	0	7	17	18	5	0	0	0	0	0	0	0	23
1215	44	37	1	5	1	0	0	0	0	0	0	0	0	0	0	30	33.2	0	0	0	0	0	2	21	17	4	0	0	0	0	0	0	0	21
1230	37	30	1	6	0	0	0	0	0	0	0	0	0	0	0	29.8	32.8	0	0	0	0	0	4	16	15	2	0	0	0	0	0	0	0	17
1245	39	34	0	5	0	0	0	0	0	0	0	0	0	0	0	29.7	34.9	0	0	0	0	1	1	19	13	5	0	0	0	0	0	0	0	18
1300	44	36	0	6	0	0	0	1	0	0	0	0	0	1	0	29.3	32.6	0	0	0	0	1	7	18	16	1	0	1	0	0	0	0	0	18
1315	33	28	0	4	0	0	0	0	0	1	0	0	0	0	0	27.7	33.5	0	0	0	0	0	11	13	8	1	0	0	0	0	0	0	0	9
1330	44	30	2	6	0	3	0	1	0	1	0	0	0	0	1	29.4	33.6	0	0	0	0	1	5	16	21	1	0	0	0	0	0	0	0	22
1345	41	35	2	3	0	0	0	0	0	0	0	0	0	0	1	27.9	32.2	0	0	0	0	2	9	15	13	2	0	0	0	0	0	0	0	15
1400	50	42	0	7	0	0	0	0	0	0	0	0	0	1	0	29.8	34.3	0	0	0	0	0	5	22	17	6	0	0	0	0	0	0	0	23
1415	40	32	0	3	0	1	0	0	0	1	0	0	0	1	2	29.1	33.8	0	0	0	0	2	5	17	11	5	0	0	0	0	0	0	0	16
1430	53	44	0	7	0	2	0	0	0	0	0	0	0	0	0	29.2	34.6	0	0	0	0	1	7	25	13	7	0	0	0	0	0	0	0	20
1445	47	37	0	8	0	2	0	0	0	0	0	0	0	0	0	30.7	34.2	0	0	0	0	0	1	18	24	4	0	0	0	0	0	0	0	28
1500	59	51	0	7	0	0	0	0	0	0	0	0	0	0	1	26.3	31.3	0	0	0	1	6	14	26	11	1	0	0	0	0	0	0	0	12
1515	62	53	0	7	0	2	0	0	0	0	0	0	0	0	0	28.1	32.3	0	0	0	0	1	14	27	16	3	1	0	0	0	0	0	0	20
1530	30	26	0	3	1	0	0	0	0	0	0	0	0	0	0	30.3	33.8	0	0	0	0	0	2	10	16	2	0	0	0	0	0	0	0	18
1545	58	49	1	7	0	1	0	0	0	0	0	0	0	0	0	28.8	32.7	0	0	0	1	1	3	30	22	1	0	0	0	0	0	0	0	23
1600	49	48	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.6	0	0	0	0	0	5	23	18	3	0	0	0	0	0	0	0	21
1615	62	52	1	8	0	0	0	0	0	0	0	0	0	1	0	28.8	33.6	0	0	0	0	1	11	25	20	3	2	0	0	0	0	0	0	25
1630	54	47	0	7	0	0	0	0	0	0	0	0	0	0	0	30.7	35.3	0	0	0	0	0	4	19	22	7	2	0	0	0	0	0	0	31
1645	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	30	32.7	0	0	0	0	0	1	24	23	3	0	0	0	0	0	0	0	26
1700	65	59	0	4	0	0	0	0	0	0	0	0	0	2	0	31.5	35.6	0	0	0	0	0	2	19	33	10	0	1	0	0	0	0	0	44
1715	57	55	0	0	0	0	0	1	0	0	0	0	0	1	0	30.2	33.8	0	0	0	0	0	4	23	26	4	0	0	0	0	0	0	0	30
1730	50	48	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34.1	0	0	0	0	1	2	29	14	4	1	0	0	0	0	0	0	19
1745	47	46	0	0	0	0	0	0	0	0	0	0	0	0	1	28.8	33.7	0	0	0	1	0	7	22	13	4	0	0	0	0	0	0	0	17
1800	43	37	0	5	0	0	0	0	0	0	0	0	0	1	0	30.2	35.5	0	0	0	0	2	1	17	16	6	1	0	0	0	0	0	0	23
1815	41	39	0	1	0	0	0	0	1	0	0	0	0	0	0	30.1	35.1	0	0	0	0	2	3	14	16	4	1	1	0	0	0	0	0	22
1830	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	35.7	0	0	0	0	0	0	24	11	7	0	0	0	0	0	0	0	18
1845	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	34.2	0	0	0	0	1	4	14	17	1	1	0	0	0	0	0	0	19
1900	42	40	0	1	0	0	0	0	0	0	0	0	0	1	0	28.9	33.3	0	0	0	0	0	10	15	13	3	1	0	0	0	0	0	0	17
1915	23	22	1	0	0	0	0	0	0	0	0	0	0	0	0	30.4	33.2	0	0	0	0	0	0	12	10	0	1	0	0	0	0	0	0	11
1930	30	26	0	3	0	0	0	0	0	0	0	0	0	1	0	30.4	34.1	0	0	0	0	1	3	9	14	2	1	0	0	0	0	0	0	17
1945	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	36.6	0	0	0	0	0	2	3	9	3	1	0	0	0	0	0	0	13
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.4	0	0	0	1	0	1	3	11	0	1	0	0	0	0	0	0	12
2015	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	40.9	0	0	0	0	0	2	7	7	2	4	1	0	0	0	0	0	14
2030	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	34.3	0	0	0	0	0	1	7	5	2	0	0	0	0	0	0	0	7
2045	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	37.3	0	0	0	0	1	0	4	6	3	0	0	0	0	0	0	0	9
2100	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	1	1	4	1	1	1	0	0	0	0	0	7
2115	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	38.3	0	0	0	0	0	2	3	4	3	0	0	0	0	0	0	0	7
2130	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	44	0	0	0	0	0	1	7	8	1	1	2	0	1	0	0	0	13
2145	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31.7	36.7	0	0	0	0	0	0	5	2	4	0	0	0	0	0	0	0	6
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	3
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	1
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2245	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	3
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07-19	**2604**	**2236**	**12**	**274**	**5**	**32**	**2**	**6**	**1**	**6**	**0**	**0**	**0**	**20**	**10**	**28.9**	**33.1**	**0**	**2**	**17**	**61**	**327**	**1178**	**820**	**174**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1019**
06-22	**2919**	**2515**	**13**	**305**	**5**	**32**	**2**	**6**	**1**	**6**	**0**	**0**	**0**	**23**	**11**	**29.2**	**33.4**	**0**	**2**	**18**	**64**	**353**	**1275**	**948**	**214**	**36**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**1207**
06-00	**2941**	**2535**	**13**	**307**	**5**	**32**	**2**	**6**	**1**	**6**	**0**	**0**	**0**	**23**	**11**	**29.2**	**33.4**	**0**	**2**	**18**	**64**	**355**	**1284**	**954**	**218**	**37**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**1218**
00-00	**2992**	**2577**	**14**	**315**	**5**	**32**	**2**	**6**	**1**	**6**	**0**	**0**	**0**	**23**	**11**	**29.2**	**33.6**	**0**	**2**	**18**	**64**	**356**	**1304**	**972**	**225**	**41**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**1248**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: AB (Eastbound)

11 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15			85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	30
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	2
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	0	1	0	0	0	0	0	0	0	0	0	1	0	32.7	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2
0500	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
0530	7	6	0	0	1	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	7
0545	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0	7
0600	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	32.5	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	7
0615	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	38.8	0	0	0	0	0	0	1	8	7	3	2	0	0	0	0	0	12
0630	15	11	0	4	0	0	0	0	0	0	0	0	0	0	0	32.8	36.8	0	0	0	0	0	0	1	12	2	0	0	0	0	0	0	0	14
0645	36	32	0	2	0	0	0	0	0	0	0	0	0	2	0	30.1	34.3	0	0	0	0	1	0	19	13	3	0	0	0	0	0	0	0	16
0700	47	38	0	8	1	0	0	0	0	0	0	0	0	0	0	31.5	34.9	0	0	0	0	0	0	15	26	5	1	0	0	0	0	0	0	32
0715	51	43	0	8	0	0	0	0	0	0	0	0	0	0	0	31.6	34.4	0	0	0	0	0	0	14	30	7	0	0	0	0	0	0	0	37
0730	103	90	0	10	0	0	0	0	0	0	0	0	0	2	1	29.3	32.8	0	0	0	1	1	8	49	38	6	0	0	0	0	0	0	0	44
0745	83	69	0	10	0	3	0	0	0	0	0	0	0	0	1	27.6	32.9	0	1	3	5	9	38	22	4	1	0	0	0	0	0	0	0	27
0800	128	108	0	18	0	0	1	0	0	0	0	0	0	0	1	27.2	31.8	0	0	2	3	33	56	31	3	0	0	0	0	0	0	0	0	34
0815	91	85	1	4	0	1	0	0	0	0	0	0	0	0	0	27.2	31.9	0	1	0	2	23	44	19	2	0	0	0	0	0	0	0	0	21
0830	96	89	1	5	0	1	0	0	0	0	0	0	0	0	0	28.9	32.5	0	0	0	1	14	46	29	6	0	0	0	0	0	0	0	0	35
0845	68	58	0	7	1	2	0	0	0	0	0	0	0	0	0	30.1	34.1	0	0	0	0	4	30	28	6	0	0	0	0	0	0	0	0	34
0900	80	69	1	8	0	1	0	0	0	0	0	0	0	1	0	25.1	32	0	2	4	4	29	24	14	3	0	0	0	0	0	0	0	0	17
0915	49	43	2	4	0	0	0	0	0	0	0	0	0	0	0	23.5	29.6	0	1	6	6	11	19	4	2	0	0	0	0	0	0	0	0	6
0930	49	42	0	5	0	1	0	0	0	0	0	0	0	1	0	30	32.5	0	0	0	0	2	24	21	1	1	0	0	0	0	0	0	0	23
0945	57	51	0	4	0	2	0	0	0	0	0	0	0	0	0	29.3	32.8	0	0	0	2	1	31	22	1	0	0	0	0	0	0	0	0	23
1000	56	49	0	4	0	1	0	0	0	0	0	0	0	2	0	28.4	32.9	0	0	0	2	8	28	16	1	1	0	0	0	0	0	0	0	18
1015	46	37	1	4	0	3	0	1	0	0	0	0	0	0	0	27.6	32.3	0	0	0	2	12	19	11	2	0	0	0	0	0	0	0	0	13
1030	43	33	0	7	2	1	0	0	0	0	0	0	0	0	0	27.6	32.2	0	0	0	1	8	27	4	3	0	0	0	0	0	0	0	0	7
1045	55	49	0	6	0	0	0	0	0	0	0	0	0	0	0	29.1	33.6	0	0	0	0	9	26	16	3	1	0	0	0	0	0	0	0	20
1100	55	48	0	6	1	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0	0	0	0	1	6	28	18	2	0	0	0	0	0	0	0	20
1115	36	31	1	3	0	1	0	0	0	0	0	0	0	0	0	29.6	32.6	0	0	0	0	1	23	10	2	0	0	0	0	0	0	0	0	12
1130	35	27	0	4	0	2	0	2	0	0	0	0	0	0	0	30.4	34.9	0	0	0	0	5	13	12	3	2	0	0	0	0	0	0	0	17
1145	43	39	0	3	0	0	0	1	0	0	0	0	0	0	0	29.1	32.2	0	0	0	0	5	20	16	2	0	0	0	0	0	0	0	0	18
1200	35	27	0	6	0	1	0	0	0	0	0	0	0	0	1	28.8	32.1	0	0	0	0	4	21	9	1	0	0	0	0	0	0	0	0	10
1215	35	33	0	1	0	1	0	0	0	0	0	0	0	0	0	28.9	32.8	0	0	0	0	5	18	11	1	0	0	0	0	0	0	0	0	12
1230	45	40	0	4	0	0	0	1	0	0	0	0	0	0	0	28.2	32	0	1	0	1	9	18	13	3	0	0	0	0	0	0	0	0	16
1245	39	34	0	4	0	1	0	0	0	0	0	0	0	0	0	28.7	32	0	0	0	0	4	23	10	1	1	0	0	0	0	0	0	0	12
1300	51	43	0	4	0	1	0	0	0	0	0	0	0	3	0	29.3	33.1	0	0	0	0	1	5	21	21	3	0	0	0	0	0	0	0	24
1315	50	38	0	11	0	0	0	0	0	1	0	0	0	0	0	28.7	33.6	0	0	0	0	2	7	23	15	3	0	0	0	0	0	0	0	18
1330	38	31	0	5	0	0	0	2	0	0	0	0	0	0	0	29.8	34.4	0	0	0	0	0	8	11	15	2	2	0	0	0	0	0	0	19
1345	40	35	0	3	0	0	1	0	0	1	0	0	0	0	0	29.8	33.5	0	0	0	0	0	5	16	16	3	0	0	0	0	0	0	0	19
1400	34	30	0	1	0	2	0	0	0	0	0	0	0	1	0	29.1	34	0	0	0	0	0	9	12	10	3	0	0	0	0	0	0	0	13
1415	38	34	0	3	1	0	0	0	0	0	0	0	0	0	0	29.5	32.9	0	0	0	0	0	3	21	13	1	0	0	0	0	0	0	0	14
1430	46	39	0	6	0	1	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	0	4	15	26	1	0	0	0	0	0	0	0	27
1445	54	48	0	5	1	0	0	0	0	0	0	0	0	0	0	26.7	31.2	0	0	1	2	4	8	26	9	1	3	0	0	0	0	0	0	13
1500	69	63	0	3	2	0	0	1	0	0	0	0	0	0	0	27.3	30.1	0	0	0	0	0	15	44	7	2	1	0	0	0	0	0	0	10
1515	53	44	0	7	0	0	0	0	0	0	0	0	0	0	2	27	33.6	0	0	0	2	7	7	18	13	5	1	0	0	0	0	0	0	19
1530	55	52	0	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.3	0	0	0	0	0	9	23	19	4	0	0	0	0	0	0	0	23
1545	51	45	0	6	0	0	0	0	0	0	0	0	0	0	0	28.2	33.5	0	0	0	0	3	9	22	12	5	0	0	0	0	0	0	0	17
1600	58	50	0	7	0	1	0	0	0	0	0	0	0	0	0	28.6	32.8	0	0	0	0	0	13	25	17	2	1	0	0	0	0	0	0	20
1615	53	46	2	4	0	1	0	0	0	0	0	0	0	0	0	29.3	33.6	0	0	0	1	1	4	26	16	5	0	0	0	0	0	0	0	21
1630	59	51	0	7	0	0	0	0	0	0	0	0	0	0	1	29.6	34.6	0	0	0	1	1	6	22	22	6	1	0	0	0	0	0	0	29
1645	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	29.8	35.9	0	0	0	0	0	7	26	17	9	0	0	0	0	0	0	0	26
1700	79	72	0	7	0	0	0	0	0	0	0	0	0	0	0	30	34.6	0	0	0	1	1	9	23	36	8	1	0	0	0	0	0	0	45
1715	73	61	0	8	0	2	1	1	0	0	0	0	0	0	0	29.3	33.1	0	0	0	1	4	4	46	17	5	0	0	0	0	0	0	0	22
1730	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	33.4	0	0	0	0	4	4	27	21	3	1	0	0	0	0	0	0	25
1745	41	37	0	3	0	0	0	0	0	0	0	0	0	0	1	30	33.8	0	0	0	1	0	1	18	18	3	0	0	0	0	0	0	0	21
1800	52	48	0	3	0	0	0	0	0	0	0	0	0	0	1	30.4	34.7	0	0	0	1	3	20	23	5	0	0	0	0	0	0	0	0	28
1815	39	38	0	0	0	0	0	0	0	0	0	0	0	1	0	30.4	34.8	0	0	0	0	4	16	14	3	2	0	0	0	0	0	0	0	19
1830	43	37	0	5	0	0	0	0	0	0	0	0	0	0	1	29.6	33.6	0	0	0	0	9	17	13	2	1	0	0	1	0	0	0	0	17
1845	51	46	0	4	0	0	0	0	0	0	0	0	0	0	1	29.1	32.1	0	0	0	1	0	3	31	13	3	0	0	0	0	0	0	0	16
1900	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.1	0	0	0	0	0	1	12	11	1	0	0	0	0	0	0	0	12
1915	36	32	0	3	0	0	0	0	0	0	0	0	0	0	1	30.2	34.3	0	0	0	0	1	2	14	17	2	0	0	0	0	0	0	0	19
1930	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	35.3	0	0	0	0	0	1	13	9	4	1	0	0	0	0	0	0	14
1945	27	23	0	2	0	0	0	0	0	0	0	0	0	2	0	31.7	38	0	0	0	0	0	2	9	12	1	2	1	0	0	0	0	0	16
2000	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	38.4	0	0	0	0	0	3	0	7	4	0	1	0	0	0	0	0	12
2015	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	35.5	0	0	0	0	1	1	8	9	3	0	0	0	0	0	0	0	12
2030	23	21	0	1	0	0	0	0	0	0	0	0	0	0	1	29.7	34	0	0	0	1	0	1	12	7	1	1	0	0	0	0	0	0	9
2045	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	36.8	0	0	0	0	0	0	4	6	1	0	1	0	0	0	0	0	8
2100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	42.9	0	0	0	0	0	1	5	5	4	2	1	0	0	0	0	0	12
2115	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	38.9	0	0	0	0	0	0	5	7	2	1	0	0	0	0	0	0	10
2130	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	6
2145	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	5
2200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	1	0	1	1	2	1	0	0	0	0	0	5
2215	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	4
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
2315	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2667**	**2329**	**9**	**254**	**9**	**30**	**3**	**9**	**0**	**2**	**0**	**0**	**0**	**11**	**11**	**28.7**	**33**	**0**	**7**	**25**	**53**	**366**	**1203**	**833**	**157**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1013**
06-22	**2989**	**2620**	**9**	**279**	**9**	**30**	**3**	**9**	**0**	**2**	**0**	**0**	**0**	**15**	**13**	**29**	**33.3**	**0**	**7**	**26**	**56**	**380**	**1323**	**970**	**191**	**31**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**1197**
06-00	**3017**	**2646**	**9**	**281**	**9**	**30**	**3**	**9**	**0**	**2**	**0**	**0**	**0**	**15**	**13**	**29**	**33.3**	**0**	**7**	**26**	**56**	**382**	**1328**	**981**	**198**	**33**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**1218**
00-00	**3056**	**2675**	**9**	**289**	**10**	**30**	**3**	**9**	**0**	**2**	**0**	**0**	**0**	**16**	**13**	**29.1**	**33.4**	**0**	**7**	**26**	**57**	**384**	**1334**	**1000**	**209**	**33**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**1248**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

05 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0515	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1
0530	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	1
0545	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	1
0600	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	2
0615	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	32.8	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	8
0630	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	2	2	5	1	0	0	0	0	0	0	0	0	6
0645	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.3	0	0	0	0	1	8	9	0	1	0	0	0	0	0	0	0	10
0700	31	27	0	3	0	1	0	0	0	0	0	0	0	0	0	29.9	34.4	0	0	0	0	4	13	10	3	1	0	0	0	0	0	0	0	14
0715	44	39	0	5	0	0	0	0	0	0	0	0	0	0	0	29.2	33.9	0	0	0	0	6	22	12	3	1	0	0	0	0	0	0	0	16
0730	46	42	0	4	0	0	0	0	0	0	0	0	0	0	0	28.3	31.2	0	0	0	0	4	32	9	1	0	0	0	0	0	0	0	0	10
0745	51	41	1	5	2	0	1	0	0	0	0	0	0	1	0	27.8	31.7	0	0	0	0	12	29	8	2	0	0	0	0	0	0	0	0	10
0800	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	26.3	29.5	0	0	0	0	2	16	27	5	0	0	0	0	0	0	0	0	5
0815	70	62	1	7	0	0	0	0	0	0	0	0	0	0	0	24.8	28.5	0	0	1	0	6	31	26	4	1	1	0	0	0	0	0	0	6
0830	63	57	0	6	0	0	0	0	0	0	0	0	0	0	0	26.6	30.8	0	0	0	0	2	23	25	11	1	1	0	0	0	0	0	0	13
0845	76	73	1	2	0	0	0	0	0	0	0	0	0	0	0	25.2	29.4	0	0	0	3	3	28	34	8	0	0	0	0	0	0	0	0	8
0900	98	92	0	3	1	1	0	1	0	0	0	0	0	0	0	24.1	29	0	0	1	1	19	34	35	7	1	0	0	0	0	0	0	0	8
0915	75	70	0	3	1	1	0	0	0	0	0	0	0	0	0	26.4	30.2	0	0	0	1	1	27	35	11	0	1	0	0	0	0	0	0	12
0930	54	49	0	3	0	0	1	0	0	0	0	0	0	0	1	26.5	31.4	0	0	1	0	7	10	18	18	0	0	0	0	0	0	0	0	18
0945	49	40	1	5	0	0	0	1	0	0	0	0	0	0	2	25.7	30.3	0	0	0	1	4	12	25	6	1	0	0	0	0	0	0	0	7
1000	46	43	0	3	0	0	0	0	0	0	0	0	0	0	0	26.7	30.4	0	0	0	0	1	11	25	9	0	0	0	0	0	0	0	0	9
1015	37	32	0	3	0	2	0	0	0	0	0	0	0	0	0	27.7	31	0	0	0	0	0	10	17	9	1	0	0	0	0	0	0	0	10
1030	42	37	0	4	0	0	0	0	0	0	0	0	0	1	0	26.6	29.9	0	0	0	1	2	8	26	4	1	0	0	0	0	0	0	0	5
1045	52	42	0	6	1	0	0	1	0	1	0	0	0	0	1	25.9	30.3	0	0	0	0	3	20	21	8	0	0	0	0	0	0	0	0	8
1100	48	38	1	7	1	0	0	0	0	0	0	0	0	1	0	27.5	32.6	0	0	0	0	0	15	19	11	3	0	0	0	0	0	0	0	14
1115	39	32	0	4	0	0	0	0	0	1	0	0	0	2	0	26.5	30.1	0	0	0	1	0	9	23	5	1	0	0	0	0	0	0	0	6
1130	35	29	0	3	1	0	0	1	0	0	0	0	0	1	0	26.9	30.6	0	0	0	0	0	12	17	5	1	0	0	0	0	0	0	0	6
1145	56	48	0	7	0	0	0	0	0	0	0	0	0	1	0	26.6	30.3	0	0	0	0	2	12	33	9	0	0	0	0	0	0	0	0	9
1200	50	49	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	31.9	0	0	0	0	1	11	26	10	2	0	0	0	0	0	0	0	12
1215	51	44	0	6	0	1	0	0	0	0	0	0	0	0	0	27.2	29.8	0	0	0	0	0	9	36	6	0	0	0	0	0	0	0	0	6
1230	43	39	0	2	1	1	0	0	0	0	0	0	0	0	0	25.7	29	0	0	0	0	2	17	20	4	0	0	0	0	0	0	0	0	4
1245	37	35	1	1	0	0	0	0	0	0	0	0	0	0	0	27	31.1	0	0	0	0	3	7	18	8	1	0	0	0	0	0	0	0	9
1300	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	26.6	31.2	0	0	0	0	1	16	24	12	1	0	0	0	0	0	0	0	13
1315	33	24	0	4	0	1	0	1	0	0	0	0	0	2	1	25.4	29.8	0	0	0	0	3	12	14	4	0	0	0	0	0	0	0	0	4
1330	49	44	1	4	0	0	0	0	0	0	0	0	0	0	0	27.4	31.9	0	0	0	0	1	10	27	8	3	0	0	0	0	0	0	0	11
1345	42	35	0	5	0	0	0	0	0	0	0	0	0	1	1	28	31.8	0	0	0	1	1	5	22	12	1	0	0	0	0	0	0	0	13
1400	84	78	0	6	0	0	0	0	0	0	0	0	0	0	0	23.4	28.2	0	0	0	3	15	37	22	7	0	0	0	0	0	0	0	0	7
1415	67	64	0	2	0	0	0	0	0	0	0	0	0	1	0	25.4	29.5	0	0	1	2	9	17	30	5	2	1	0	0	0	0	0	0	8
1430	51	43	0	6	1	0	0	0	0	0	0	0	0	1	0	26.6	30.8	0	0	0	0	5	13	21	11	1	0	0	0	0	0	0	0	12
1445	62	52	0	6	0	2	0	0	0	0	0	0	0	2	0	26.7	31.9	0	0	0	2	4	14	26	13	2	1	0	0	0	0	0	0	16
1500	58	50	0	5	0	0	0	2	0	1	0	0	0	0	0	26.5	30	0	0	0	0	0	20	29	9	0	0	0	0	0	0	0	0	9
1515	74	66	1	4	0	1	0	0	0	0	0	0	0	2	0	25.1	29.2	0	0	0	1	6	33	26	6	2	0	0	0	0	0	0	0	8
1530	67	59	0	7	0	0	0	1	0	0	0	0	0	0	0	26.7	30.6	0	0	0	0	4	17	34	11	1	0	0	0	0	0	0	0	12
1545	44	38	0	6	0	0	0	0	0	0	0	0	0	0	0	28.6	32.5	0	0	0	0	0	6	25	10	3	0	0	0	0	0	0	0	13
1600	72	68	0	1	0	0	1	0	0	0	0	0	0	2	0	28.6	32.5	0	0	0	0	2	6	40	20	3	1	0	0	0	0	0	0	24
1615	83	76	0	5	0	0	0	0	0	0	0	0	0	2	0	27.7	31	0	0	0	0	0	18	46	15	4	0	0	0	0	0	0	0	19
1630	91	81	0	9	1	0	0	0	0	0	0	0	0	0	0	25.5	30.7	0	0	0	3	12	25	35	14	2	0	0	0	0	0	0	0	16
1645	91	86	0	2	0	0	0	0	0	0	0	0	0	3	0	25	30.4	0	1	7	8	28	30	15	1	1	0	0	0	0	0	0	0	17
1700	107	99	1	6	0	0	0	0	0	0	0	0	0	1	0	24.2	29.4	0	2	1	17	36	40	10	1	0	0	0	0	0	0	0	0	11
1715	112	102	1	9	0	0	0	0	0	0	0	0	0	0	0	26.2	30.5	0	1	2	6	30	53	18	2	0	0	0	0	0	0	0	0	20
1730	113	107	1	4	0	0	0	0	0	0	0	0	0	1	0	23.5	28.4	0	1	6	20	38	38	10	0	0	0	0	0	0	0	0	0	10
1745	96	81	0	11	0	1	0	0	0	0	0	0	0	2	1	24.7	29.2	0	0	1	19	22	44	9	1	0	0	0	0	0	0	0	0	10
1800	93	89	0	4	0	0	0	0	0	0	0	0	0	0	0	26.4	31.5	0	0	6	2	23	36	21	5	0	0	0	0	0	0	0	0	26
1815	63	58	0	5	0	0	0	0	0	0	0	0	0	0	0	27.4	30.7	0	0	0	1	16	33	10	2	1	0	0	0	0	0	0	0	13
1830	44	43	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	31.5	0	0	0	1	6	27	9	1	0	0	0	0	0	0	0	0	10
1845	40	32	1	3	0	0	0	0	0	0	0	0	0	3	1	28.1	34.1	0	0	1	1	8	15	13	2	0	0	0	0	0	0	0	0	15
1900	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	32.4	0	0	0	0	8	17	8	2	0	0	0	0	0	0	0	0	10
1915	23	21	0	0	0	0	0	1	0	0	0	0	0	0	1	26.5	31.3	0	0	0	1	0	6	12	4	0	0	0	0	0	0	0	0	4
1930	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8	30.8	0	0	0	0	5	10	3	1	0	0	0	0	0	0	0	0	4
1945	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.8	0	0	0	0	1	14	7	0	0	0	0	0	0	0	0	0	7
2000	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	28.8	34.9	0	0	1	0	4	11	6	3	0	0	0	0	0	0	0	0	9
2015	17	16	0	0	0	1	0	0	0	0	0	0	0	0	0	24.8	29.4	0	0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	1
2030	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	30	36	0	0	0	0	1	8	3	2	1	0	0	0	0	0	0	0	6
2045	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	36.7	0	0	0	0	1	10	7	1	1	1	0	0	0	0	0	0	10
2100	17	14	0	2	0	0	0	0	0	0	0	0	0	0	1	28	32.8	0	0	0	1	3	8	4	1	0	0	0	0	0	0	0	0	5
2115	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	36.2	0	0	0	0	3	4	4	2	1	0	0	0	0	0	0	0	7
2130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32	33.7	0	0	0	0	0	6	7	0	1	0	0	0	0	0	0	0	8
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	1
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	2
2215	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	30.6	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	2
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	1
2245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	3
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	2
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**2933**	**2630**	**12**	**217**	**10**	**12**	**3**	**8**	**1**	**2**	**0**	**0**	**0**	**30**	**8**	**26.2**	**30.6**	**0**	**9**	**43**	**196**	**804**	**1339**	**469**	**63**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**542**
06-22	**3206**	**2887**	**12**	**228**	**10**	**13**	**3**	**9**	**1**	**2**	**0**	**0**	**0**	**30**	**11**	**26.5**	**30.9**	**0**	**9**	**45**	**199**	**847**	**1466**	**548**	**76**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**640**
06-00	**3247**	**2927**	**12**	**229**	**10**	**13**	**3**	**9**	**1**	**2**	**0**	**0**	**0**	**30**	**11**	**26.5**	**30.9**	**0**	**9**	**45**	**199**	**848**	**1493**	**558**	**79**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**653**
00-00	**3271**	**2949**	**12**	**230**	**11**	**13**	**3**	**9**	**1**	**2**	**0**	**0**	**0**	**30**	**11**	**26.5**	**30.9**	**0**	**9**	**45**	**199**	**850**	**1510**	**563**	**79**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**658**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

06 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0530	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	2
0545	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
0600	14	12	0	0	0	1	0	0	0	0	0	0	0	0	1	30.5	36.6	0	0	0	0	1	4	7	2	0	0	0	0	0	0	0	0	9
0615	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	32.6	39.5	0	0	0	0	0	4	5	2	1	0	0	0	0	0	0	0	8
0630	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	38.9	0	0	0	0	0	2	6	4	3	1	0	0	0	0	0	0	8
0645	24	19	0	4	1	0	0	0	0	0	0	0	0	0	0	28.6	30.6	0	0	0	0	0	0	19	5	0	0	0	0	0	0	0	0	5
0700	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	33.3	0	0	0	0	0	2	12	8	1	0	0	0	0	0	0	0	9
0715	31	27	0	4	0	0	0	0	0	0	0	0	0	0	0	27.6	30.6	0	0	0	0	0	2	19	6	1	0	0	0	0	0	0	0	7
0730	37	36	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	32.2	0	0	0	0	0	7	22	5	3	0	0	0	0	0	0	0	8
0745	52	44	0	6	1	0	0	0	0	0	0	0	0	1	0	29.2	32.9	0	0	0	1	6	23	19	3	0	0	0	0	0	0	0	0	22
0800	71	64	0	6	0	0	0	0	1	0	0	0	0	0	0	23.7	28.7	0	2	5	6	27	25	5	1	0	0	0	0	0	0	0	0	6
0815	85	76	0	6	0	2	0	0	1	0	0	0	0	0	0	23.6	28.2	0	0	4	18	30	27	5	0	0	1	0	0	0	0	0	0	6
0830	80	72	0	5	1	2	0	0	0	0	0	0	0	0	0	24	29.4	0	1	4	13	29	23	8	2	0	0	0	0	0	0	0	0	10
0845	80	74	0	4	0	1	0	0	0	0	0	0	0	1	0	23.7	29.6	0	1	7	13	23	26	9	1	0	0	0	0	0	0	0	0	10
0900	54	47	1	5	0	0	0	0	0	0	0	0	0	0	1	27.5	30.6	0	0	0	0	11	31	12	0	0	0	0	0	0	0	0	0	12
0915	52	47	0	4	1	0	0	0	0	0	0	0	0	0	0	27.8	31.2	0	0	0	1	7	33	11	0	0	0	0	0	0	0	0	0	11
0930	64	53	0	10	0	1	0	0	0	0	0	0	0	0	0	26.1	29.9	0	0	1	2	21	31	8	1	0	0	0	0	0	0	0	0	9
0945	51	45	0	4	0	1	0	0	0	0	0	0	0	1	0	26.8	30.3	0	0	0	1	16	25	7	1	1	0	0	0	0	0	0	0	9
1000	53	48	0	5	0	0	0	0	0	0	0	0	0	0	0	27.5	31.9	0	0	0	0	13	28	10	2	0	0	0	0	0	0	0	0	12
1015	51	44	1	6	0	0	0	0	0	0	0	0	0	0	0	27.5	30.3	0	0	0	1	11	30	7	2	0	0	0	0	0	0	0	0	9
1030	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	27.7	32.2	0	0	0	0	9	18	7	1	0	0	0	0	0	0	0	0	8
1045	58	52	0	5	0	0	0	0	0	0	0	0	0	1	0	26.8	31.6	0	0	0	1	19	26	11	1	0	0	0	0	0	0	0	0	12
1100	51	43	0	7	0	0	0	0	0	0	0	0	0	0	1	26	29.2	0	0	1	2	17	25	5	1	0	0	0	0	0	0	0	0	6
1115	45	38	0	6	0	1	0	0	0	0	0	0	0	0	0	28.3	31.6	0	0	0	0	6	25	12	2	0	0	0	0	0	0	0	0	14
1130	53	49	0	3	0	1	0	0	0	0	0	0	0	0	0	26.6	30.6	0	0	0	2	16	24	11	0	0	0	0	0	0	0	0	0	11
1145	41	37	0	2	0	0	0	0	1	0	0	0	0	0	1	26.6	30.9	0	0	0	0	2	10	20	9	0	0	0	0	0	0	0	0	9
1200	53	47	1	1	0	0	0	0	0	0	0	0	0	3	1	25.6	30.6	0	0	4	1	15	23	10	0	0	0	0	0	0	0	0	0	10
1215	45	38	0	3	2	0	0	0	0	0	0	0	0	2	0	27.5	30.8	0	0	0	1	12	18	14	0	0	0	0	0	0	0	0	0	14
1230	43	35	0	5	0	1	0	0	0	1	0	0	0	1	0	27.1	32.4	0	0	0	1	14	19	6	3	0	0	0	0	0	0	0	0	9
1245	52	47	0	4	0	0	0	0	0	0	0	0	0	0	1	27.7	31.8	0	0	1	1	11	25	12	2	0	0	0	0	0	0	0	0	14
1300	53	43	1	6	0	1	0	0	0	1	0	0	0	1	0	25.6	29.5	0	1	0	6	16	23	6	1	0	0	0	0	0	0	0	0	7
1315	46	38	3	4	0	1	0	0	0	0	0	0	0	0	0	26.8	31.2	0	0	0	0	5	7	24	9	1	0	0	0	0	0	0	0	10
1330	36	30	0	5	0	0	0	0	0	0	0	0	0	1	0	27.4	32.2	0	0	0	2	8	13	11	2	0	0	0	0	0	0	0	0	13
1345	42	37	0	4	0	1	0	0	0	0	0	0	0	0	0	26.1	30.6	0	0	0	4	13	18	6	1	0	0	0	0	0	0	0	0	7
1400	57	48	0	6	0	3	0	0	0	0	0	0	0	0	0	26.9	30.8	0	0	0	2	13	31	11	0	0	0	0	0	0	0	0	0	11
1415	48	44	0	3	0	0	0	0	0	0	0	0	0	1	0	26.2	30.3	0	0	0	3	12	25	8	0	0	0	0	0	0	0	0	0	8
1430	49	43	0	4	0	1	0	0	0	0	0	0	0	0	1	26.1	30.9	0	0	2	0	3	15	21	4	3	1	0	0	0	0	0	0	8
1445	67	61	0	5	0	0	0	0	0	0	0	0	0	1	0	27.4	30.2	0	0	0	0	16	41	7	2	1	0	0	0	0	0	0	0	10
1500	91	85	0	4	0	0	0	0	0	0	0	0	0	0	2	20.1	29.2	0	1	20	29	16	19	5	1	0	0	0	0	0	0	0	0	6
1515	84	79	0	5	0	0	0	0	0	0	0	0	0	0	0	23.4	28.2	0	1	4	14	28	32	5	0	0	0	0	0	0	0	0	0	5
1530	65	59	0	6	0	0	0	0	0	0	0	0	0	0	0	27.2	30.9	0	0	0	3	14	34	12	2	0	0	0	0	0	0	0	0	14
1545	72	60	1	9	1	0	0	1	0	0	0	0	0	0	0	26.4	31	0	0	0	6	20	31	14	1	0	0	0	0	0	0	0	0	15
1600	65	53	0	9	0	1	0	0	0	0	0	0	0	2	0	27.2	33.1	0	0	0	6	15	24	18	2	0	0	0	0	0	0	0	0	20
1615	77	68	1	7	0	1	0	0	0	0	0	0	0	0	0	26.8	32	0	0	0	3	23	31	17	3	0	0	0	0	0	0	0	0	20
1630	102	93	1	7	0	1	0	0	0	0	0	0	0	1	0	27.1	31.7	0	1	1	3	24	49	17	7	0	0	0	0	0	0	0	0	24
1645	112	98	1	8	0	0	0	1	0	0	0	0	0	4	0	26.5	30.6	0	0	0	8	38	48	11	6	1	0	0	0	0	0	0	0	18
1700	99	89	0	8	0	0	0	0	0	0	0	0	0	2	0	23.8	30.4	0	2	8	21	16	34	16	2	0	0	0	0	0	0	0	0	18
1715	132	121	1	8	0	1	0	0	0	0	0	0	0	1	0	21.4	29.5	0	7	23	28	28	28	18	0	0	0	0	0	0	0	0	0	18
1730	100	92	0	7	0	0	0	0	0	0	0	0	0	1	0	24.8	31.4	0	4	6	11	24	32	21	2	0	0	0	0	0	0	0	0	23
1745	73	67	0	4	0	1	1	0	0	0	0	0	0	0	0	27.8	32.7	0	0	0	3	15	30	21	4	0	0	0	0	0	0	0	0	25
1800	84	77	1	4	0	0	0	0	0	0	0	0	0	2	0	28.2	31.7	0	0	0	2	15	44	19	2	2	0	0	0	0	0	0	0	23
1815	63	62	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	32.8	0	0	0	1	10	33	16	2	1	0	0	0	0	0	0	0	19
1830	36	32	2	1	0	0	0	0	0	0	0	0	0	1	0	29.2	35.2	0	0	0	1	5	17	7	5	1	0	0	0	0	0	0	0	13
1845	43	40	1	2	0	0	0	0	0	0	0	0	0	0	0	27.9	33	0	0	0	3	11	15	11	2	1	0	0	0	0	0	0	0	14
1900	36	31	0	2	0	0	0	0	0	0	0	0	0	2	1	28.9	34.4	0	0	1	0	8	14	9	2	2	0	0	0	0	0	0	0	13
1915	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	33.9	0	0	0	0	7	16	10	3	0	0	0	0	0	0	0	0	13
1930	20	19	0	0	0	0	0	0	0	0	0	0	0	1	0	30.3	37.3	0	0	0	0	3	10	4	1	0	2	0	0	0	0	0	0	7
1945	35	32	0	1	0	0	0	0	0	0	0	0	0	1	1	27.7	32.5	0	0	0	2	6	17	10	0	0	0	0	0	0	0	0	0	10
2000	25	20	1	2	0	0	1	0	0	0	0	0	0	1	0	25.2	29.3	0	0	1	1	11	9	3	0	0	0	0	0	0	0	0	0	3
2015	24	17	1	2	0	0	0	0	0	0	0	0	0	4	0	26.9	33.7	0	0	0	3	6	7	6	2	0	0	0	0	0	0	0	0	8
2030	14	13	0	0	0	0	0	0	0	0	0	0	0	1	0	30.8	38.1	0	0	0	1	1	5	4	2	1	0	0	0	0	0	0	0	7
2045	16	13	0	2	0	0	0	0	0	0	0	0	0	1	0	30.4	36.7	0	0	0	0	1	11	2	1	1	0	0	0	0	0	0	0	4
2100	19	18	0	0	0	0	0	0	0	0	0	0	0	1	0	29.2	33.8	0	0	0	0	2	8	9	0	0	0	0	0	0	0	0	0	9
2115	20	18	1	1	0	0	0	0	0	0	0	0	0	0	0	28.5	33.3	0	0	0	0	2	12	6	0	0	0	0	0	0	0	0	0	6
2130	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	32.8	0	0	0	0	4	5	5	0	1	0	0	0	0	0	0	0	6
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	2	2	1	0	0	1	0	0	0	0	0	0	2
2215	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	31.7	0	0	0	0	6	6	3	0	0	0	0	0	0	0	0	0	3
2230	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	5
2245	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	3
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	8
2315	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	4
2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07-19	**2956**	**2635**	**16**	**233**	**6**	**21**	**1**	**2**	**4**	**1**	**0**	**0**	**0**	**29**	**8**	**26**	**30.9**	**0**	**23**	**89**	**236**	**737**	**1275**	**507**	**79**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**596**
06-22	**3289**	**2928**	**20**	**251**	**7**	**22**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**41**	**11**	**26.3**	**31.2**	**0**	**23**	**91**	**244**	**791**	**1428**	**596**	**97**	**16**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**712**
06-00	**3343**	**2979**	**21**	**253**	**7**	**22**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**41**	**11**	**26.4**	**31.2**	**0**	**23**	**91**	**244**	**800**	**1447**	**612**	**105**	**17**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**738**
00-00	**3369**	**3002**	**21**	**255**	**7**	**23**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**41**	**11**	**26.4**	**31.2**	**0**	**23**	**91**	**244**	**804**	**1463**	**616**	**107**	**17**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**744**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

07 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0515	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	26.5	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0545	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	6
0600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	29	-	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	2
0615	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	7
0630	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	0	2	6	7	2	1	0	0	0	0	0	0	0	10
0645	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	34.2	0	0	0	1	3	7	7	1	0	0	0	0	0	0	0	0	8
0700	21	18	0	2	0	1	0	0	0	0	0	0	0	0	0	29.9	33.9	0	0	0	0	2	9	9	0	1	0	0	0	0	0	0	0	10
0715	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	29.3	32.4	0	0	0	0	1	14	10	1	0	0	0	0	0	0	0	0	11
0730	49	43	0	6	0	0	0	0	0	0	0	0	0	0	0	28.4	31.5	0	0	0	0	5	32	10	2	0	0	0	0	0	0	0	0	12
0745	52	42	0	6	1	1	0	0	1	0	0	0	0	1	0	28.3	33.1	0	0	0	1	6	29	14	1	1	0	0	0	0	0	0	0	16
0800	59	48	0	9	0	1	0	0	1	0	0	0	0	0	0	25.4	29.8	0	0	0	3	5	18	25	6	2	0	0	0	0	0	0	0	8
0815	64	58	0	6	0	0	0	0	0	0	0	0	0	0	0	25.6	28.9	0	0	0	0	2	26	28	7	1	0	0	0	0	0	0	0	8
0830	67	61	0	5	0	0	0	0	0	0	0	0	0	1	0	26.3	30.9	0	0	0	0	7	21	26	10	2	1	0	0	0	0	0	0	13
0845	64	62	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	33.9	0	0	0	0	0	17	27	16	3	1	0	0	0	0	0	0	20
0900	49	42	1	6	0	0	0	0	0	0	0	0	0	0	0	26.3	31.7	0	0	0	1	7	9	21	9	2	0	0	0	0	0	0	0	11
0915	62	55	0	5	0	0	0	0	0	0	0	0	0	0	0	26.4	30.4	0	0	0	0	2	15	35	10	0	0	0	0	0	0	0	0	10
0930	48	44	0	3	0	1	0	0	0	0	0	0	0	0	0	27.5	31.6	0	0	0	0	0	12	25	10	1	0	0	0	0	0	0	0	11
0945	69	62	0	6	0	0	0	0	0	0	0	0	0	1	0	26.3	30.3	0	0	0	0	3	22	34	9	1	0	0	0	0	0	0	0	10
1000	68	64	2	2	0	0	0	0	0	0	0	0	0	0	0	26.6	30.8	0	0	0	0	1	19	37	9	2	0	0	0	0	0	0	0	11
1015	69	58	0	9	0	0	1	0	0	0	0	0	0	1	0	26.6	30.2	0	0	0	0	0	20	38	9	2	0	0	0	0	0	0	0	11
1030	67	56	0	9	0	0	0	1	0	0	0	0	0	1	0	26.3	30.6	0	0	0	0	2	3	22	29	8	0	3	0	0	0	0	0	11
1045	80	68	2	4	0	1	0	0	0	0	0	0	0	5	0	25.3	28.5	0	0	0	0	6	31	34	9	0	0	0	0	0	0	0	0	9
1100	81	73	0	4	0	1	0	0	0	0	0	0	0	2	1	24.9	28.3	0	0	0	0	9	33	33	4	2	0	0	0	0	0	0	0	6
1115	72	65	0	5	0	0	0	0	0	0	0	0	0	1	1	26.8	31.9	0	0	0	4	4	12	36	15	1	0	0	0	0	0	0	0	16
1130	65	60	0	4	0	0	0	0	0	0	0	0	0	1	1	26.2	30.1	0	0	0	2	3	19	32	9	0	0	0	0	0	0	0	0	9
1145	71	63	0	7	0	1	0	0	0	0	0	0	0	0	0	25.4	29.8	0	0	0	0	10	21	31	9	0	0	0	0	0	0	0	0	9
1200	55	48	0	6	0	0	0	0	0	0	0	0	0	1	0	27.7	30.9	0	0	0	0	1	6	34	14	0	0	0	0	0	0	0	0	14
1215	78	74	0	2	1	1	0	0	0	0	0	0	0	0	0	26.4	30.3	0	0	0	1	5	16	44	10	2	0	0	0	0	0	0	0	12
1230	78	71	0	6	0	1	0	0	0	0	0	0	0	0	0	24.7	28.4	0	0	0	2	8	32	31	4	1	0	0	0	0	0	0	0	5
1245	66	61	1	4	0	0	0	0	0	0	0	0	0	0	0	27.2	31.2	0	0	0	0	0	22	29	13	2	0	0	0	0	0	0	0	15
1300	68	56	0	10	0	0	0	0	0	0	0	0	0	1	1	27.4	31.5	0	0	0	0	1	22	23	17	5	0	0	0	0	0	0	0	22
1315	61	59	0	2	0	0	0	0	0	0	0	0	0	0	0	28.5	32.9	0	0	0	0	0	13	25	20	3	0	0	0	0	0	0	0	23
1330	77	70	0	5	0	1	0	0	0	0	0	0	0	1	0	26.6	30.3	0	0	0	1	2	23	36	12	3	0	0	0	0	0	0	0	15
1345	70	60	0	7	0	0	0	1	0	0	0	0	0	2	0	26.1	31.1	0	0	1	5	23	27	11	2	1	0	0	0	0	0	0	0	14
1400	53	46	1	5	0	0	0	0	0	0	0	0	0	1	0	25.3	29.6	0	1	0	5	20	20	5	1	1	0	0	0	0	0	0	0	7
1415	54	45	0	9	0	0	0	0	0	0	0	0	0	0	0	26.6	30.7	0	0	0	2	16	26	10	0	0	0	0	0	0	0	0	0	10
1430	55	49	0	5	0	0	0	0	0	0	0	0	0	1	0	28.1	32.4	0	0	0	0	12	26	16	1	0	0	0	0	0	0	0	0	17
1445	83	73	1	7	0	1	0	0	0	0	0	0	0	1	0	22.2	28.7	0	0	19	7	22	29	6	0	0	0	0	0	0	0	0	0	6
1500	103	96	1	5	0	0	0	0	0	0	0	0	0	1	0	24	28.5	0	0	9	7	37	44	6	0	0	0	0	0	0	0	0	0	6
1515	91	82	1	6	0	0	0	0	0	0	0	0	0	1	1	23.9	30.2	0	1	9	16	21	30	14	0	0	0	0	0	0	0	0	0	14
1530	95	82	0	10	0	0	0	0	0	0	1	0	0	2	0	23.6	29.2	0	0	9	16	28	30	10	2	0	0	0	0	0	0	0	0	12
1545	92	77	0	13	0	0	0	0	0	0	0	0	0	1	1	25.9	31.3	0	0	1	17	16	34	20	3	1	0	0	0	0	0	0	0	24
1600	82	76	1	5	0	0	0	0	0	0	0	0	0	0	0	27	30.4	0	0	0	2	23	42	11	4	0	0	0	0	0	0	0	0	15
1615	113	100	0	8	1	0	0	0	0	0	0	0	0	2	2	23.3	31	0	10	11	11	32	28	15	6	0	0	0	0	0	0	0	0	21
1630	108	97	0	8	0	1	0	0	0	0	0	0	0	2	0	24.6	30.6	0	5	6	10	25	42	17	3	0	0	0	0	0	0	0	0	20
1645	111	100	1	8	0	1	0	0	0	0	0	0	0	1	0	24.3	30.3	0	0	3	25	35	29	15	4	0	0	0	0	0	0	0	0	19
1700	70	60	0	8	1	0	0	0	0	0	0	0	0	1	0	26.7	30.7	0	0	0	4	20	33	10	3	0	0	0	0	0	0	0	0	13
1715	87	82	0	3	0	0	1	0	0	0	0	0	0	1	0	24.2	32.5	0	3	14	9	11	30	14	5	0	1	0	0	0	0	0	0	20
1730	66	63	0	2	0	0	0	0	0	0	0	0	0	0	1	26.9	33	0	1	0	8	15	20	17	5	0	0	0	0	0	0	0	0	22
1745	91	87	0	2	0	0	0	0	0	1	0	0	0	1	0	27.5	32.4	0	0	0	1	27	40	19	2	1	1	0	0	0	0	0	0	23
1800	86	78	1	5	0	0	0	0	0	0	0	0	0	1	1	25.7	31.4	0	0	5	10	20	30	18	2	1	0	0	0	0	0	0	0	21
1815	54	47	0	6	0	0	0	0	0	0	0	0	0	1	0	29.2	31.7	0	0	0	0	8	26	16	2	1	1	0	0	0	0	0	0	20
1830	63	61	0	1	0	0	0	0	0	0	0	0	0	1	0	28.5	32.4	0	0	0	0	7	39	15	2	0	0	0	0	0	0	0	0	17
1845	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	31.9	0	0	0	1	4	23	10	2	0	0	0	0	0	0	0	0	12
1900	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	33.1	0	0	0	0	1	13	9	1	0	0	0	0	0	0	0	0	10
1915	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	33.1	0	0	0	2	7	13	10	3	0	1	0	0	0	0	0	0	14
1930	29	25	0	2	0	0	0	0	0	0	0	0	0	2	0	30.1	34.2	0	0	0	0	7	4	15	2	1	0	0	0	0	0	0	0	18
1945	29	25	0	2	0	0	0	0	0	0	0	0	0	1	1	27.6	32.8	0	0	0	1	6	14	7	1	0	0	0	0	0	0	0	0	8
2000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	37.4	0	0	0	0	1	9	6	5	0	0	0	0	0	0	0	0	11
2015	24	18	0	4	0	0	0	0	0	0	0	0	0	1	1	27.6	34.4	0	0	0	1	1	6	7	6	3	0	0	0	0	0	0	0	9
2030	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	29.2	35	0	0	0	0	2	7	5	1	1	0	0	0	0	0	0	0	7
2045	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	33.3	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	3
2100	20	17	0	1	0	0	0	0	0	0	0	0	0	2	0	29.8	36.3	0	0	0	0	3	11	2	3	1	0	0	0	0	0	0	0	6
2115	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	34.8	0	0	0	0	6	2	4	2	0	0	0	0	0	0	0	0	6
2130	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	38.4	0	0	0	0	1	6	2	2	0	0	0	0	0	0	0	0	4
2145	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	3
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	1
2215	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	2	2	4	1	0	0	1	0	0	0	0	0	6
2230	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	1
2245	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	3	3	1	2	0	0	0	0	0	0	0	0	3
2300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	25	-	0	0	0	1	0	1	3	1	0	0	0	0	0	0	0	0	1
2315	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	2
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2345	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	3
07-19	**3353**	**3002**	**13**	**263**	**4**	**13**	**2**	**5**	**2**	**2**	**0**	**0**	**0**	**37**	**10**	**26**	**30.9**	**0**	**0**	**21**	**103**	**236**	**887**	**1445**	**557**	**88**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**661**
06-22	**3648**	**3267**	**13**	**284**	**4**	**13**	**2**	**5**	**2**	**2**	**0**	**0**	**0**	**43**	**13**	**26.3**	**31.2**	**0**	**0**	**21**	**104**	**241**	**941**	**1554**	**650**	**116**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**787**
06-00	**3694**	**3306**	**14**	**289**	**5**	**13**	**2**	**5**	**2**	**2**	**0**	**0**	**0**	**43**	**13**	**26.3**	**31.2**	**0**	**0**	**21**	**105**	**242**	**952**	**1570**	**659**	**122**	**17**	**4**	**2**	**0**	**0**	**0**	**0**	**804**
00-00	**3721**	**3329**	**14**	**292**	**5**	**14**	**2**	**5**	**2**	**2**	**0**	**0**	**0**	**43**	**13**	**26.4**	**31.3**	**0**	**0**	**21**	**105**	**242**	**954**	**1578**	**669**	**126**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**821**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

08 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	1
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0615	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	2
0630	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	4
0645	13	12	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	34.7	0	0	0	1	1	3	7	1	0	0	0	0	0	0	0	0	8
0700	17	15	1	1	0	0	0	0	0	0	0	0	0	0	0	27.2	33.4	0	0	0	3	3	6	4	0	1	0	0	0	0	0	0	0	5
0715	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	5
0730	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.1	0	0	0	0	2	7	7	1	1	0	0	0	0	0	0	0	9
0745	22	19	0	2	0	0	0	0	0	0	0	0	0	0	1	28.5	33.4	0	0	1	0	4	10	5	1	0	0	1	0	0	0	0	0	7
0800	25	23	1	1	0	0	0	0	0	0	0	0	0	0	0	30.3	38.2	0	0	0	0	3	11	7	2	2	0	0	0	0	0	0	0	11
0815	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31.3	0	0	0	0	2	9	18	7	2	0	0	0	0	0	0	0	9
0830	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	32.8	0	0	0	0	6	24	10	2	0	0	0	0	0	0	0	0	12
0845	63	59	0	2	0	0	0	0	0	0	0	0	0	0	2	26.1	30.5	0	0	0	5	21	26	10	1	0	0	0	0	0	0	0	0	11
0900	48	44	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	34.6	0	0	0	0	12	21	9	4	1	1	0	0	0	0	0	0	15
0915	51	48	1	1	0	0	0	0	0	0	0	0	0	1	0	27.3	31.5	0	0	0	3	9	25	13	1	0	0	0	0	0	0	0	0	14
0930	66	63	0	2	0	0	0	0	0	0	0	0	0	0	1	26.3	30.1	0	0	0	1	28	27	9	1	0	0	0	0	0	0	0	0	10
0945	50	48	1	1	0	0	0	0	0	0	0	0	0	0	0	26.7	30.9	0	0	0	6	10	22	11	1	0	0	0	0	0	0	0	0	12
1000	53	49	0	3	0	1	0	0	0	0	0	0	0	0	0	25.7	29.9	0	0	0	5	13	28	5	2	0	0	0	0	0	0	0	0	7
1015	57	54	0	1	0	0	0	1	0	0	0	0	0	1	0	26.3	32.2	0	0	0	1	4	22	16	12	2	0	0	0	0	0	0	0	14
1030	47	44	0	2	1	1	0	0	0	0	0	0	0	0	0	27.1	30.3	0	0	0	0	3	8	27	7	2	0	0	0	0	0	0	0	9
1045	77	62	0	2	0	0	0	0	0	1	0	0	0	12	0	24.9	29.4	0	0	1	11	26	30	8	1	0	0	0	0	0	0	0	0	9
1100	48	47	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	30.8	0	0	0	0	12	27	5	3	1	0	0	0	0	0	0	0	9
1115	71	65	1	4	0	0	0	0	0	0	0	0	0	1	0	25.2	29.1	0	0	0	5	34	24	7	1	0	0	0	0	0	0	0	0	8
1130	83	78	0	4	0	0	0	0	0	0	0	0	0	1	0	27	30.4	0	0	0	1	26	40	13	3	0	0	0	0	0	0	0	0	16
1145	76	73	0	3	0	0	0	0	0	0	0	0	0	0	0	25.9	30	0	0	0	7	26	32	10	1	0	0	0	0	0	0	0	0	11
1200	64	60	0	4	0	0	0	0	0	0	0	0	0	0	0	28.1	30.5	0	0	0	1	5	45	13	0	0	0	0	0	0	0	0	0	13
1215	59	58	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	31	0	0	0	1	18	30	10	0	0	0	0	0	0	0	0	0	10
1230	69	60	0	7	0	0	0	0	0	0	0	0	0	2	0	27.4	30.5	0	0	0	0	15	42	9	1	2	0	0	0	0	0	0	0	12
1245	67	61	0	5	0	0	0	0	0	0	0	0	0	1	0	26.1	30	0	0	0	4	24	29	10	0	0	0	0	0	0	0	0	0	10
1300	52	49	0	2	0	0	0	0	0	0	0	0	0	1	0	27	31.1	0	0	0	1	15	25	10	1	0	0	0	0	0	0	0	0	11
1315	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	30.9	0	0	0	1	6	22	7	2	0	0	0	0	0	0	0	0	9
1330	44	41	0	2	0	0	0	0	0	0	0	0	0	1	0	27.3	31.1	0	0	0	1	10	22	11	0	0	0	0	0	0	0	0	0	11
1345	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	26.9	31	0	0	0	8	8	24	14	3	0	0	0	0	0	0	0	0	17
1400	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	32.2	0	0	0	1	15	16	3	3	0	1	0	0	0	0	0	0	7
1415	45	42	0	2	0	0	0	0	0	0	0	0	0	0	1	27.5	31.6	0	0	0	1	0	13	22	6	1	2	0	0	0	0	0	0	9
1430	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	31.3	0	0	0	0	6	17	8	0	0	0	0	0	0	0	0	0	8
1445	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	27.2	32.1	0	0	0	0	13	15	6	1	0	0	0	0	0	0	0	0	7
1500	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	27.7	31.9	0	0	0	1	7	15	6	2	0	0	0	0	0	0	0	0	8
1515	34	31	0	2	0	0	0	0	0	0	0	0	0	1	0	28.7	32.5	0	0	0	1	8	14	9	1	0	0	0	1	0	0	0	0	11
1530	30	28	1	1	0	0	0	0	0	0	0	0	0	0	0	27.7	32.4	0	0	0	0	8	14	7	1	0	0	0	0	0	0	0	0	8
1545	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.2	0	0	0	0	4	13	11	0	2	0	0	0	0	0	0	0	13
1600	31	30	0	0	0	0	0	0	0	0	0	0	0	1	0	29	33.9	0	0	0	0	4	15	11	1	0	0	0	0	0	0	0	0	12
1615	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	32.2	0	0	0	0	4	11	5	1	0	0	0	0	0	0	0	0	6
1630	39	36	1	2	0	0	0	0	0	0	0	0	0	0	0	27.8	31.4	0	0	0	0	7	22	10	0	0	0	0	0	0	0	0	0	10
1645	43	41	0	2	0	0	0	0	0	0	0	0	0	0	0	27.6	30.5	0	0	0	0	10	23	10	0	0	0	0	0	0	0	0	0	10
1700	39	36	0	2	0	0	0	0	0	0	0	0	0	0	1	30.1	36.8	0	0	0	1	6	13	12	5	2	0	0	0	0	0	0	0	19
1715	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	27.1	30.7	0	0	0	0	3	6	26	8	0	0	0	0	0	0	0	0	8
1730	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	28.4	34.1	0	0	0	0	3	5	19	11	3	1	0	0	0	0	0	0	15
1745	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	32.4	0	0	0	0	1	4	18	5	1	1	0	0	0	0	0	0	7
1800	32	29	0	3	0	0	0	0	0	0	0	0	0	0	0	29.4	33.1	0	0	0	0	3	17	9	3	0	0	0	0	0	0	0	0	12
1815	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	27.6	31.3	0	0	0	0	1	5	11	5	0	1	0	0	0	0	0	0	6
1830	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	28.5	31.3	0	0	0	0	2	20	5	1	0	0	0	0	0	0	0	0	6
1845	30	29	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9	30.9	0	0	0	0	2	3	17	8	0	0	0	0	0	0	0	0	8
1900	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	33.5	0	0	0	0	1	2	15	5	2	0	0	0	0	0	0	0	7
1915	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	36.8	0	0	0	0	0	2	7	8	2	1	0	0	0	0	0	0	11
1930	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	32.4	0	0	0	0	0	9	10	7	1	0	0	0	0	0	0	0	8
1945	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	4	11	9	1	0	0	0	0	0	0	0	0	10
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32	0	0	0	0	2	7	6	0	1	0	0	0	0	0	0	0	7
2015	20	19	0	0	0	1	0	0	0	0	0	0	0	0	0	27.8	32.2	0	0	0	1	0	4	9	4	2	0	0	0	0	0	0	0	6
2030	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35.6	0	0	0	0	2	8	6	4	0	0	0	0	0	0	0	0	10
2045	16	15	0	0	0	0	0	0	0	0	0	0	0	1	0	32.6	37	0	0	0	0	2	5	5	3	0	0	0	1	0	0	0	0	9
2100	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	35.6	0	0	0	0	3	5	3	2	1	0	0	0	0	0	0	0	6
2115	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	28	35.8	0	0	1	0	1	9	1	2	0	0	0	0	0	0	0	0	3
2130	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	33.5	0	0	0	0	3	4	9	0	0	0	0	0	0	0	0	0	9
2145	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	35.8	0	0	0	0	1	2	5	2	1	1	0	0	0	0	0	0	4
2200	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	32.7	0	0	0	0	3	10	5	0	0	1	0	0	0	0	0	0	6
2215	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30	32.7	0	0	0	0	0	10	6	0	1	0	0	0	0	0	0	0	7
2230	15	14	0	0	0	0	0	0	0	1	0	0	0	0	0	26.5	31.1	0	0	0	1	3	8	3	0	0	0	0	0	0	0	0	0	3
2245	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	4
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	35.1	0	0	0	0	2	8	2	1	1	0	0	0	0	0	0	0	4
2315	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	3
2330	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0
2345	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	33.9	0	0	0	0	1	9	3	0	1	0	0	0	0	0	0	0	4
07-19	**2088**	**1959**	**8**	**86**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**25**	**6**	**27.3**	**31.3**	**0**	**0**	**4**	**87**	**509**	**1002**	**402**	**63**	**17**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**486**
06-22	**2338**	**2198**	**9**	**93**	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**26**	**6**	**27.5**	**31.7**	**0**	**0**	**6**	**90**	**546**	**1106**	**479**	**85**	**21**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**590**
06-00	**2447**	**2301**	**9**	**98**	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**26**	**6**	**27.6**	**31.8**	**0**	**0**	**6**	**91**	**559**	**1170**	**502**	**89**	**24**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**621**
00-00	**2467**	**2321**	**9**	**98**	**0**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**26**	**6**	**27.6**	**31.8**	**0**	**0**	**6**	**91**	**563**	**1178**	**508**	**90**	**25**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**629**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

09 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	5
0015	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0045	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	27.6	-	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0630	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	2
0645	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	4
0700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	2
0715	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	34.8	0	0	0	0	2	7	2	1	0	0	0	0	0	0	0	0	3
0730	10	8	1	0	0	0	0	0	0	0	0	0	0	0	1	30	-	0	0	1	0	0	7	1	0	0	0	0	1	0	0	0	0	2
0745	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	28.2	34.1	0	0	0	0	2	10	3	1	0	0	0	0	0	0	0	0	4
0800	14	10	0	1	0	0	0	0	0	0	0	0	0	1	2	22.6	27.9	0	0	0	3	1	4	6	0	0	0	0	0	0	0	0	0	0
0815	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	30	34.7	0	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	6
0830	24	20	0	3	0	0	0	0	0	0	0	0	0	0	1	27.9	32	0	0	0	1	0	3	12	8	0	0	0	0	0	0	0	0	8
0845	34	31	0	2	0	0	0	0	0	0	0	0	0	0	1	26.4	33.5	0	0	0	1	4	9	11	8	1	0	0	0	0	0	0	0	9
0900	19	17	0	0	0	0	0	0	0	0	0	0	0	1	1	26.9	31.2	0	0	0	0	1	5	8	5	0	0	0	0	0	0	0	0	5
0915	32	31	0	0	0	0	0	0	0	0	0	0	0	0	1	25.2	30.7	0	0	2	0	0	5	14	5	1	0	0	0	0	0	0	0	6
0930	49	48	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	30.8	0	0	0	0	0	3	8	28	7	1	2	0	0	0	0	0	10
0945	42	41	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	29.7	0	0	0	0	0	1	13	25	3	0	0	0	0	0	0	0	3
1000	45	43	0	2	0	0	0	0	0	0	0	0	0	0	0	26.4	29.7	0	0	0	0	0	1	16	24	2	1	1	0	0	0	0	0	4
1015	51	45	0	3	0	1	0	0	0	0	0	0	0	0	2	27.8	33.1	0	0	0	0	0	4	11	20	14	2	0	0	0	0	0	0	16
1030	30	25	0	3	0	0	0	0	0	0	0	0	0	0	1	28.3	33.1	0	0	0	0	0	1	6	13	7	3	0	0	0	0	0	0	10
1045	47	43	0	2	0	0	0	0	0	0	0	0	0	1	1	27.8	33.2	0	0	0	1	2	9	22	11	1	1	0	0	0	0	0	0	13
1100	52	46	0	4	0	0	0	0	0	0	0	0	0	0	2	26.9	31.3	0	0	0	0	2	16	22	12	0	0	0	0	0	0	0	0	12
1115	45	42	0	0	2	0	0	0	0	0	0	0	0	0	1	26.5	31.2	0	1	1	0	2	12	17	11	0	1	0	0	0	0	0	0	12
1130	47	46	0	0	0	0	0	0	0	0	0	0	0	0	1	27	30.7	0	1	0	0	1	9	26	10	0	0	0	0	0	0	0	0	10
1145	54	51	1	2	0	0	0	0	0	0	0	0	0	0	0	27.1	30.4	0	0	0	0	0	16	28	8	2	0	0	0	0	0	0	0	10
1200	55	53	0	0	0	0	0	0	0	1	0	0	0	0	1	25.3	28.6	0	0	0	0	4	24	21	4	2	0	0	0	0	0	0	0	6
1215	56	52	0	1	0	0	0	0	0	0	0	0	0	2	1	27.6	32	0	0	0	0	3	12	24	14	2	1	0	0	0	0	0	0	17
1230	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	27	31.4	0	0	0	0	2	12	23	9	1	1	0	0	0	0	0	0	11
1245	46	43	1	1	0	0	0	0	0	0	0	0	0	1	0	27.7	30.9	0	0	0	0	0	9	26	10	1	0	0	0	0	0	0	0	11
1300	42	36	1	4	0	0	0	0	0	0	0	0	0	1	0	26.9	31.3	0	0	0	1	1	12	18	9	0	1	0	0	0	0	0	0	10
1315	45	43	0	1	0	0	0	0	0	0	0	0	0	1	0	27.2	30.5	0	0	0	0	1	13	19	12	0	0	0	0	0	0	0	0	12
1330	40	37	0	0	0	0	0	0	0	0	0	0	0	1	2	26.6	31.4	0	0	0	1	3	8	17	11	0	0	0	0	0	0	0	0	11
1345	38	35	0	0	0	0	0	0	0	0	0	0	0	2	1	26.1	30.2	0	0	0	0	3	13	16	4	2	0	0	0	0	0	0	0	6
1400	42	40	0	0	0	0	0	0	0	0	0	0	0	1	1	27.9	33.5	0	0	0	1	1	11	12	15	2	0	0	0	0	0	0	0	17
1415	38	33	0	4	0	0	0	0	0	0	0	0	0	1	0	27.8	32	0	0	0	1	0	8	15	13	1	0	0	0	0	0	0	0	14
1430	35	34	0	0	0	0	0	0	0	0	0	0	0	1	0	27.9	31.7	0	0	0	0	0	7	20	7	1	0	0	0	0	0	0	0	8
1445	41	40	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	32.5	0	0	0	0	4	7	18	10	2	0	0	0	0	0	0	0	12
1500	30	28	0	0	0	1	0	0	0	0	0	0	0	1	0	29	32.1	0	0	0	0	0	5	13	10	1	1	0	0	0	0	0	0	12
1515	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	33.6	0	0	0	0	1	11	14	10	1	1	0	0	0	0	0	0	12
1530	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	29.2	34	0	0	0	0	0	2	13	5	2	0	0	0	0	0	0	0	7
1545	39	38	0	1	0	0	0	0	0	0	0	0	0	0	0	29	32.5	0	0	0	0	0	6	18	13	2	0	0	0	0	0	0	0	15
1600	38	33	0	4	0	0	0	0	0	0	0	0	0	1	0	27.7	31.8	0	0	0	1	1	6	21	7	2	0	0	0	0	0	0	0	9
1615	26	23	0	2	0	0	0	0	0	0	0	0	0	1	0	27.9	30.5	0	0	0	0	0	4	16	5	0	1	0	0	0	0	0	0	6
1630	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	33.7	0	0	0	0	0	2	20	11	2	0	0	0	0	0	0	0	13
1645	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	36	0	0	0	0	0	0	12	11	4	0	0	0	0	0	0	0	15
1700	30	28	0	0	0	0	0	0	0	0	0	0	0	2	0	29.4	33.4	0	0	0	0	0	6	11	11	2	0	0	0	0	0	0	0	13
1715	31	30	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.7	0	0	0	0	0	4	17	10	0	0	0	0	0	0	0	0	10
1730	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	28	31.8	0	0	0	0	2	2	22	7	0	1	0	0	0	0	0	0	8
1745	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	28	33.4	0	0	0	0	3	5	13	9	2	1	0	0	0	0	0	0	12
1800	35	30	0	5	0	0	0	0	0	0	0	0	0	0	0	27.6	31.8	0	0	0	0	2	10	12	8	2	0	1	0	0	0	0	0	11
1815	32	30	0	1	0	0	0	0	0	0	0	0	0	1	0	28	32.8	0	0	0	0	0	8	15	8	1	0	0	0	0	0	0	0	9
1830	30	26	1	2	0	0	0	0	0	0	0	0	0	1	0	28.8	31.7	0	0	0	0	0	5	15	7	3	0	0	0	0	0	0	0	10
1845	23	21	0	1	0	0	0	0	0	0	0	0	0	1	0	29.2	33.9	0	0	0	0	0	5	7	8	3	0	0	0	0	0	0	0	11
1900	34	30	0	4	0	0	0	0	0	0	0	0	0	0	0	28.3	31.3	0	0	0	0	0	4	21	9	0	0	0	0	0	0	0	0	9
1915	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	0	0	0	1	12	3	0	1	0	0	0	0	0	0	4
1930	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	37	0	0	0	0	1	1	9	1	3	0	0	0	0	0	0	0	4
1945	19	17	1	1	0	0	0	0	0	0	0	0	0	0	0	29	32.7	0	0	0	0	0	3	7	8	1	0	0	0	0	0	0	0	9
2000	25	21	1	2	0	0	0	0	0	1	0	0	0	0	0	29.1	32.6	0	0	0	0	0	2	13	8	2	0	0	0	0	0	0	0	10
2015	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	38.1	0	0	0	0	0	2	3	7	2	1	0	0	0	0	0	0	10
2030	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	38	0	0	0	0	0	1	5	3	2	0	0	0	0	0	0	0	5
2045	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	37.8	0	0	0	0	0	2	3	6	3	1	0	0	0	0	0	0	10
2100	14	12	0	1	0	0	0	0	0	0	0	0	0	1	0	31.8	43.7	0	0	0	0	0	3	3	5	1	0	2	0	0	0	0	0	8
2115	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	5
2130	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
2145	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	32.8	44	0	0	0	0	0	0	6	2	1	1	1	0	0	0	0	0	5
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	2
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	1
2230	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	1	2	0	0	1	0	0	0	0	0	3
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	1
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07-19	**1669**	**1548**	**8**	**63**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**24**	**21**	**27.5**	**31.8**	**0**	**4**	**13**	**59**	**365**	**775**	**382**	**56**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**453**
06-22	**1872**	**1732**	**11**	**76**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**26**	**21**	**27.8**	**32**	**0**	**4**	**13**	**60**	**387**	**867**	**444**	**75**	**17**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**541**
06-00	**1895**	**1754**	**12**	**76**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**26**	**21**	**27.8**	**32.1**	**0**	**4**	**13**	**60**	**393**	**872**	**452**	**78**	**17**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**553**
00-00	**1931**	**1786**	**12**	**79**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**26**	**22**	**27.9**	**32.1**	**0**	**5**	**13**	**60**	**397**	**882**	**466**	**84**	**18**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**574**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

10 July 2023

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	2
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0530	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1
0600	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	4
0615	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	3
0630	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	4
0645	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	36.1	0	0	0	0	0	2	7	7	3	0	0	0	0	0	0	0	10
0700	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	35	0	0	0	0	0	4	7	8	2	0	0	1	0	0	0	0	11
0715	29	25	0	2	0	0	0	1	0	0	0	0	0	0	0	27.8	31.1	0	0	0	0	1	7	13	8	0	0	0	0	0	0	0	0	8
0730	43	39	0	3	0	0	0	0	0	0	0	0	0	1	0	27.6	33.8	0	0	0	0	4	9	14	11	4	1	0	0	0	0	0	0	16
0745	49	44	0	4	0	0	0	0	1	0	0	0	0	0	0	28.6	32.2	0	0	0	0	0	7	27	13	2	0	0	0	0	0	0	0	15
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0830	92	79	2	7	0	3	0	1	0	0	0	0	0	0	0	21.9	26.9	0	1	9	19	35	26	2	0	0	0	0	0	0	0	0	0	2
0845	79	71	0	5	0	2	0	0	0	0	0	0	0	0	1	23.8	29.3	0	0	2	14	30	28	3	2	0	0	0	0	0	0	0	0	5
0900	57	50	0	4	0	1	0	0	0	0	0	0	0	1	1	26.1	29.9	0	0	0	3	18	29	7	0	0	0	0	0	0	0	0	0	7
0915	51	43	1	6	0	0	0	1	0	0	0	0	0	0	0	26.8	30.2	0	0	0	1	1	12	26	10	1	0	0	0	0	0	0	0	11
0930	40	33	0	5	0	2	0	0	0	0	0	0	0	0	0	27.7	32	0	0	0	0	2	8	19	11	0	0	0	0	0	0	0	0	11
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1000	50	43	0	5	0	1	0	0	0	0	0	0	0	1	0	27.6	31.4	0	0	0	0	2	7	27	12	2	0	0	0	0	0	0	0	14
1015	51	44	1	5	0	1	0	0	0	0	0	0	0	0	0	27.2	32	0	0	0	0	2	13	21	13	2	0	0	0	0	0	0	0	15
1030	37	31	0	4	0	0	0	0	0	0	0	0	0	0	0	27.5	30.7	0	0	0	0	0	7	24	5	1	0	0	0	0	0	0	0	6
1045	38	32	0	2	0	2	0	0	0	0	0	0	0	2	0	26.8	31.6	0	0	0	0	2	9	19	7	1	0	0	0	0	0	0	0	8
1100	53	40	1	7	0	2	0	0	0	0	0	0	0	1	2	27	31.5	0	0	0	1	16	24	11	1	0	0	0	0	0	0	0	0	12
1115	47	41	0	4	1	1	0	0	0	0	0	0	0	0	0	25	30.8	0	0	2	2	0	15	18	10	0	0	0	0	0	0	0	0	10
1130	48	39	1	4	0	1	1	0	0	1	0	0	0	1	1	27.2	30.6	0	0	0	3	0	6	30	7	1	0	1	0	0	0	0	0	9
1145	58	49	0	5	0	2	0	0	0	0	0	0	0	2	0	26.3	29.5	0	0	0	1	1	19	31	5	1	0	0	0	0	0	0	0	6
1200	41	31	0	8	0	1	0	0	0	0	0	0	0	0	1	27.8	31.9	0	0	0	0	1	7	20	13	0	0	0	0	0	0	0	0	13
1215	50	40	0	8	0	0	0	0	0	0	0	0	0	0	2	27.9	32.6	0	0	0	0	1	9	27	12	1	0	0	0	0	0	0	0	13
1230	48	41	0	5	0	2	0	0	0	0	0	0	0	0	0	27.1	30.5	0	0	0	0	1	11	28	8	0	0	0	0	0	0	0	0	8
1245	69	62	0	5	0	0	0	0	0	0	0	0	0	2	0	26.3	30.8	0	0	0	0	11	12	30	14	2	0	0	0	0	0	0	0	16
1300	50	41	0	8	0	1	0	0	0	0	0	0	0	0	0	28.2	32.1	0	0	0	1	1	6	26	12	4	0	0	0	0	0	0	0	16
1315	43	36	1	4	0	0	0	0	0	0	0	0	0	2	0	27.9	32.5	0	0	0	0	0	12	19	11	0	0	1	0	0	0	0	0	12
1330	56	45	0	8	1	0	0	0	0	0	0	0	0	1	1	27.4	31.4	0	0	0	0	1	15	26	12	1	0	0	0	0	0	0	0	14
1345	44	37	0	6	0	1	0	0	0	0	0	0	0	0	0	24.7	29.6	0	0	0	1	9	9	20	5	0	0	0	0	0	0	0	0	5
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1415	47	42	0	5	0	0	0	0	0	0	0	0	0	0	0	27.3	31.4	0	0	0	0	0	11	27	8	1	0	0	0	0	0	0	0	9
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1445	47	36	0	6	0	3	1	0	0	0	0	0	0	0	1	26.5	31.7	0	0	1	7	7	19	12	1	0	0	0	0	0	0	0	0	13
1500	77	60	0	12	1	2	0	1	0	0	0	0	0	1	0	23.3	28.1	0	2	4	9	38	18	5	1	0	0	0	0	0	0	0	0	6
1515	79	72	0	6	0	0	0	0	0	0	0	0	0	1	0	25.5	28.5	0	0	1	5	28	36	8	1	0	0	0	0	0	0	0	0	9
1530	58	51	0	5	2	0	0	0	0	0	0	0	0	0	0	25.8	31	0	0	2	4	15	25	10	2	0	0	0	0	0	0	0	0	12
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1615	77	70	0	6	0	0	0	1	0	0	0	0	0	0	0	25.2	30.9	0	1	5	7	18	32	12	2	0	0	0	0	0	0	0	0	14
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1645	79	73	2	4	0	0	0	0	0	0	0	0	0	0	0	26.3	31	0	0	1	5	22	34	16	1	0	0	0	0	0	0	0	0	17
1700	90	80	0	8	0	0	0	0	0	0	0	0	0	2	0	25.1	30.6	0	1	1	18	19	36	12	3	0	0	0	0	0	0	0	0	15
1715	73	67	0	4	0	0	0	0	0	0	0	0	0	2	0	26.9	31.6	0	0	0	6	20	27	18	2	0	0	0	0	0	0	0	0	20
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1800	52	50	0	0	0	0	0	0	0	0	0	0	0	2	0	27.9	32.3	0	0	0	1	14	22	13	1	0	1	0	0	0	0	0	0	15
1815	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	28.6	31.6	0	0	0	1	5	18	14	0	0	0	0	0	0	0	0	0	14
1830	46	40	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	32.4	0	0	0	7	9	15	13	2	0	0	0	0	0	0	0	0	15
1845	35	31	0	3	0	0	0	0	0	0	0	0	0	0	1	28.6	31.4	0	0	0	1	4	17	13	0	0	0	0	0	0	0	0	0	13
1900	34	31	0	1	0	0	0	0	0	0	0	0	0	2	0	28.1	34.3	0	0	0	1	10	13	7	3	0	0	0	0	0	0	0	0	10
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1945	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	32.7	0	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	5
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2045	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	1	2	3	0	2	1	0	0	0	0	0	0	0	3
2100	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	30.7	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	1
2115	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	33.7	0	0	0	0	6	6	2	1	0	0	0	0	0	0	0	0	3
2130	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	2
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	5
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	3
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2644**	**2299**	**10**	**238**	**5**	**35**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**32**	**11**	**26.4**	**31**	**0**	**11**	**35**	**183**	**668**	**1185**	**493**	**61**	**2**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**562**
06-22	**2887**	**2520**	**10**	**258**	**5**	**35**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**34**	**11**	**26.7**	**31.2**	**0**	**11**	**35**	**187**	**710**	**1292**	**557**	**83**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**652**
06-00	**2901**	**2534**	**10**	**258**	**5**	**35**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**34**	**11**	**26.7**	**31.2**	**0**	**11**	**35**	**187**	**714**	**1296**	**563**	**83**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**658**
00-00	**2920**	**2551**	**10**	**259**	**5**	**36**	**1**	**11**	**2**	**0**	**0**	**0**	**0**	**34**	**11**	**26.7**	**31.2**	**0**	**11**	**35**	**187**	**716**	**1306**	**568**	**85**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**665**

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Site No: 2
Location Name Thakeham Road
Direction: BA (Westbound)

11 July 2023

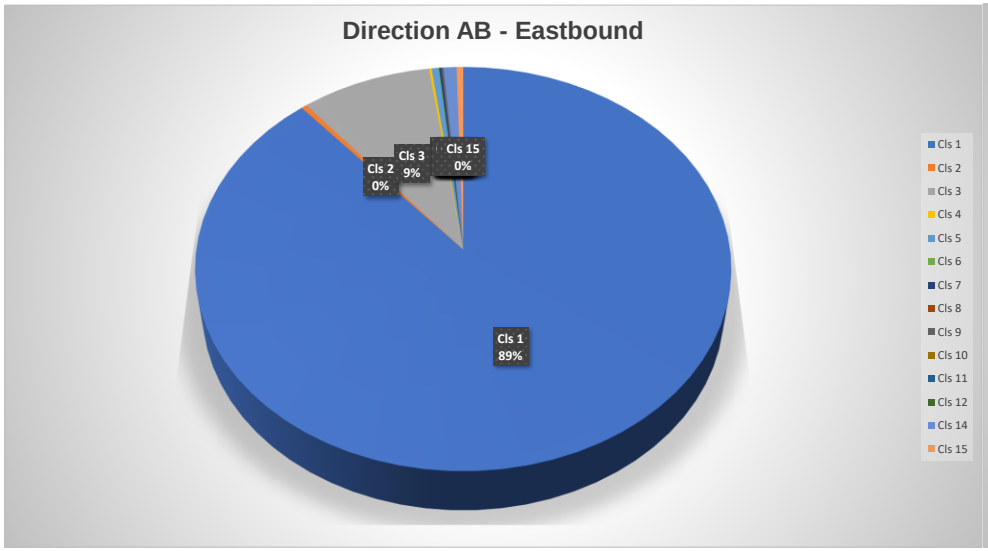
Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 30
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	2
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0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0530	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0545	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	2
0600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	4
0615	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	3
0630	9	6	0	2	1	0	0	0	0	0	0	0	0	0	0	28.4	-	0	0	1	0	0	4	3	1	0	0	0	0	0	0	0	0	4
0645	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	29.1	32.5	0	0	0	0	1	11	7	0	0	0	0	0	0	0	0	0	7
0700	28	25	0	1	0	1	1	0	0	0	0	0	0	0	0	28.7	33.9	0	0	0	0	5	12	9	2	0	0	0	0	0	0	0	0	11
0715	22	18	0	3	0	0	0	0	0	0	0	0	0	0	1	27.9	33.5	0	0	0	1	1	7	9	1	0	0	0	0	0	0	0	0	10
0730	49	42	1	4	0	1	0	0	0	0	0	0	0	1	0	27.8	31.4	0	0	0	0	1	9	30	7	2	0	0	0	0	0	0	0	9
0745	43	39	0	3	0	1	0	0	0	0	0	0	0	0	0	27.2	31.9	0	1	0	0	12	20	10	0	0	0	0	0	0	0	0	0	10
0800	48	37	0	10	0	1	0	0	0	0	0	0	0	0	0	26.2	31.1	0	0	0	3	14	22	9	0	0	0	0	0	0	0	0	0	9
0815	98	91	0	5	0	2	0	0	0	0	0	0	0	0	0	18.7	25.2	0	7	30	13	32	14	1	0	1	0	0	0	0	0	0	0	2
0830	81	73	2	3	1	2	0	0	0	0	0	0	0	0	0	25	29.4	0	0	0	13	24	35	6	3	0	0	0	0	0	0	0	0	9
0845	76	73	1	2	0	0	0	0	0	0	0	0	0	0	0	26.9	30.9	0	0	0	4	19	38	12	3	0	0	0	0	0	0	0	0	15
0900	65	60	0	4	0	1	0	0	0	0	0	0	0	0	0	26.7	30.2	0	0	2	2	10	37	14	0	0	0	0	0	0	0	0	0	14
0915	62	55	0	6	0	1	0	0	0	0	0	0	0	0	0	25.7	29.7	0	0	0	6	20	29	6	1	0	0	0	0	0	0	0	0	7
0930	61	52	1	6	0	1	1	0	0	0	0	0	0	0	1	25.4	31.4	0	0	0	8	23	19	9	2	0	0	0	0	0	0	0	0	11
0945	43	36	0	5	0	1	0	1	0	0	0	0	0	0	0	27	31.2	0	1	0	1	8	22	11	0	0	0	0	0	0	0	0	0	11
1000	50	46	0	4	0	0	0	0	0	0	0	0	0	0	0	27.2	31.4	0	0	0	0	13	28	8	1	0	0	0	0	0	0	0	0	9
1015	49	42	1	5	0	0	0	1	0	0	0	0	0	0	0	26.4	29.9	0	0	0	2	10	33	4	0	0	0	0	0	0	0	0	0	4
1030	42	38	0	4	0	0	0	0	0	0	0	0	0	0	0	27.1	31.2	0	0	0	2	8	23	7	2	0	0	0	0	0	0	0	0	9
1045	46	38	0	3	0	2	0	0	1	0	0	0	0	2	0	27.3	30.5	0	0	0	0	11	27	6	2	0	0	0	0	0	0	0	0	8
1100	48	42	0	4	0	2	0	0	0	0	0	0	0	0	0	27.4	30.9	0	0	0	0	12	24	11	1	0	0	0	0	0	0	0	0	12
1115	46	42	0	4	0	0	0	0	0	0	0	0	0	0	0	26.8	31.3	0	0	0	2	12	24	6	2	0	0	0	0	0	0	0	0	8
1130	35	30	0	4	0	1	0	0	0	0	0	0	0	0	0	28.1	33.8	0	0	0	1	7	15	8	4	0	0	0	0	0	0	0	0	12
1145	54	46	0	3	0	2	0	2	0	0	0	0	0	1	0	26.7	29.3	0	0	1	1	14	34	4	0	0	0	0	0	0	0	0	0	4
1200	53	47	0	6	0	0	0	0	0	0	0	0	0	0	0	27.2	31.5	0	0	0	2	12	29	9	1	0	0	0	0	0	0	0	0	10
1215	50	46	0	4	0	0	0	0	0	0	0	0	0	0	0	27.2	30	0	0	0	0	10	33	7	0	0	0	0	0	0	0	0	0	7
1230	53	48	0	3	0	2	0	0	0	0	0	0	0	0	0	26	29.4	0	0	0	3	21	22	6	1	0	0	0	0	0	0	0	0	7
1245	55	51	0	2	0	0	0	1	0	0	0	0	0	0	1	26.4	30.7	0	0	0	3	5	6	32	4	4	1	0	0	0	0	0	0	9
1300	42	38	0	3	1	0	0	0	0	0	0	0	0	0	0	27.1	29.8	0	0	0	1	8	27	6	0	0	0	0	0	0	0	0	0	6
1315	47	42	0	4	0	0	0	1	0	0	0	0	0	0	0	27.3	31.3	0	0	0	2	2	11	17	13	2	0	0	0	0	0	0	0	15
1330	53	49	1	3	0	0	0	0	0	0	0	0	0	0	0	26.6	30.9	0	0	0	1	3	16	22	11	0	0	0	0	0	0	0	0	11
1345	53	49	0	1	0	1	0	1	0	0	0	0	0	1	0	27.6	31.6	0	0	1	0	11	28	13	0	0	0	0	0	0	0	0	0	13
1400	35	33	0	1	0	0	0	1	0	0	0	0	0	0	0	26.5	29.1	0	0	0	3	7	21	3	1	0	0	0	0	0	0	0	0	4
1415	50	42	0	5	0	2	0	0	0	0	0	0	0	1	0	26.4	31.2	0	0	0	6	12	22	9	1	0	0	0	0	0	0	0	0	10
1430	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	27.3	30.5	0	0	0	0	9	30	11	1	0	0	0	0	0	0	0	0	12
1445	62	57	0	4	0	1	0	0	0	0	0	0	0	0	0	26.3	29.9	0	0	0	3	19	31	8	1	0	0	0	0	0	0	0	0	9
1500	79	73	0	5	0	0	0	0	0	0	0	0	0	0	1	23.1	28.2	0	0	4	14	30	26	5	0	0	0	0	0	0	0	0	0	5
1515	86	78	0	6	1	0	0	0	0	0	0	0	0	0	1	25	28.6	0	0	0	9	36	34	7	0	0	0	0	0	0	0	0	0	7
1530	66	58	0	5	1	2	0	0	0	0	0	0	0	0	0	26.7	30.9	0	0	0	1	20	32	13	0	0	0	0	0	0	0	0	0	13
1545	59	46	0	13	0	0	0	0	0	0	0	0	0	0	0	27.6	32.1	0	0	0	3	14	24	15	3	0	0	0	0	0	0	0	0	18
1600	50	45	0	4	1	0	0	0	0	0	0	0	0	0	0	27.4	31.3	0	0	0	2	12	24	11	1	0	0	0	0	0	0	0	0	12
1615	77	71	0	4	0	2	0	0	0	0	0	0	0	0	0	27.5	30.8	0	0	0	1	14	47	14	1	0	0	0	0	0	0	0	0	15
1630	69	64	0	5	0	0	0	0	0	0	0	0	0	0	0	26.8	30.8	0	0	0	3	18	31	17	0	0	0	0	0	0	0	0	0	17
1645	71	64	0	7	0	0	0	0	0	0	0	0	0	0	0	27.7	31.6	0	0	0	2	18	32	14	4	1	0	0	0	0	0	0	0	19
1700	92	82	0	7	0	1	0	0	0	0	0	0	0	2	0	22.5	27.4	0	1	11	15	30	29	5	1	0	0	0	0	0	0	0	0	6
1715	83	76	1	5	0	0	0	1	0	0	0	0	0	0	0	27.8	31.8	0	0	0	3	15	44	20	1	0	0	0	0	0	0	0	0	21
1730	81	72	0	8	1	0	0	0	0	0	0	0	0	0	0	26.1	30.6	0	0	0	8	25	31	16	1	0	0	0	0	0	0	0	0	17
1745	84	74	1	5	0	0	0	0	0	0	0	0	0	3	1	26.6	30.3	0	0	0	3	23	44	14	0	0	0	0	0	0	0	0	0	14
1800	63	58	0	4	0	0	0	0	0	0	0	0	0	1	0	28.7	32.1	0	0	0	0	13	32	11	4	3	0	0	0	0	0	0	0	18
1815	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	29	32.2	0	0	0	0	6	25	10	5	0	0	0	0	0	0	0	0	15
1830	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	33.6	0	0	0	0	3	17	14	3	2	0	0	0	0	0	0	0	19
1845	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	27.4	32.4	0	0	0	0	8	17	6	1	0	0	0	0	0	0	0	0	7
1900	24	19	0	1	0	0	1	0	0	0	0	0	0	1	2	26.8	31.8	0	1	1	0	6	7	8	1	0	0	0	0	0	0	0	0	9
1915	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	33.2	0	0	0	0	10	8	9	2	0	1	0	0	0	0	0	0	12
1930	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	28.3	34.1	0	0	0	0	5	5	5	1	1	0	0	0	0	0	0	0	7
1945	20	18	0	1	0	0	0	0	0	0	0	0	0	1	0	30.2	35.2	0	0	0	0	3	10	4	2	0	0	1	0	0	0	0	0	7
2000	17	15	0	1	0	0	0	0	0	0	0	0	0	0	1	27.4	34.4	0	1	0	0	6	3	6	1	0	0	0	0	0	0	0	0	7
2015	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	30.2	36.8	0	0	0	0	1	9	2	3	1	0	0	0	0	0	0	0	6
2030	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	37.3	0	0	0	0	3	3	3	4	0	0	0	0	0	0	0	0	7
2045	38	33	0	4	0	0	0	0	0	0	0	0	0	0	1	30	35.6	0	0	0	1	3	16	12	6	0	0	0	0	0	0	0	0	18
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	37.1	0	0	0	0	1	9	3	1	0	0	1	0	0	0	0	0	5
2115	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	37.6	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	6
2130	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	4	4	1	0	1	0	0	0	0	0	0	6
2215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	2
2230	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	2
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2345	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2
07-19	**2727**	**2450**	**9**	**203**	**6**	**30**	**1**	**9**	**1**	**0**	**0**	**0**	**0**	**12**	**6**	**26.4**	**30.8**	**0**	**10**	**56**	**152**	**693**	**1296**	**449**	**63**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**520**
06-22	**2983**	**2676**	**10**	**223**	**7**	**30**	**2**	**9**	**1**	**0**	**0**	**0**	**0**	**14**	**11**	**26.6**	**31.1**	**0**	**12**	**58**	**154**	**735**	**1396**	**524**	**90**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**628**
06-00	**3011**	**2702**	**10**	**225**	**7**	**30**	**2**	**9**	**1**	**0**	**0**	**0**	**0**	**14**	**11**	**26.7**	**31.1**	**0**	**12**	**58**	**154**	**737**	**1407**	**535**	**93**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**643**
00-00	**3031**	**2720**	**10**	**225**	**8**	**31**	**2**	**9**	**1**	**0**	**0**	**0**	**0**	**14**	**11**	**26.7**	**31.2**	**0**	**12**	**58**	**154**	**738**	**1420**	**541**	**93**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**649**

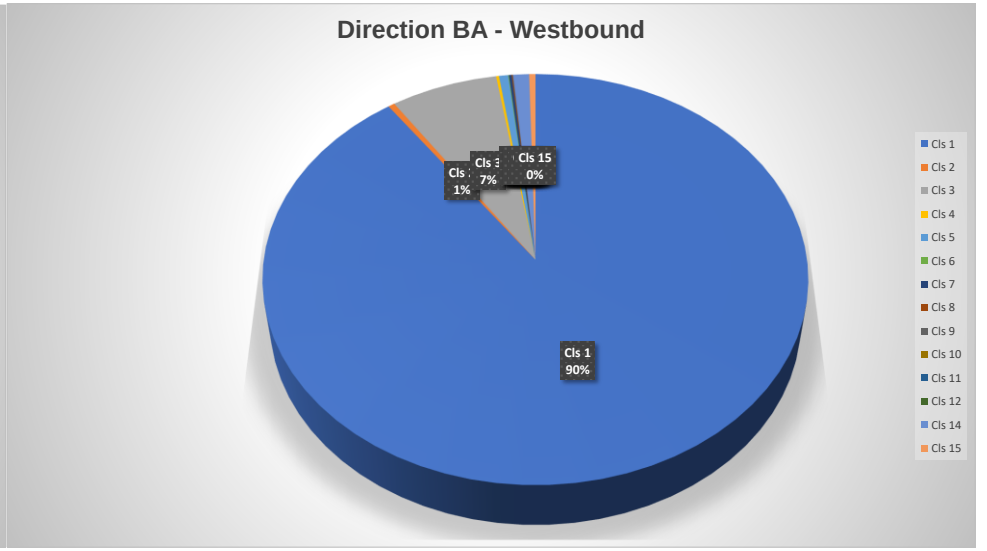
Project ID and Name: **IW0147 Thakeham**
Site No: **2**
Location Name **Thakeham Road**
Direction: **AB (Eastbound) + BA (Westbound)**

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	19849	8656	**44%**
Direction BA - Westbound	20710	4740	**23%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	17614	75	1714	34	87	10	31	3	23	0	0	0	171	87
Vehicle Proportion - %	88.7%	0.4%	8.6%	0.2%	0.4%	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.9%	0.4%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	18658	88	1438	38	123	10	37	11	8	0	0	0	214	85
Vehicle Proportion - %	90.1%	0.4%	6.9%	0.2%	0.6%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1.0%	0.4%





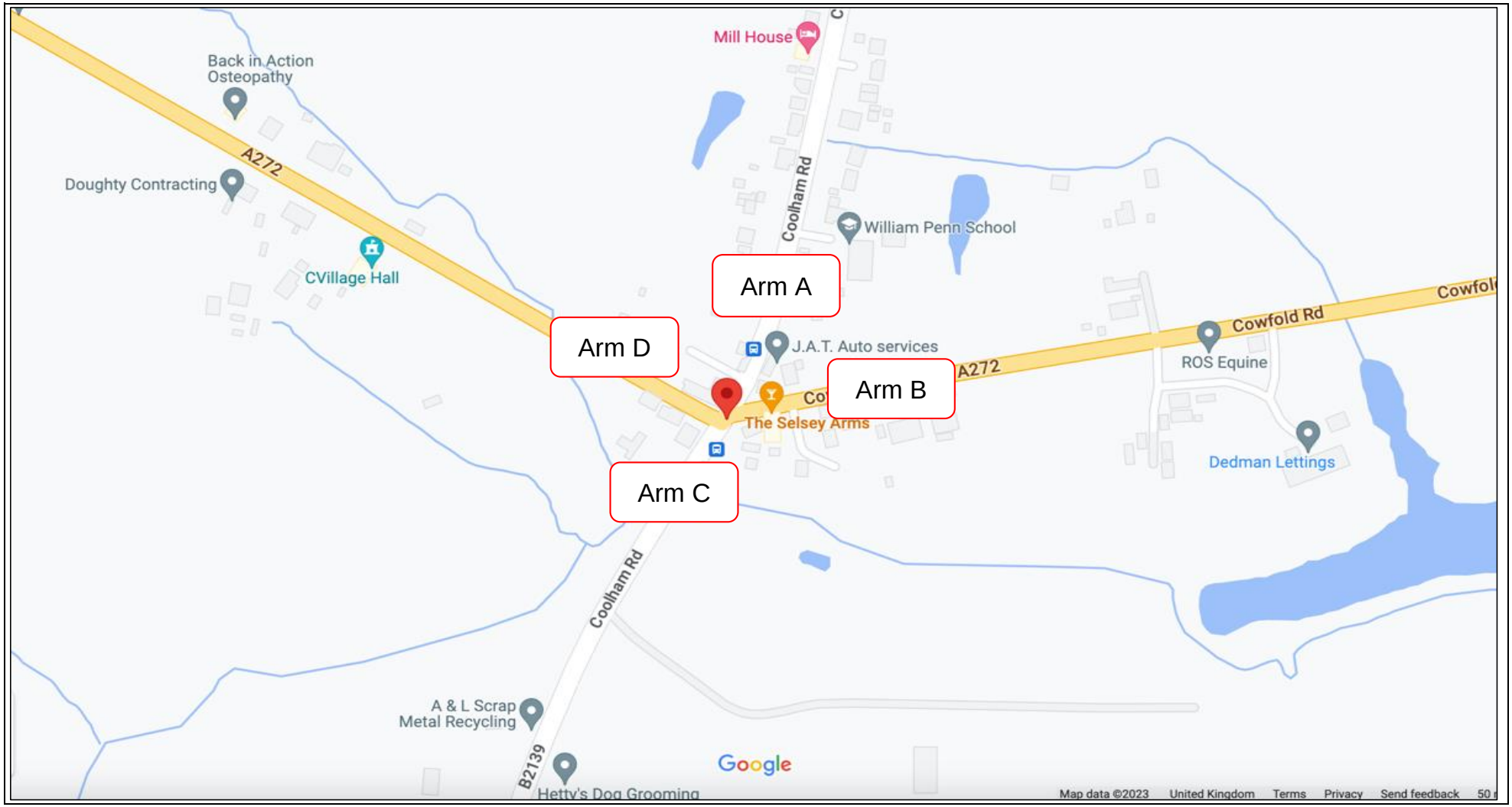
Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Appendix D

Turning Count Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	Coolham Road / A272 Cowfold Road / A272 Billingshurst Road	50.993176, -0.405181	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		A - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total (AM & PM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	2	0	0	0	0	1	0	**3**	**2.4**
07:45	08:00	5	3	1	0	0	0	0	**9**	**9.5**
08:00	08:15	4	1	3	1	0	0	0	**9**	**11.8**
08:15	08:30	5	1	1	1	0	0	0	**8**	**9.8**
08:30	08:45	1	3	0	0	0	0	0	**4**	**4**
08:45	09:00	9	2	1	0	0	0	0	**12**	**12.5**
09:00	09:15	5	1	0	0	0	0	0	**6**	**6**
09:15	09:30	4	2	1	1	0	0	0	**8**	**9.8**
16:30	16:45	5	0	0	0	0	0	0	**5**	**5**
16:45	17:00	7	2	0	0	0	0	0	**9**	**9**
17:00	17:15	12	1	0	0	0	0	0	**13**	**13**
17:15	17:30	4	2	0	0	0	0	0	**6**	**6**
17:30	17:45	4	2	0	0	0	0	0	**6**	**6**
17:45	18:00	8	0	0	0	0	0	0	**8**	**8**
18:00	18:15	6	0	0	1	0	0	0	**7**	**8.3**
18:15	18:30	5	0	0	0	0	0	0	**5**	**5**
Total		**86**	**20**	**7**	**4**	**0**	**1**	**0**	**118**	**126.1**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**16**	**5**	**5**	**2**	**0**	**1**	**0**	**29**	**33.5**
07:45	08:45	15	8	5	2	0	0	0	30	35.1
08:00	09:00	19	7	5	2	0	0	0	33	38.1
08:15	09:15	20	7	2	1	0	0	0	30	32.3
08:30	**09:30**	**19**	**8**	**2**	**1**	**0**	**0**	**0**	**30**	**32.3**
08:45	09:45	18	5	2	1	0	0	0	26	28.3
09:00	10:00	9	3	1	1	0	0	0	14	15.8
09:15	10:15	4	2	1	1	0	0	0	8	9.8
16:30	**17:30**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**33**	**33**
16:45	17:45	27	7	0	0	0	0	0	34	34
17:00	18:00	28	5	0	0	0	0	0	33	33
17:15	18:15	22	4	0	1	0	0	0	27	28.3
17:30	**18:30**	**23**	**2**	**0**	**1**	**0**	**0**	**0**	**26**	**27.3**
17:45	18:45	19	0	0	1	0	0	0	20	21.3
18:00	19:00	11	0	0	1	0	0	0	12	13.3
18:15	19:15	5	0	0	0	0	0	0	5	5
TOTAL		**86**	**20**	**7**	**4**	**0**	**1**	**0**	**118**	**126.1**

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	9	1	1	0	0	0	0	**11**	**11.5**
07:45	08:00	2	0	0	1	0	0	0	**3**	**4.3**
08:00	08:15	8	3	0	0	0	0	0	**11**	**11**
08:15	08:30	2	1	0	0	0	0	0	**3**	**3**
08:30	08:45	8	1	0	0	0	0	0	**9**	**9**
08:45	09:00	13	1	0	0	0	0	0	**14**	**14**
09:00	09:15	14	1	1	0	0	0	0	**16**	**16.5**
09:15	09:30	9	0	1	0	0	0	1	**11**	**10.7**
16:30	16:45	7	5	1	0	0	0	0	**13**	**13.5**
16:45	17:00	11	1	0	0	0	1	0	**13**	**12.4**
17:00	17:15	8	1	0	0	1	1	1	**12**	**11.6**
17:15	17:30	13	2	0	0	0	0	0	**15**	**15**
17:30	17:45	8	0	0	0	0	0	0	**8**	**8**
17:45	18:00	8	3	0	0	0	1	0	**12**	**11.4**
18:00	18:15	10	1	0	0	0	0	0	**11**	**11**
18:15	18:30	7	0	0	0	0	0	0	**7**	**7**
Total		**137**	**21**	**4**	**1**	**1**	**3**	**2**	**169**	**169.9**

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**21**	**5**	**1**	**1**	**0**	**0**	**0**	**28**	**29.8**
07:45	08:45	20	5	0	1	0	0	0	26	27.3
08:00	09:00	31	6	0	0	0	0	0	37	37
08:15	09:15	37	4	1	0	0	0	0	42	42.5
08:30	**09:30**	**44**	**3**	**2**	**0**	**0**	**0**	**1**	**50**	**50.2**
08:45	09:45	36	2	2	0	0	0	1	41	41.2
09:00	10:00	23	1	2	0	0	0	1	27	27.2
09:15	10:15	9	0	1	0	0	0	1	11	10.7
16:30	**17:30**	**39**	**9**	**1**	**0**	**1**	**2**	**1**	**53**	**52.5**
16:45	17:45	40	4	0	0	1	2	1	48	47
17:00	18:00	37	6	0	0	1	2	1	47	46
17:15	18:15	39	6	0	0	0	1	0	46	45.4
17:30	**18:30**	**33**	**4**	**0**	**0**	**0**	**1**	**0**	**38**	**37.4**
17:45	18:45	25	4	0	0	0	1	0	30	29.4
18:00	19:00	17	1	0	0	0	0	0	18	18
18:15	19:15	7	0	0	0	0	0	0	7	7
TOTAL		**137**	**21**	**4**	**1**	**1**	**3**	**2**	**169**	**169.9**

Survey Date: 06/07/2023
Survey Day: Thursday

		A - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	5	2	0	0	0	0	0	**7**	**7**
07:45	08:00	2	0	0	1	0	0	0	**3**	**4.3**
08:00	08:15	5	0	0	0	0	0	0	**5**	**5**
08:15	08:30	7	0	1	0	0	0	0	**8**	**8.5**
08:30	08:45	8	2	0	0	0	0	0	**10**	**10**
08:45	09:00	11	4	0	0	0	0	0	**15**	**15**
09:00	09:15	6	1	0	0	0	0	0	**7**	**7**
09:15	09:30	3	0	1	0	0	0	0	**4**	**4.5**
16:30	16:45	8	1	0	0	0	0	0	**9**	**9**
16:45	17:00	3	1	1	0	0	0	0	**5**	**5.5**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	5	1	0	0	0	0	0	**6**	**6**
17:30	17:45	2	0	0	0	0	0	0	**2**	**2**
17:45	18:00	1	2	0	0	0	0	0	**3**	**3**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	2	0	0	0	0	0	0	**2**	**2**
Total		**70**	**14**	**3**	**1**	**0**	**0**	**0**	**88**	**90.8**

		A - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**19**	**2**	**1**	**1**	**0**	**0**	**0**	**23**	**24.8**
07:45	08:45	22	2	1	1	0	0	0	26	27.8
08:00	09:00	31	6	1	0	0	0	0	38	38.5
08:15	09:15	32	7	1	0	0	0	0	40	40.5
08:30	**09:30**	**28**	**7**	**1**	**0**	**0**	**0**	**0**	**36**	**36.5**
08:45	09:45	20	5	1	0	0	0	0	26	26.5
09:00	10:00	9	1	1	0	0	0	0	11	11.5
09:15	10:15	3	0	1	0	0	0	0	4	4.5
16:30	**17:30**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**21**	**21.5**
16:45	17:45	11	2	1	0	0	0	0	14	14.5
17:00	18:00	9	3	0	0	0	0	0	12	12
17:15	18:15	9	3	0	0	0	0	0	12	12
17:30	**18:30**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
17:45	18:45	4	2	0	0	0	0	0	6	6
18:00	19:00	3	0	0	0	0	0	0	3	3
18:15	19:15	2	0	0	0	0	0	0	2	2
TOTAL		**70**	**14**	**3**	**1**	**0**	**0**	**0**	**88**	**90.8**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		B - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	8	1	0	1	0	0	0	**10**	**11.3**
07:45	08:00	7	2	1	0	1	0	0	**11**	**12.5**
08:00	08:15	1	1	1	0	0	0	0	**3**	**3.5**
08:15	08:30	8	3	1	0	0	0	0	**12**	**12.5**
08:30	08:45	7	2	0	0	0	0	0	**9**	**9**
08:45	09:00	5	4	0	0	0	0	0	**9**	**9**
09:00	09:15	6	2	0	0	0	0	0	**8**	**8**
09:15	09:30	4	1	0	0	0	0	0	**5**	**5**
16:30	16:45	3	2	0	0	0	0	0	**5**	**5**
16:45	17:00	4	5	3	0	0	0	0	**12**	**13.5**
17:00	17:15	4	0	0	0	0	0	0	**4**	**4**
17:15	17:30	5	3	1	1	0	0	0	**10**	**11.8**
17:30	17:45	5	0	0	0	0	0	0	**5**	**5**
17:45	18:00	8	1	0	0	0	0	0	**9**	**9**
18:00	18:15	3	1	0	0	0	0	0	**4**	**4**
18:15	18:30	3	0	0	0	0	0	1	**4**	**3.2**
Total		**81**	**28**	**7**	**2**	**1**	**0**	**1**	**120**	**126.3**

		B - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**24**	**7**	**3**	**1**	**1**	**0**	**0**	**36**	**39.8**
07:45	08:45	23	8	3	0	1	0	0	35	37.5
08:00	09:00	21	10	2	0	0	0	0	33	34
08:15	09:15	26	11	1	0	0	0	0	38	38.5
08:30	**09:30**	**22**	**9**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
08:45	09:45	15	7	0	0	0	0	0	22	22
09:00	10:00	10	3	0	0	0	0	0	13	13
09:15	10:15	4	1	0	0	0	0	0	5	5
16:30	**17:30**	**16**	**10**	**4**	**1**	**0**	**0**	**0**	**31**	**34.3**
16:45	17:45	18	8	4	1	0	0	0	31	34.3
17:00	18:00	22	4	1	1	0	0	0	28	29.8
17:15	18:15	21	5	1	1	0	0	0	28	29.8
17:30	**18:30**	**19**	**2**	**0**	**0**	**0**	**0**	**1**	**22**	**21.2**
17:45	18:45	14	2	0	0	0	0	1	17	16.2
18:00	19:00	6	1	0	0	0	0	1	8	7.2
18:15	19:15	3	0	0	0	0	0	1	4	3.2
TOTAL		**81**	**28**	**7**	**2**	**1**	**0**	**1**	**120**	**126.3**

		B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	22	7	1	0	2	0	0	**32**	**34.5**
07:45	08:00	28	13	1	0	0	0	0	**42**	**42.5**
08:00	08:15	24	10	0	1	0	0	0	**35**	**36.3**
08:15	08:30	20	7	0	0	0	0	0	**27**	**27**
08:30	08:45	18	10	1	0	0	0	0	**29**	**29.5**
08:45	09:00	13	6	2	1	1	0	0	**23**	**26.3**
09:00	09:15	20	6	1	0	0	0	0	**27**	**27.5**
09:15	09:30	16	6	0	0	0	0	0	**22**	**22**
16:30	16:45	47	11	0	0	0	1	0	**59**	**58.4**
16:45	17:00	49	6	0	0	1	3	0	**59**	**58.2**
17:00	17:15	53	9	0	0	0	0	0	**62**	**62**
17:15	17:30	45	6	0	0	0	0	0	**51**	**51**
17:30	17:45	50	2	0	1	0	1	0	**54**	**54.7**
17:45	18:00	36	2	0	0	0	1	0	**39**	**38.4**
18:00	18:15	46	7	0	0	1	6	0	**60**	**57.4**
18:15	18:30	35	5	0	0	0	0	0	**40**	**40**
Total		**522**	**113**	**6**	**3**	**5**	**12**	**0**	**661**	**665.7**

		B - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**94**	**37**	**2**	**1**	**2**	**0**	**0**	**136**	**140.3**
07:45	08:45	90	40	2	1	0	0	0	133	135.3
08:00	09:00	75	33	3	2	1	0	0	114	119.1
08:15	09:15	71	29	4	1	1	0	0	106	110.3
08:30	**09:30**	**67**	**28**	**4**	**1**	**1**	**0**	**0**	**101**	**105.3**
08:45	09:45	49	18	3	1	1	0	0	72	75.8
09:00	10:00	36	12	1	0	0	0	0	49	49.5
09:15	10:15	16	6	0	0	0	0	0	22	22
16:30	**17:30**	**194**	**32**	**0**	**0**	**1**	**4**	**0**	**231**	**229.6**
16:45	17:45	197	23	0	1	1	4	0	226	225.9
17:00	18:00	184	19	0	1	0	2	0	206	206.1
17:15	18:15	177	17	0	1	1	8	0	204	201.5
17:30	**18:30**	**167**	**16**	**0**	**1**	**1**	**8**	**0**	**193**	**190.5**
17:45	18:45	117	14	0	0	1	7	0	139	135.8
18:00	19:00	81	12	0	0	1	6	0	100	97.4
18:15	19:15	35	5	0	0	0	0	0	40	40
TOTAL		**522**	**113**	**6**	**3**	**5**	**12**	**0**	**661**	**665.7**

Survey Date: 06/07/2023
Survey Day: Thursday

		B - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	34	7	1	1	1	1	0	**45**	**47.2**
07:45	08:00	40	16	1	3	0	0	0	**60**	**64.4**
08:00	08:15	39	14	1	1	1	2	0	**58**	**59.6**
08:15	08:30	43	13	5	0	0	1	0	**62**	**63.9**
08:30	08:45	48	10	2	0	1	0	0	**61**	**63**
08:45	09:00	45	21	1	0	1	1	0	**69**	**69.9**
09:00	09:15	36	9	1	1	1	1	0	**49**	**51.2**
09:15	09:30	44	10	2	6	0	0	0	**62**	**70.8**
16:30	16:45	42	12	0	0	1	0	0	**55**	**56**
16:45	17:00	60	12	1	0	0	1	0	**74**	**73.9**
17:00	17:15	45	11	0	0	0	4	0	**60**	**57.6**
17:15	17:30	52	5	1	0	1	1	0	**60**	**60.9**
17:30	17:45	46	8	0	0	0	1	0	**55**	**54.4**
17:45	18:00	44	7	0	0	0	1	0	**52**	**51.4**
18:00	18:15	46	11	0	0	0	0	0	**57**	**57**
18:15	18:30	32	4	1	0	2	7	0	**46**	**44.3**
Total		**696**	**170**	**17**	**12**	**9**	**21**	**0**	**925**	**945.5**

		B - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**156**	**50**	**8**	**5**	**2**	**4**	**0**	**225**	**235.1**
07:45	08:45	170	53	9	4	2	3	0	241	250.9
08:00	09:00	175	58	9	1	3	4	0	250	256.4
08:15	09:15	172	53	9	1	3	3	0	241	248
08:30	**09:30**	**173**	**50**	**6**	**7**	**3**	**2**	**0**	**241**	**254.9**
08:45	09:45	125	40	4	7	2	2	0	180	191.9
09:00	10:00	80	19	3	7	1	1	0	111	122
09:15	10:15	44	10	2	6	0	0	0	62	70.8
16:30	**17:30**	**199**	**40**	**2**	**0**	**2**	**6**	**0**	**249**	**248.4**
16:45	17:45	203	36	2	0	1	7	0	249	246.8
17:00	18:00	187	31	1	0	1	7	0	227	224.3
17:15	18:15	188	31	1	0	1	3	0	224	223.7
17:30	**18:30**	**168**	**30**	**1**	**0**	**2**	**9**	**0**	**210**	**207.1**
17:45	18:45	122	22	1	0	2	8	0	155	152.7
18:00	19:00	78	15	1	0	2	7	0	103	101.3
18:15	19:15	32	4	1	0	2	7	0	46	44.3
TOTAL		**696**	**170**	**17**	**12**	**9**	**21**	**0**	**925**	**945.5**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		C - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	6	1	0	0	0	0	0	**7**	**7**
07:45	08:00	11	5	0	0	0	1	1	**18**	**16.6**
08:00	08:15	18	3	0	0	0	1	0	**22**	**21.4**
08:15	08:30	12	5	0	0	0	0	0	**17**	**17**
08:30	08:45	19	2	0	0	0	2	0	**23**	**21.8**
08:45	09:00	15	2	1	0	0	0	0	**18**	**18.5**
09:00	09:15	11	1	0	0	0	0	0	**12**	**12**
09:15	09:30	5	1	0	0	0	0	0	**6**	**6**
16:30	16:45	7	0	0	0	0	0	0	**7**	**7**
16:45	17:00	5	1	0	0	0	0	0	**6**	**6**
17:00	17:15	5	2	0	0	0	0	0	**7**	**7**
17:15	17:30	4	2	0	0	0	1	0	**7**	**6.4**
17:30	17:45	5	0	0	0	0	2	0	**7**	**5.8**
17:45	18:00	4	0	1	0	0	0	1	**6**	**5.7**
18:00	18:15	11	1	1	0	0	0	0	**13**	**13.5**
18:15	18:30	5	0	0	0	0	0	0	**5**	**5**
Total		**143**	**26**	**3**	**0**	**0**	**7**	**2**	**181**	**176.7**

		C - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**47**	**14**	**0**	**0**	**0**	**2**	**1**	**64**	**62**
07:45	08:45	60	15	0	0	0	4	1	80	76.8
08:00	09:00	64	12	1	0	0	3	0	80	78.7
08:15	09:15	57	10	1	0	0	2	0	70	69.3
08:30	**09:30**	**50**	**6**	**1**	**0**	**0**	**2**	**0**	**59**	**58.3**
08:45	09:45	31	4	1	0	0	0	0	36	36.5
09:00	10:00	16	2	0	0	0	0	0	18	18
09:15	10:15	5	1	0	0	0	0	0	6	6
16:30	**17:30**	**21**	**5**	**0**	**0**	**0**	**1**	**0**	**27**	**26.4**
16:45	17:45	19	5	0	0	0	3	0	27	25.2
17:00	18:00	18	4	1	0	0	3	1	27	24.9
17:15	18:15	24	3	2	0	0	3	1	33	31.4
17:30	**18:30**	**25**	**1**	**2**	**0**	**0**	**2**	**1**	**31**	**30**
17:45	18:45	20	1	2	0	0	0	1	24	24.2
18:00	19:00	16	1	1	0	0	0	0	18	18.5
18:15	19:15	5	0	0	0	0	0	0	5	5
TOTAL		**143**	**26**	**3**	**0**	**0**	**7**	**2**	**181**	**176.7**

		C - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	20	8	1	1	1	0	0	**31**	**33.8**
07:45	08:00	26	4	0	0	0	1	0	**31**	**30.4**
08:00	08:15	37	2	0	0	0	1	0	**40**	**39.4**
08:15	08:30	31	2	1	0	0	2	0	**36**	**35.3**
08:30	08:45	33	2	0	0	0	0	0	**35**	**35**
08:45	09:00	25	1	0	0	0	0	0	**26**	**26**
09:00	09:15	16	4	1	0	0	0	0	**21**	**21.5**
09:15	09:30	18	5	0	0	0	0	0	**23**	**23**
16:30	16:45	23	8	0	0	0	0	0	**31**	**31**
16:45	17:00	14	5	0	0	0	1	0	**20**	**19.4**
17:00	17:15	24	2	0	0	0	0	0	**26**	**26**
17:15	17:30	22	3	1	0	0	0	0	**26**	**26.5**
17:30	17:45	18	8	0	0	0	0	0	**26**	**26**
17:45	18:00	21	5	0	0	0	0	0	**26**	**26**
18:00	18:15	15	3	0	0	0	0	0	**18**	**18**
18:15	18:30	19	1	1	0	0	1	0	**22**	**21.9**
Total		**362**	**63**	**5**	**1**	**1**	**6**	**0**	**438**	**439.2**

		C - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**114**	**16**	**2**	**1**	**1**	**4**	**0**	**138**	**138.9**
07:45	08:45	127	10	1	0	0	4	0	142	140.1
08:00	09:00	126	7	1	0	0	3	0	137	135.7
08:15	09:15	105	9	2	0	0	2	0	118	117.8
08:30	**09:30**	**92**	**12**	**1**	**0**	**0**	**0**	**0**	**105**	**105.5**
08:45	09:45	59	10	1	0	0	0	0	70	70.5
09:00	10:00	34	9	1	0	0	0	0	44	44.5
09:15	10:15	18	5	0	0	0	0	0	23	23
16:30	**17:30**	**83**	**18**	**1**	**0**	**0**	**1**	**0**	**103**	**102.9**
16:45	17:45	78	18	1	0	0	1	0	98	97.9
17:00	18:00	85	18	1	0	0	0	0	104	104.5
17:15	18:15	76	19	1	0	0	0	0	96	96.5
17:30	**18:30**	**73**	**17**	**1**	**0**	**0**	**1**	**0**	**92**	**91.9**
17:45	18:45	55	9	1	0	0	1	0	66	65.9
18:00	19:00	34	4	1	0	0	1	0	40	39.9
18:15	19:15	19	1	1	0	0	1	0	22	21.9
TOTAL		**362**	**63**	**5**	**1**	**1**	**6**	**0**	**438**	**439.2**

		C - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		C - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		C - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	18	3	0	0	0	0	0	**21**	**21**
07:45	08:00	19	3	1	0	0	0	0	**23**	**23.5**
08:00	08:15	23	2	0	0	0	0	0	**25**	**25**
08:15	08:30	20	2	0	0	0	1	0	**23**	**22.4**
08:30	08:45	29	2	0	0	0	0	0	**31**	**31**
08:45	09:00	20	2	0	1	0	0	0	**23**	**24.3**
09:00	09:15	10	2	0	0	0	0	0	**12**	**12**
09:15	09:30	11	3	0	0	0	0	0	**14**	**14**
16:30	16:45	7	2	1	1	0	0	1	**12**	**13**
16:45	17:00	8	2	0	0	0	0	0	**10**	**10**
17:00	17:15	15	4	0	0	0	0	0	**19**	**19**
17:15	17:30	8	5	0	0	0	0	0	**13**	**13**
17:30	17:45	14	2	1	0	0	0	0	**17**	**17.5**
17:45	18:00	11	2	0	0	0	0	0	**13**	**13**
18:00	18:15	13	1	0	0	0	0	0	**14**	**14**
18:15	18:30	8	2	1	0	1	2	1	**15**	**14.5**
Total		**234**	**39**	**4**	**2**	**1**	**3**	**2**	**285**	**287.2**

		C - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**80**	**10**	**1**	**0**	**0**	**1**	**0**	**92**	**91.9**
07:45	08:45	91	9	1	0	0	1	0	102	101.9
08:00	09:00	92	8	0	1	0	1	0	102	102.7
08:15	09:15	79	8	0	1	0	1	0	89	89.7
08:30	**09:30**	**70**	**9**	**0**	**1**	**0**	**0**	**0**	**80**	**81.3**
08:45	09:45	41	7	0	1	0	0	0	49	50.3
09:00	10:00	21	5	0	0	0	0	0	26	26
09:15	10:15	11	3	0	0	0	0	0	14	14
16:30	**17:30**	**38**	**13**	**1**	**1**	**0**	**0**	**1**	**54**	**55**
16:45	17:45	45	13	1	0	0	0	0	59	59.5
17:00	18:00	48	13	1	0	0	0	0	62	62.5
17:15	18:15	46	10	1	0	0	0	0	57	57.5
17:30	**18:30**	**46**	**7**	**2**	**0**	**1**	**2**	**1**	**59**	**59**
17:45	18:45	32	5	1	0	1	2	1	42	41.5
18:00	19:00	21	3	1	0	1	2	1	29	28.5
18:15	19:15	8	2	1	0	1	2	1	15	14.5
TOTAL		**234**	**39**	**4**	**2**	**1**	**3**	**2**	**285**	**287.2**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		D - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	2	1	0	0	0	0	0	**3**	**3**
07:45	08:00	3	1	0	0	0	0	0	**4**	**4**
08:00	08:15	6	0	0	0	0	0	0	**6**	**6**
08:15	08:30	10	3	0	0	0	0	0	**13**	**13**
08:30	08:45	17	1	1	0	0	0	0	**19**	**19.5**
08:45	09:00	7	0	0	0	0	0	0	**7**	**7**
09:00	09:15	5	2	1	0	0	0	0	**8**	**8.5**
09:15	09:30	2	1	0	2	0	1	0	**6**	**8**
16:30	16:45	1	1	0	0	0	0	0	**2**	**2**
16:45	17:00	9	0	0	0	0	0	0	**9**	**9**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	5	0	2	0	0	0	0	**7**	**8**
17:30	17:45	3	0	0	0	0	0	0	**3**	**3**
17:45	18:00	2	0	0	0	0	0	0	**2**	**2**
18:00	18:15	4	0	0	0	0	0	0	**4**	**4**
18:15	18:30	1	0	0	0	0	0	1	**2**	**1.2**
Total		**78**	**10**	**4**	**2**	**0**	**1**	**1**	**96**	**99.2**

		D - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
07:45	08:45	36	5	1	0	0	0	0	42	42.5
08:00	09:00	40	4	1	0	0	0	0	45	45.5
08:15	09:15	39	6	2	0	0	0	0	47	48
08:30	**09:30**	**31**	**4**	**2**	**2**	**0**	**1**	**0**	**40**	**43**
08:45	09:45	14	3	1	2	0	1	0	21	23.5
09:00	10:00	7	3	1	2	0	1	0	14	16.5
09:15	10:15	2	1	0	2	0	1	0	6	8
16:30	**17:30**	**16**	**1**	**2**	**0**	**0**	**0**	**0**	**19**	**20**
16:45	17:45	18	0	2	0	0	0	0	20	21
17:00	18:00	11	0	2	0	0	0	0	13	14
17:15	18:15	14	0	2	0	0	0	0	16	17
17:30	**18:30**	**10**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**10.2**
17:45	18:45	7	0	0	0	0	0	1	8	7.2
18:00	19:00	5	0	0	0	0	0	1	6	5.2
18:15	19:15	1	0	0	0	0	0	1	2	1.2
TOTAL		**78**	**10**	**4**	**2**	**0**	**1**	**1**	**96**	**99.2**

		D - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	43	10	1	0	0	0	0	**54**	**54.5**
07:45	08:00	33	9	1	2	2	0	0	**47**	**52.1**
08:00	08:15	41	10	3	1	0	0	0	**55**	**57.8**
08:15	08:30	50	13	4	1	1	1	0	**70**	**73.7**
08:30	08:45	48	8	0	2	0	0	0	**58**	**60.6**
08:45	09:00	38	17	0	4	0	0	0	**59**	**64.2**
09:00	09:15	33	19	0	1	0	1	0	**54**	**54.7**
09:15	09:30	34	12	1	1	0	0	0	**48**	**49.8**
16:30	16:45	51	19	0	0	0	2	0	**72**	**70.8**
16:45	17:00	41	20	1	0	1	0	0	**63**	**64.5**
17:00	17:15	60	8	0	0	0	0	0	**68**	**68**
17:15	17:30	63	5	0	1	1	1	0	**71**	**72.7**
17:30	17:45	47	12	0	0	0	4	0	**63**	**60.6**
17:45	18:00	48	11	0	0	0	0	1	**60**	**59.2**
18:00	18:15	32	11	1	0	0	0	0	**44**	**44.5**
18:15	18:30	31	2	0	0	0	0	0	**33**	**33**
Total		**693**	**186**	**12**	**13**	**5**	**9**	**1**	**919**	**940.7**

		D - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**167**	**42**	**9**	**4**	**3**	**1**	**0**	**226**	**238.1**
07:45	08:45	172	40	8	6	3	1	0	230	244.2
08:00	09:00	177	48	7	8	1	1	0	242	256.3
08:15	09:15	169	57	4	8	1	2	0	241	253.2
08:30	**09:30**	**153**	**56**	**1**	**8**	**0**	**1**	**0**	**219**	**229.3**
08:45	09:45	105	48	1	6	0	1	0	161	168.7
09:00	10:00	67	31	1	2	0	1	0	102	104.5
09:15	10:15	34	12	1	1	0	0	0	48	49.8
16:30	**17:30**	**215**	**52**	**1**	**1**	**2**	**3**	**0**	**274**	**276**
16:45	17:45	211	45	1	1	2	5	0	265	265.8
17:00	18:00	218	36	0	1	1	5	1	262	260.5
17:15	18:15	190	39	1	1	1	5	1	238	237
17:30	**18:30**	**158**	**36**	**1**	**0**	**0**	**4**	**1**	**200**	**197.3**
17:45	18:45	111	24	1	0	0	0	1	137	136.7
18:00	19:00	63	13	1	0	0	0	0	77	77.5
18:15	19:15	31	2	0	0	0	0	0	33	33
TOTAL		**693**	**186**	**12**	**13**	**5**	**9**	**1**	**919**	**940.7**

		D - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	4	2	0	0	1	0	1	**8**	**8.2**
07:45	08:00	11	5	0	0	1	0	0	**17**	**18**
08:00	08:15	13	0	0	0	0	0	0	**13**	**13**
08:15	08:30	7	8	0	0	0	0	0	**15**	**15**
08:30	08:45	8	1	0	0	1	0	0	**10**	**11**
08:45	09:00	9	0	0	0	1	0	0	**10**	**11**
09:00	09:15	7	4	0	0	0	0	0	**11**	**11**
09:15	09:30	11	1	1	0	0	0	0	**13**	**13.5**
16:30	16:45	13	4	0	0	0	0	0	**17**	**17**
16:45	17:00	20	2	0	1	0	0	0	**23**	**24.3**
17:00	17:15	13	6	0	0	0	0	0	**19**	**19**
17:15	17:30	20	7	0	0	0	1	0	**28**	**27.4**
17:30	17:45	20	2	1	0	0	0	0	**23**	**23.5**
17:45	18:00	15	4	0	0	0	0	0	**19**	**19**
18:00	18:15	10	1	0	0	0	0	0	**11**	**11**
18:15	18:30	11	3	0	0	0	1	0	**15**	**14.4**
Total		**192**	**50**	**2**	**1**	**4**	**2**	**1**	**252**	**256.3**

		D - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**35**	**15**	**0**	**0**	**2**	**0**	**1**	**53**	**54.2**
07:45	08:45	39	14	0	0	2	0	0	55	57
08:00	09:00	37	9	0	0	2	0	0	48	50
08:15	09:15	31	13	0	0	2	0	0	46	48
08:30	**09:30**	**35**	**6**	**1**	**0**	**2**	**0**	**0**	**44**	**46.5**
08:45	09:45	27	5	1	0	1	0	0	34	35.5
09:00	10:00	18	5	1	0	0	0	0	24	24.5
09:15	10:15	11	1	1	0	0	0	0	13	13.5
16:30	**17:30**	**66**	**19**	**0**	**1**	**0**	**1**	**0**	**87**	**87.7**
16:45	17:45	73	17	1	1	0	1	0	93	94.2
17:00	18:00	68	19	1	0	0	1	0	89	88.9
17:15	18:15	65	14	1	0	0	1	0	81	80.9
17:30	**18:30**	**56**	**10**	**1**	**0**	**0**	**1**	**0**	**68**	**67.9**
17:45	18:45	36	8	0	0	0	1	0	45	44.4
18:00	19:00	21	4	0	0	0	1	0	26	25.4
18:15	19:15	11	3	0	0	0	1	0	15	14.4
TOTAL		**192**	**50**	**2**	**1**	**4**	**2**	**1**	**252**	**256.3**

Survey Date: 06/07/2023
Survey Day: Thursday

		D - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		D - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		Arm A - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	16	3	1	0	0	1	0	**21**	**20.9**
07:45	08:00	9	3	1	2	0	0	0	**15**	**18.1**
08:00	08:15	17	4	3	1	0	0	0	**25**	**27.8**
08:15	08:30	14	2	2	1	0	0	0	**19**	**21.3**
08:30	08:45	17	6	0	0	0	0	0	**23**	**23**
08:45	09:00	33	7	1	0	0	0	0	**41**	**41.5**
09:00	09:15	25	3	1	0	0	0	0	**29**	**29.5**
09:15	09:30	16	2	3	1	0	0	1	**23**	**25**
16:30	16:45	20	6	1	0	0	0	0	**27**	**27.5**
16:45	17:00	21	4	1	0	0	1	0	**27**	**26.9**
17:00	17:15	21	2	0	0	1	1	1	**26**	**25.6**
17:15	17:30	22	5	0	0	0	0	0	**27**	**27**
17:30	17:45	14	2	0	0	0	0	0	**16**	**16**
17:45	18:00	17	5	0	0	0	1	0	**23**	**22.4**
18:00	18:15	17	1	0	1	0	0	0	**19**	**20.3**
18:15	18:30	14	0	0	0	0	0	0	**14**	**14**
Total		**293**	**55**	**14**	**6**	**1**	**4**	**2**	**375**	**386.8**

		Arm A - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**56**	**12**	**7**	**4**	**0**	**1**	**0**	**80**	**88.1**
07:45	08:45	57	15	6	4	0	0	0	82	90.2
08:00	09:00	81	19	6	2	0	0	0	108	113.6
08:15	09:15	89	18	4	1	0	0	0	112	115.3
08:30	**09:30**	**91**	**18**	**5**	**1**	**0**	**0**	**1**	**116**	**119**
08:45	09:45	74	12	5	1	0	0	1	93	96
09:00	10:00	41	5	4	1	0	0	1	52	54.5
09:15	10:15	16	2	3	1	0	0	1	23	25
16:30	**17:30**	**84**	**17**	**2**	**0**	**1**	**2**	**1**	**107**	**107**
16:45	17:45	78	13	1	0	1	2	1	96	95.5
17:00	18:00	74	14	0	0	1	2	1	92	91
17:15	18:15	70	13	0	1	0	1	0	85	85.7
17:30	**18:30**	**62**	**8**	**0**	**1**	**0**	**1**	**0**	**72**	**72.7**
17:45	18:45	48	6	0	1	0	1	0	56	56.7
18:00	19:00	31	1	0	1	0	0	0	33	34.3
18:15	19:15	14	0	0	0	0	0	0	14	14
TOTAL		**293**	**55**	**14**	**6**	**1**	**4**	**2**	**375**	**386.8**

		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	16	3	0	1	0	0	0	**20**	**21.3**
07:45	08:00	21	8	1	0	1	1	1	**33**	**33.1**
08:00	08:15	25	4	1	0	0	1	0	**31**	**30.9**
08:15	08:30	30	11	1	0	0	0	0	**42**	**42.5**
08:30	08:45	43	5	1	0	0	2	0	**51**	**50.3**
08:45	09:00	27	6	1	0	0	0	0	**34**	**34.5**
09:00	09:15	22	5	1	0	0	0	0	**28**	**28.5**
09:15	09:30	11	3	0	2	0	1	0	**17**	**19**
16:30	16:45	11	3	0	0	0	0	0	**14**	**14**
16:45	17:00	18	6	3	0	0	0	0	**27**	**28.5**
17:00	17:15	10	2	0	0	0	0	0	**12**	**12**
17:15	17:30	14	5	3	1	0	1	0	**24**	**26.2**
17:30	17:45	13	0	0	0	0	2	0	**15**	**13.8**
17:45	18:00	14	1	1	0	0	0	1	**17**	**16.7**
18:00	18:15	18	2	1	0	0	0	0	**21**	**21.5**
18:15	18:30	9	0	0	0	0	0	2	**11**	**9.4**
Total		**302**	**64**	**14**	**4**	**1**	**8**	**4**	**397**	**402.2**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**92**	**26**	**3**	**1**	**1**	**2**	**1**	**126**	**127.8**
07:45	08:45	119	28	4	0	1	4	1	157	156.8
08:00	09:00	125	26	4	0	0	3	0	158	158.2
08:15	09:15	122	27	4	0	0	2	0	155	155.8
08:30	**09:30**	**103**	**19**	**3**	**2**	**0**	**3**	**0**	**130**	**132.3**
08:45	09:45	60	14	2	2	0	1	0	79	82
09:00	10:00	33	8	1	2	0	1	0	45	47.5
09:15	10:15	11	3	0	2	0	1	0	17	19
16:30	**17:30**	**53**	**16**	**6**	**1**	**0**	**1**	**0**	**77**	**80.7**
16:45	17:45	55	13	6	1	0	3	0	78	80.5
17:00	18:00	51	8	4	1	0	3	1	68	68.7
17:15	18:15	59	8	5	1	0	3	1	77	78.2
17:30	**18:30**	**54**	**3**	**2**	**0**	**0**	**2**	**3**	**64**	**61.4**
17:45	18:45	41	3	2	0	0	0	3	49	47.6
18:00	19:00	27	2	1	0	0	0	2	32	30.9
18:15	19:15	9	0	0	0	0	0	2	11	9.4
TOTAL		**302**	**64**	**14**	**4**	**1**	**8**	**4**	**397**	**402.2**

		Arm B - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	64	15	2	2	3	1	0	**87**	**93**
07:45	08:00	75	31	3	3	1	0	0	**113**	**119.4**
08:00	08:15	64	25	2	2	1	2	0	**96**	**99.4**
08:15	08:30	71	23	6	0	0	1	0	**101**	**103.4**
08:30	08:45	73	22	3	0	1	0	0	**99**	**101.5**
08:45	09:00	63	31	3	1	2	1	0	**101**	**105.2**
09:00	09:15	62	17	2	1	1	1	0	**84**	**86.7**
09:15	09:30	64	17	2	6	0	0	0	**89**	**97.8**
16:30	16:45	92	25	0	0	1	1	0	**119**	**119.4**
16:45	17:00	113	23	4	0	1	4	0	**145**	**145.6**
17:00	17:15	102	20	0	0	0	4	0	**126**	**123.6**
17:15	17:30	102	14	2	1	1	1	0	**121**	**123.7**
17:30	17:45	101	10	0	1	0	2	0	**114**	**114.1**
17:45	18:00	88	10	0	0	0	2	0	**100**	**98.8**
18:00	18:15	95	19	0	0	1	6	0	**121**	**118.4**
18:15	18:30	70	9	1	0	2	7	1	**90**	**87.5**
Total		**1299**	**311**	**30**	**17**	**15**	**33**	**1**	**1706**	**1737.5**

		Arm B - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**274**	**94**	**13**	**7**	**5**	**4**	**0**	**397**	**415.2**
07:45	08:45	283	101	14	5	3	3	0	409	423.7
08:00	09:00	271	101	14	3	4	4	0	397	409.5
08:15	09:15	269	93	14	2	4	3	0	385	396.8
08:30	**09:30**	**262**	**87**	**10**	**8**	**4**	**2**	**0**	**373**	**391.2**
08:45	09:45	189	65	7	8	3	2	0	274	289.7
09:00	10:00	126	34	4	7	1	1	0	173	184.5
09:15	10:15	64	17	2	6	0	0	0	89	97.8
16:30	**17:30**	**409**	**82**	**6**	**1**	**3**	**10**	**0**	**511**	**512.3**
16:45	17:45	418	67	6	2	2	11	0	506	507
17:00	18:00	393	54	2	2	1	9	0	461	460.2
17:15	18:15	386	53	2	2	2	11	0	456	455
17:30	**18:30**	**354**	**48**	**1**	**1**	**3**	**17**	**1**	**425**	**418.8**
17:45	18:45	253	38	1	0	3	15	1	311	304.7
18:00	19:00	165	28	1	0	3	13	1	211	205.9
18:15	19:15	70	9	1	0	2	7	1	90	87.5
TOTAL		**1299**	**311**	**30**	**17**	**15**	**33**	**1**	**1706**	**1737.5**

		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	65	18	2	1	1	1	0	**88**	**90.7**
07:45	08:00	64	16	2	2	2	1	0	**87**	**92**
08:00	08:15	82	13	6	2	0	1	0	**104**	**109**
08:15	08:30	86	16	6	2	1	3	0	**114**	**118.8**
08:30	08:45	82	13	0	2	0	0	0	**97**	**99.6**
08:45	09:00	72	20	1	4	0	0	0	**97**	**102.7**
09:00	09:15	54	24	1	1	0	1	0	**81**	**82.2**
09:15	09:30	56	19	2	2	0	0	0	**79**	**82.6**
16:30	16:45	79	27	0	0	0	2	0	**108**	**106.8**
16:45	17:00	62	27	1	0	1	1	0	**92**	**92.9**
17:00	17:15	96	11	0	0	0	0	0	**107**	**107**
17:15	17:30	89	10	1	1	1	1	0	**103**	**105.2**
17:30	17:45	69	22	0	0	0	4	0	**95**	**92.6**
17:45	18:00	77	16	0	0	0	0	1	**94**	**93.2**
18:00	18:15	53	14	1	1	0	0	0	**69**	**70.8**
18:15	18:30	55	3	1	0	0	1	0	**60**	**59.9**
Total		**1141**	**269**	**24**	**18**	**6**	**16**	**1**	**1475**	**1506**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**297**	**63**	**16**	**7**	**4**	**6**	**0**	**393**	**410.5**
07:45	08:45	314	58	14	8	3	5	0	402	419.4
08:00	09:00	322	62	13	10	1	4	0	412	430.1
08:15	09:15	294	73	8	9	1	4	0	389	403.3
08:30	**09:30**	**264**	**76**	**4**	**9**	**0**	**1**	**0**	**354**	**367.1**
08:45	09:45	182	63	4	7	0	1	0	257	267.5
09:00	10:00	110	43	3	3	0	1	0	160	164.8
09:15	10:15	56	19	2	2	0	0	0	79	82.6
16:30	**17:30**	**326**	**75**	**2**	**1**	**2**	**4**	**0**	**410**	**411.9**
16:45	17:45	316	70	2	1	2	6	0	397	397.7
17:00	18:00	331	59	1	1	1	5	1	399	398
17:15	18:15	288	62	2	2	1	5	1	361	361.8
17:30	**18:30**	**254**	**55**	**2**	**1**	**0**	**5**	**1**	**318**	**316.5**
17:45	18:45	185	33	2	1	0	1	1	223	223.9
18:00	19:00	108	17	2	1	0	1	0	129	130.7
18:15	19:15	55	3	1	0	0	1	0	60	59.9
TOTAL		**1141**	**269**	**24**	**18**	**6**	**16**	**1**	**1475**	**1506**

		Arm C - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	44	12	1	1	1	0	0	**59**	**61.8**
07:45	08:00	56	12	1	0	0	2	1	**72**	**70.5**
08:00	08:15	78	7	0	0	0	2	0	**87**	**85.8**
08:15	08:30	63	9	1	0	0	3	0	**76**	**74.7**
08:30	08:45	81	6	0	0	0	2	0	**89**	**87.8**
08:45	09:00	60	5	1	1	0	0	0	**67**	**68.8**
09:00	09:15	37	7	1	0	0	0	0	**45**	**45.5**
09:15	09:30	34	9	0	0	0	0	0	**43**	**43**
16:30	16:45	37	10	1	1	0	0	1	**50**	**51**
16:45	17:00	27	8	0	0	0	1	0	**36**	**35.4**
17:00	17:15	44	8	0	0	0	0	0	**52**	**52**
17:15	17:30	34	10	1	0	0	1	0	**46**	**45.9**
17:30	17:45	37	10	1	0	0	2	0	**50**	**49.3**
17:45	18:00	36	7	1	0	0	0	1	**45**	**44.7**
18:00	18:15	39	5	1	0	0	0	0	**45**	**45.5**
18:15	18:30	32	3	2	0	1	3	1	**42**	**41.4**
Total		**739**	**128**	**12**	**3**	**2**	**16**	**4**	**904**	**903.1**

		Arm C - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**241**	**40**	**3**	**1**	**1**	**7**	**1**	**294**	**292.8**
07:45	08:45	278	34	2	0	0	9	1	324	318.8
08:00	09:00	282	27	2	1	0	7	0	319	317.1
08:15	09:15	241	27	3	1	0	5	0	277	276.8
08:30	**09:30**	**212**	**27**	**2**	**1**	**0**	**2**	**0**	**244**	**245.1**
08:45	09:45	131	21	2	1	0	0	0	155	157.3
09:00	10:00	71	16	1	0	0	0	0	88	88.5
09:15	10:15	34	9	0	0	0	0	0	43	43
16:30	**17:30**	**142**	**36**	**2**	**1**	**0**	**2**	**1**	**184**	**184.3**
16:45	17:45	142	36	2	0	0	4	0	184	182.6
17:00	18:00	151	35	3	0	0	3	1	193	191.9
17:15	18:15	146	32	4	0	0	3	1	186	185.4
17:30	**18:30**	**144**	**25**	**5**	**0**	**1**	**5**	**2**	**182**	**180.9**
17:45	18:45	107	15	4	0	1	3	2	132	131.6
18:00	19:00	71	8	3	0	1	3	1	87	86.9
18:15	19:15	32	3	2	0	1	3	1	42	41.4
TOTAL		**739**	**128**	**12**	**3**	**2**	**16**	**4**	**904**	**903.1**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm C - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	35	10	2	0	3	0	1	**51**	**54.2**
07:45	08:00	41	18	1	1	1	0	0	**62**	**64.8**
08:00	08:15	45	13	0	1	0	0	0	**59**	**60.3**
08:15	08:30	29	16	0	0	0	0	0	**45**	**45**
08:30	08:45	34	12	1	0	1	0	0	**48**	**49.5**
08:45	09:00	35	7	2	1	2	0	0	**47**	**51.3**
09:00	09:15	41	11	2	0	0	0	0	**54**	**55**
09:15	09:30	36	7	2	0	0	0	1	**46**	**46.2**
16:30	16:45	67	20	1	0	0	1	0	**89**	**88.9**
16:45	17:00	80	9	0	1	1	4	0	**95**	**94.9**
17:00	17:15	74	16	0	0	1	1	1	**93**	**92.6**
17:15	17:30	78	15	0	0	0	1	0	**94**	**93.4**
17:30	17:45	78	4	1	1	0	1	0	**85**	**86.2**
17:45	18:00	59	9	0	0	0	2	0	**70**	**68.8**
18:00	18:15	66	9	0	0	1	6	0	**82**	**79.4**
18:15	18:30	53	8	0	0	0	1	0	**62**	**61.4**
Total		**851**	**184**	**12**	**5**	**10**	**17**	**3**	**1082**	**1091.9**

		Arm C - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**150**	**57**	**3**	**2**	**4**	**0**	**1**	**217**	**224.3**
07:45	08:45	149	59	2	2	2	0	0	214	219.6
08:00	09:00	143	48	3	2	3	0	0	199	206.1
08:15	09:15	139	46	5	1	3	0	0	194	200.8
08:30	**09:30**	**146**	**37**	**7**	**1**	**3**	**0**	**1**	**195**	**202**
08:45	09:45	112	25	6	1	2	0	1	147	152.5
09:00	10:00	77	18	4	0	0	0	1	100	101.2
09:15	10:15	36	7	2	0	0	0	1	46	46.2
16:30	**17:30**	**299**	**60**	**1**	**1**	**2**	**7**	**1**	**371**	**369.8**
16:45	17:45	310	44	1	2	2	7	1	367	367.1
17:00	18:00	289	44	1	1	1	5	1	342	341
17:15	18:15	281	37	1	1	1	10	0	331	327.8
17:30	**18:30**	**256**	**30**	**1**	**1**	**1**	**10**	**0**	**299**	**295.8**
17:45	18:45	178	26	0	0	1	9	0	214	209.6
18:00	19:00	119	17	0	0	1	7	0	144	140.8
18:15	19:15	53	8	0	0	0	1	0	62	61.4
TOTAL		**851**	**184**	**12**	**5**	**10**	**17**	**3**	**1082**	**1091.9**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		Arm D - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	49	13	1	0	1	0	1	**65**	**65.7**
07:45	08:00	47	15	1	2	3	0	0	**68**	**74.1**
08:00	08:15	60	10	3	1	0	0	0	**74**	**76.8**
08:15	08:30	67	24	4	1	1	1	0	**98**	**101.7**
08:30	08:45	73	10	1	2	1	0	0	**87**	**91.1**
08:45	09:00	54	17	0	4	1	0	0	**76**	**82.2**
09:00	09:15	45	25	1	1	0	1	0	**73**	**74.2**
09:15	09:30	47	14	2	3	0	1	0	**67**	**71.3**
16:30	16:45	65	24	0	0	0	2	0	**91**	**89.8**
16:45	17:00	70	22	1	1	1	0	0	**95**	**97.8**
17:00	17:15	74	14	0	0	0	0	0	**88**	**88**
17:15	17:30	88	12	2	1	1	2	0	**106**	**108.1**
17:30	17:45	70	14	1	0	0	4	0	**89**	**87.1**
17:45	18:00	65	15	0	0	0	0	1	**81**	**80.2**
18:00	18:15	46	12	1	0	0	0	0	**59**	**59.5**
18:15	18:30	43	5	0	0	0	1	1	**50**	**48.6**
Total		**963**	**246**	**18**	**16**	**9**	**12**	**3**	**1267**	**1296.2**

		Arm D - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**223**	**62**	**9**	**4**	**5**	**1**	**1**	**305**	**318.3**
07:45	08:45	247	59	9	6	5	1	0	327	343.7
08:00	09:00	254	61	8	8	3	1	0	335	351.8
08:15	09:15	239	76	6	8	3	2	0	334	349.2
08:30	**09:30**	**219**	**66**	**4**	**10**	**2**	**2**	**0**	**303**	**318.8**
08:45	09:45	146	56	3	8	1	2	0	216	227.7
09:00	10:00	92	39	3	4	0	2	0	140	145.5
09:15	10:15	47	14	2	3	0	1	0	67	71.3
16:30	**17:30**	**297**	**72**	**3**	**2**	**2**	**4**	**0**	**380**	**383.7**
16:45	17:45	302	62	4	2	2	6	0	378	381
17:00	18:00	297	55	3	1	1	6	1	364	363.4
17:15	18:15	269	53	4	1	1	6	1	335	334.9
17:30	**18:30**	**224**	**46**	**2**	**0**	**0**	**5**	**2**	**279**	**275.4**
17:45	18:45	154	32	1	0	0	1	2	190	188.3
18:00	19:00	89	17	1	0	0	1	1	109	108.1
18:15	19:15	43	5	0	0	0	1	1	50	48.6
TOTAL		**963**	**246**	**18**	**16**	**9**	**12**	**3**	**1267**	**1296.2**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	57	12	1	1	1	1	0	**73**	**75.2**
07:45	08:00	61	19	2	4	0	0	0	**86**	**92.2**
08:00	08:15	67	16	1	1	1	2	0	**88**	**89.6**
08:15	08:30	70	15	6	0	0	2	0	**93**	**94.8**
08:30	08:45	85	14	2	0	1	0	0	**102**	**104**
08:45	09:00	76	27	1	1	1	1	0	**107**	**109.2**
09:00	09:15	52	12	1	1	1	1	0	**68**	**70.2**
09:15	09:30	58	13	3	6	0	0	0	**80**	**89.3**
16:30	16:45	57	15	1	1	1	0	1	**76**	**78**
16:45	17:00	71	15	2	0	0	1	0	**89**	**89.4**
17:00	17:15	61	15	0	0	0	4	0	**80**	**77.6**
17:15	17:30	65	11	1	0	1	1	0	**79**	**79.9**
17:30	17:45	62	10	1	0	0	1	0	**74**	**73.9**
17:45	18:00	56	11	0	0	0	1	0	**68**	**67.4**
18:00	18:15	60	12	0	0	0	0	0	**72**	**72**
18:15	18:30	42	6	2	0	3	9	1	**63**	**60.8**
Total		**1000**	**223**	**24**	**15**	**10**	**24**	**2**	**1298**	**1323.5**

		Arm D - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**255**	**62**	**10**	**6**	**2**	**5**	**0**	**340**	**351.8**
07:45	08:45	283	64	11	5	2	4	0	369	380.6
08:00	09:00	298	72	10	2	3	5	0	390	397.6
08:15	09:15	283	68	10	2	3	4	0	370	378.2
08:30	**09:30**	**271**	**66**	**7**	**8**	**3**	**2**	**0**	**357**	**372.7**
08:45	09:45	186	52	5	8	2	2	0	255	268.7
09:00	10:00	110	25	4	7	1	1	0	148	159.5
09:15	10:15	58	13	3	6	0	0	0	80	89.3
16:30	**17:30**	**254**	**56**	**4**	**1**	**2**	**6**	**1**	**324**	**324.9**
16:45	17:45	259	51	4	0	1	7	0	322	320.8
17:00	18:00	244	47	2	0	1	7	0	301	298.8
17:15	18:15	243	44	2	0	1	3	0	293	293.2
17:30	**18:30**	**220**	**39**	**3**	**0**	**3**	**11**	**1**	**277**	**274.1**
17:45	18:45	158	29	2	0	3	10	1	203	200.2
18:00	19:00	102	18	2	0	3	9	1	135	132.8
18:15	19:15	42	6	2	0	3	9	1	63	60.8
TOTAL		**1000**	**223**	**24**	**15**	**10**	**24**	**2**	**1298**	**1323.5**

Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

Survey Date: 06/07/2023
Survey Day: Thursday

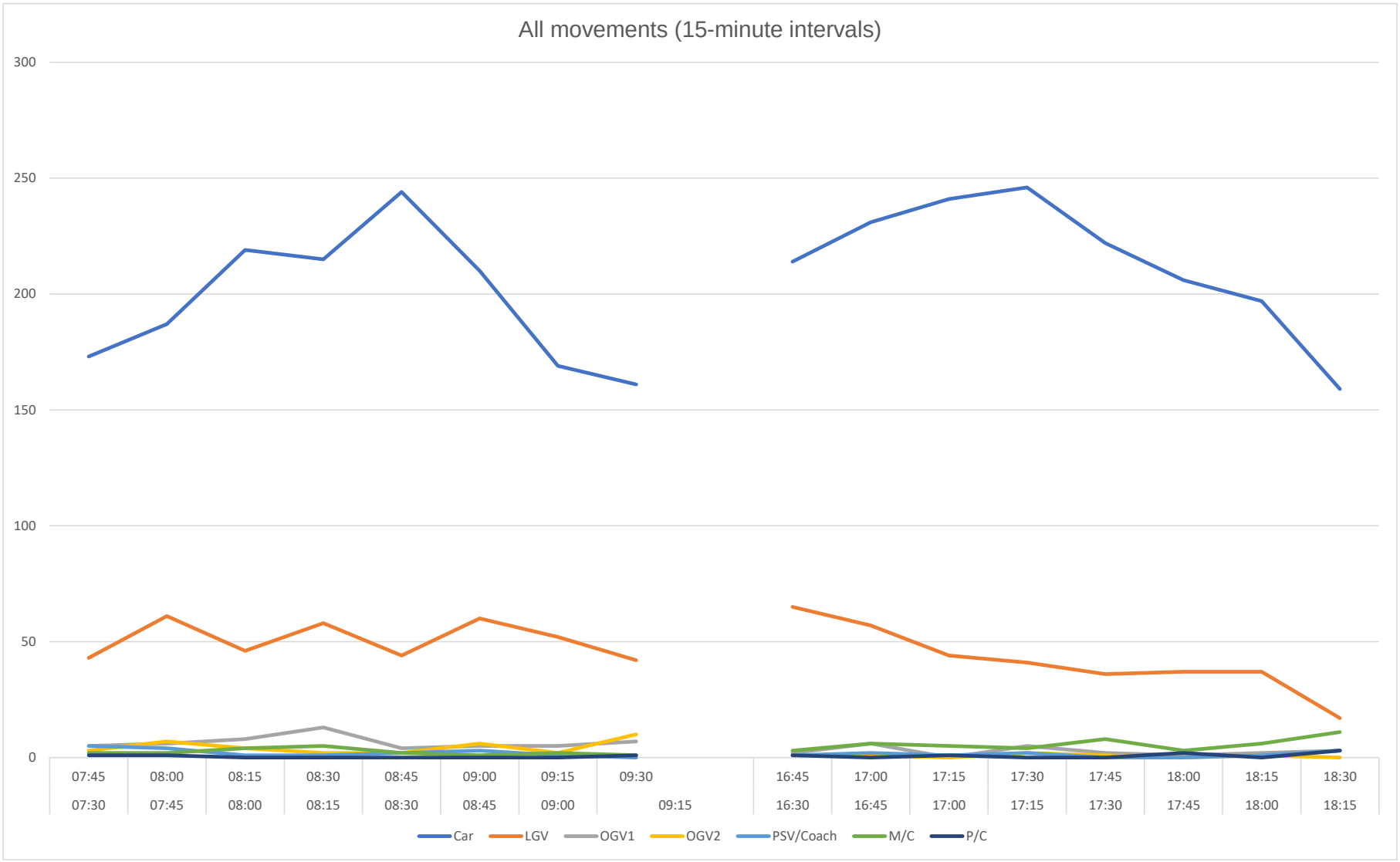
		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	173	43	5	3	5	2	1	**232**	**241.4**
07:45	08:00	187	61	6	7	4	2	1	**268**	**282.1**
08:00	08:15	219	46	8	4	1	4	0	**282**	**289.8**
08:15	08:30	215	58	13	2	1	5	0	**294**	**301.1**
08:30	08:45	244	44	4	2	2	2	0	**298**	**303.4**
08:45	09:00	210	60	5	6	3	1	0	**285**	**297.7**
09:00	09:15	169	52	5	2	1	2	0	**231**	**235.9**
09:15	09:30	161	42	7	10	0	1	1	**222**	**237.1**
16:30	16:45	214	65	2	1	1	3	1	**287**	**287.7**
16:45	17:00	231	57	6	1	2	6	0	**303**	**305.7**
17:00	17:15	241	44	0	0	1	5	1	**292**	**289.2**
17:15	17:30	246	41	5	2	2	4	0	**300**	**304.7**
17:30	17:45	222	36	2	1	0	8	0	**269**	**266.5**
17:45	18:00	206	37	1	0	0	3	2	**249**	**246.1**
18:00	18:15	197	37	2	1	1	6	0	**244**	**243.7**
18:15	18:30	159	17	3	0	3	11	3	**196**	**191.5**
Total		**3294**	**740**	**74**	**42**	**27**	**65**	**10**	**4252**	**4323.6**

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**794**	**208**	**32**	**16**	**11**	**13**	**2**	**1076**	**1114.4**
07:45	08:45	865	209	31	15	8	13	1	1142	1176.4
08:00	09:00	888	208	30	14	7	12	0	1159	1192
08:15	09:15	838	214	27	12	7	10	0	1108	1138.1
08:30	**09:30**	**784**	**198**	**21**	**20**	**6**	**6**	**1**	**1036**	**1074.1**
08:45	09:45	540	154	17	18	4	4	1	738	770.7
09:00	10:00	330	94	12	12	1	3	1	453	473
09:15	10:15	161	42	7	10	0	1	1	222	237.1
16:30	**17:30**	**932**	**207**	**13**	**4**	**6**	**18**	**2**	**1182**	**1187.3**
16:45	17:45	940	178	13	4	5	23	1	1164	1166.1
17:00	18:00	915	158	8	3	3	20	3	1110	1106.5
17:15	18:15	871	151	10	4	3	21	2	1062	1061
17:30	**18:30**	**784**	**127**	**8**	**2**	**4**	**28**	**5**	**958**	**947.8**
17:45	18:45	562	91	6	1	4	20	5	689	681.3
18:00	19:00	356	54	5	1	4	17	3	440	435.2
18:15	19:15	159	17	3	0	3	11	3	196	191.5
TOTAL		**3294**	**740**	**74**	**42**	**27**	**65**	**10**	**4252**	**4323.6**

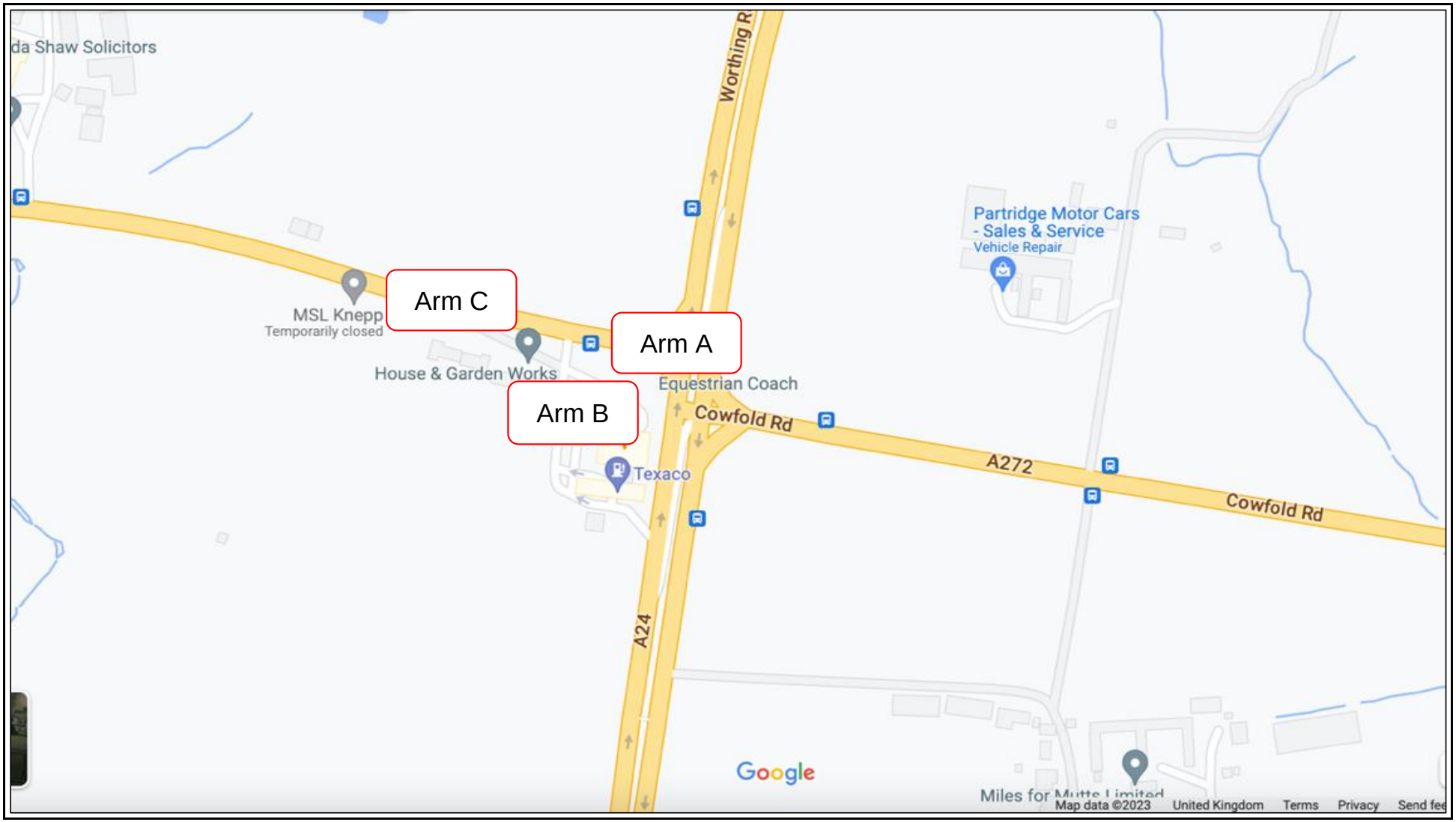
Project ID and Name:	IW0147 Thakeham	Survey Date:	06/07/2023
Junction name:	Coolham Road / A272 Cowfold Road / A272 Billingshurst Road	Survey Day:	Thursday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	219	46	8	4	1	4	0	282	289.8
08:15	08:30	215	58	13	2	1	5	0	294	301.1
08:30	08:45	244	44	4	2	2	2	0	298	303.4
08:45	09:00	210	60	5	6	3	1	0	285	297.7

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	214	65	2	1	1	3	1	287	287.7
16:45	17:00	231	57	6	1	2	6	0	303	305.7
17:00	17:15	241	44	0	0	1	5	1	292	289.2
17:15	17:30	246	41	5	2	2	4	0	300	304.7


All movements (15-minute intervals)
300
250
200
150
100
50
0
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	A272 / Services	50.992372, -0.341554	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	8	7	0	0	0	0	0	**15**	**15**
07:45	08:00	8	6	1	0	0	0	0	**15**	**15.5**
08:00	08:15	14	10	0	0	0	0	0	**24**	**24**
08:15	08:30	10	2	1	1	0	1	0	**15**	**16.2**
08:30	08:45	11	6	0	0	0	0	0	**17**	**17**
08:45	09:00	16	5	0	1	0	0	0	**22**	**23.3**
09:00	09:15	11	4	0	0	1	0	0	**16**	**17**
09:15	09:30	18	8	0	0	0	0	0	**26**	**26**
16:30	16:45	19	3	0	0	0	4	0	**26**	**23.6**
16:45	17:00	22	4	0	0	0	2	0	**28**	**26.8**
17:00	17:15	20	2	0	0	0	1	0	**23**	**22.4**
17:15	17:30	17	0	0	0	0	0	0	**17**	**17**
17:30	17:45	20	1	0	0	0	1	0	**22**	**21.4**
17:45	18:00	21	3	0	0	0	0	0	**24**	**24**
18:00	18:15	20	0	0	0	0	1	0	**21**	**20.4**
18:15	18:30	15	0	0	0	0	0	0	**15**	**15**
Total (AM & PM)		**250**	**61**	**2**	**2**	**1**	**10**	**0**	326	324.6

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**40**	**25**	**2**	**1**	**0**	**1**	**0**	**69**	**70.7**
07:45	08:45	43	24	2	1	0	1	0	71	72.7
08:00	09:00	51	23	1	2	0	1	0	78	80.5
08:15	09:15	48	17	1	2	1	1	0	70	73.5
08:30	**09:30**	**56**	**23**	**0**	**1**	**1**	**0**	**0**	**81**	**83.3**
08:45	09:45	45	17	0	1	1	0	0	64	66.3
09:00	10:00	29	12	0	0	1	0	0	42	43
09:15	10:15	18	8	0	0	0	0	0	26	26
16:30	**17:30**	**78**	**9**	**0**	**0**	**0**	**7**	**0**	**94**	**89.8**
16:45	17:45	79	7	0	0	0	4	0	90	87.6
17:00	18:00	78	6	0	0	0	2	0	86	84.8
17:15	18:15	78	4	0	0	0	2	0	84	82.8
17:30	**18:30**	**76**	**4**	**0**	**0**	**0**	**2**	**0**	**82**	**80.8**
17:45	18:45	56	3	0	0	0	1	0	60	59.4
18:00	19:00	35	0	0	0	0	1	0	36	35.4
18:15	19:15	15	0	0	0	0	0	0	15	15
TOTAL		**250**	**61**	**2**	**2**	**1**	**10**	**0**	326	324.6

Survey Date: 06/07/2023
Survey Day: Thursday

		A - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	52	16	2	2	1	1	0	**74**	**78**
07:45	08:00	54	17	1	5	0	0	0	**77**	**84**
08:00	08:15	49	18	5	0	1	1	0	**74**	**76.9**
08:15	08:30	52	15	2	0	1	1	0	**71**	**72.4**
08:30	08:45	51	19	2	2	0	1	0	**75**	**78**
08:45	09:00	61	20	3	0	1	0	0	**85**	**87.5**
09:00	09:15	41	17	2	2	1	1	0	**64**	**68**
09:15	09:30	43	17	2	5	1	0	0	**68**	**76.5**
16:30	16:45	103	17	0	1	1	3	0	**125**	**125.5**
16:45	17:00	77	18	3	0	1	3	0	**102**	**102.7**
17:00	17:15	68	15	1	0	0	3	0	**87**	**85.7**
17:15	17:30	65	10	1	1	0	2	0	**79**	**79.6**
17:30	17:45	89	10	0	0	0	1	0	**100**	**99.4**
17:45	18:00	63	8	0	0	1	2	0	**74**	**73.8**
18:00	18:15	65	9	0	0	0	8	0	**82**	**77.2**
18:15	18:30	58	8	3	0	2	4	0	**75**	**76.1**
Total		**991**	**234**	**27**	**18**	**11**	**31**	**0**	**1312**	**1341.3**

		A - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**207**	**66**	**10**	**7**	**3**	**3**	**0**	**296**	**311.3**
07:45	08:45	206	69	10	7	2	3	0	297	311.3
08:00	09:00	213	72	12	2	3	3	0	305	314.8
08:15	09:15	205	71	9	4	3	3	0	295	305.9
08:30	**09:30**	**196**	**73**	**9**	**9**	**3**	**2**	**0**	**292**	**310**
08:45	09:45	145	54	7	7	3	1	0	217	232
09:00	10:00	84	34	4	7	2	1	0	132	144.5
09:15	10:15	43	17	2	5	1	0	0	68	76.5
16:30	**17:30**	**313**	**60**	**5**	**2**	**2**	**11**	**0**	**393**	**393.5**
16:45	17:45	299	53	5	1	1	9	0	368	367.4
17:00	18:00	285	43	2	1	1	8	0	340	338.5
17:15	18:15	282	37	1	1	1	13	0	335	330
17:30	**18:30**	**275**	**35**	**3**	**0**	**3**	**15**	**0**	**331**	**326.5**
17:45	18:45	186	25	3	0	3	14	0	231	227.1
18:00	19:00	123	17	3	0	2	12	0	157	153.3
18:15	19:15	58	8	3	0	2	4	0	75	76.1
TOTAL		**991**	**234**	**27**	**18**	**11**	**31**	**0**	**1312**	**1341.3**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

		B - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	19	11	0	0	0	0	0	**30**	**30**
07:45	08:00	14	10	0	0	0	0	0	**24**	**24**
08:00	08:15	17	10	1	1	0	0	0	**29**	**30.8**
08:15	08:30	32	12	1	1	0	0	0	**46**	**47.8**
08:30	08:45	25	2	1	0	0	1	0	**29**	**28.9**
08:45	09:00	22	15	0	0	0	0	0	**37**	**37**
09:00	09:15	33	11	1	0	0	3	0	**48**	**46.7**
09:15	09:30	32	8	0	1	0	0	0	**41**	**42.3**
16:30	16:45	35	5	0	0	0	2	0	**42**	**40.8**
16:45	17:00	21	9	0	1	0	4	0	**35**	**33.9**
17:00	17:15	27	7	0	0	0	1	0	**35**	**34.4**
17:15	17:30	29	3	0	0	0	0	0	**32**	**32**
17:30	17:45	25	7	0	0	0	1	0	**33**	**32.4**
17:45	18:00	26	3	0	0	0	1	0	**30**	**29.4**
18:00	18:15	27	2	1	0	0	2	0	**32**	**31.3**
18:15	18:30	27	1	1	0	0	0	0	**29**	**29.5**
Total		**411**	**116**	**6**	**4**	**0**	**15**	**0**	**552**	**551.2**

		B - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**82**	**43**	**2**	**2**	**0**	**0**	**0**	**129**	**132.6**
07:45	08:45	88	34	3	2	0	1	0	128	131.5
08:00	09:00	96	39	3	2	0	1	0	141	144.5
08:15	09:15	112	40	3	1	0	4	0	160	160.4
08:30	**09:30**	**112**	**36**	**2**	**1**	**0**	**4**	**0**	**155**	**154.9**
08:45	09:45	87	34	1	1	0	3	0	126	126
09:00	10:00	65	19	1	1	0	3	0	89	89
09:15	10:15	32	8	0	1	0	0	0	41	42.3
16:30	**17:30**	**112**	**24**	**0**	**1**	**0**	**7**	**0**	**144**	**141.1**
16:45	17:45	102	26	0	1	0	6	0	135	132.7
17:00	18:00	107	20	0	0	0	3	0	130	128.2
17:15	18:15	107	15	1	0	0	4	0	127	125.1
17:30	**18:30**	**105**	**13**	**2**	**0**	**0**	**4**	**0**	**124**	**122.6**
17:45	18:45	80	6	2	0	0	3	0	91	90.2
18:00	19:00	54	3	2	0	0	2	0	61	60.8
18:15	19:15	27	1	1	0	0	0	0	29	29.5
TOTAL		**411**	**116**	**6**	**4**	**0**	**15**	**0**	**552**	**551.2**

Survey Date: 06/07/2023
Survey Day: Thursday

		B - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	7	4	0	0	0	0	0	**11**	**11**
07:45	08:00	7	4	0	0	0	0	0	**11**	**11**
08:00	08:15	0	7	0	0	0	0	0	**7**	**7**
08:15	08:30	4	4	0	0	0	0	0	**8**	**8**
08:30	08:45	4	2	1	0	0	0	0	**7**	**7.5**
08:45	09:00	4	6	0	0	0	0	0	**10**	**10**
09:00	09:15	5	1	0	0	0	0	0	**6**	**6**
09:15	09:30	6	2	0	0	0	0	0	**8**	**8**
16:30	16:45	8	4	0	0	0	0	0	**12**	**12**
16:45	17:00	7	3	0	0	0	1	0	**11**	**10.4**
17:00	17:15	14	1	0	0	0	1	0	**16**	**15.4**
17:15	17:30	7	0	0	0	0	0	0	**7**	**7**
17:30	17:45	10	0	0	1	0	1	0	**12**	**12.7**
17:45	18:00	13	1	0	0	0	0	0	**14**	**14**
18:00	18:15	10	3	0	0	0	0	0	**13**	**13**
18:15	18:30	7	1	0	0	0	0	0	**8**	**8**
Total		**113**	**43**	**1**	**1**	**0**	**3**	**0**	**161**	**161**

		B - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**18**	**19**	**0**	**0**	**0**	**0**	**0**	**37**	**37**
07:45	08:45	15	17	1	0	0	0	0	33	33.5
08:00	09:00	12	19	1	0	0	0	0	32	32.5
08:15	09:15	17	13	1	0	0	0	0	31	31.5
08:30	**09:30**	**19**	**11**	**1**	**0**	**0**	**0**	**0**	**31**	**31.5**
08:45	09:45	15	9	0	0	0	0	0	24	24
09:00	10:00	11	3	0	0	0	0	0	14	14
09:15	10:15	6	2	0	0	0	0	0	8	8
16:30	**17:30**	**36**	**8**	**0**	**0**	**0**	**2**	**0**	**46**	**44.8**
16:45	17:45	38	4	0	1	0	3	0	46	45.5
17:00	18:00	44	2	0	1	0	2	0	49	49.1
17:15	18:15	40	4	0	1	0	1	0	46	46.7
17:30	**18:30**	**40**	**5**	**0**	**1**	**0**	**1**	**0**	**47**	**47.7**
17:45	18:45	30	5	0	0	0	0	0	35	35
18:00	19:00	17	4	0	0	0	0	0	21	21
18:15	19:15	7	1	0	0	0	0	0	8	8
TOTAL		**113**	**43**	**1**	**1**	**0**	**3**	**0**	**161**	**161**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

		C - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	48	12	1	1	0	1	0	**63**	**64.2**
07:45	08:00	38	10	1	2	1	0	0	**52**	**56.1**
08:00	08:15	60	7	4	2	2	2	0	**77**	**82.4**
08:15	08:30	23	8	4	2	0	1	0	**38**	**42**
08:30	08:45	48	16	5	2	0	1	0	**72**	**76.5**
08:45	09:00	64	14	1	4	0	0	0	**83**	**88.7**
09:00	09:15	36	16	1	2	0	0	0	**55**	**58.1**
09:15	09:30	44	21	1	1	1	0	0	**68**	**70.8**
16:30	16:45	62	21	1	0	2	0	0	**86**	**88.5**
16:45	17:00	45	22	0	0	0	1	0	**68**	**67.4**
17:00	17:15	74	4	1	0	1	0	1	**81**	**81.7**
17:15	17:30	64	10	1	0	0	1	0	**76**	**75.9**
17:30	17:45	46	12	0	1	0	4	0	**63**	**61.9**
17:45	18:00	56	10	0	0	0	0	0	**66**	**66**
18:00	18:15	47	8	0	1	0	0	0	**56**	**57.3**
18:15	18:30	20	3	1	0	0	0	0	**24**	**24.5**
Total		**775**	**194**	**22**	**18**	**7**	**11**	**1**	**1028**	**1062**

		C - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**169**	**37**	**10**	**7**	**3**	**4**	**0**	**230**	**244.7**
07:45	08:45	169	41	14	8	3	4	0	239	257
08:00	09:00	195	45	14	10	2	4	0	270	289.6
08:15	09:15	171	54	11	10	0	2	0	248	265.3
08:30	**09:30**	**192**	**67**	**8**	**9**	**1**	**1**	**0**	**278**	**294.1**
08:45	09:45	144	51	3	7	1	0	0	206	217.6
09:00	10:00	80	37	2	3	1	0	0	123	128.9
09:15	10:15	44	21	1	1	1	0	0	68	70.8
16:30	**17:30**	**245**	**57**	**3**	**0**	**3**	**2**	**1**	**311**	**313.5**
16:45	17:45	229	48	2	1	1	6	1	288	286.9
17:00	18:00	240	36	2	1	1	5	1	286	285.5
17:15	18:15	213	40	1	2	0	5	0	261	261.1
17:30	**18:30**	**169**	**33**	**1**	**2**	**0**	**4**	**0**	**209**	**209.7**
17:45	18:45	123	21	1	1	0	0	0	146	147.8
18:00	19:00	67	11	1	1	0	0	0	80	81.8
18:15	19:15	20	3	1	0	0	0	0	24	24.5
TOTAL		**775**	**194**	**22**	**18**	**7**	**11**	**1**	**1028**	**1062**

Survey Date: 06/07/2023
Survey Day: Thursday

		C - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	6	3	0	0	0	0	0	**9**	**9**
07:45	08:00	3	3	0	0	0	0	0	**6**	**6**
08:00	08:15	3	2	0	0	2	0	0	**7**	**9**
08:15	08:30	2	0	0	0	0	0	0	**2**	**2**
08:30	08:45	5	1	0	0	0	0	0	**6**	**6**
08:45	09:00	6	2	0	0	0	0	0	**8**	**8**
09:00	09:15	6	3	0	0	1	0	0	**10**	**11**
09:15	09:30	4	1	0	0	0	0	0	**5**	**5**
16:30	16:45	5	0	0	0	0	0	0	**5**	**5**
16:45	17:00	2	1	0	0	0	0	0	**3**	**3**
17:00	17:15	6	0	0	0	0	0	0	**6**	**6**
17:15	17:30	4	1	0	0	0	0	0	**5**	**5**
17:30	17:45	4	1	0	0	0	0	0	**5**	**5**
17:45	18:00	6	0	0	0	0	0	0	**6**	**6**
18:00	18:15	3	2	0	0	0	0	0	**5**	**5**
18:15	18:30	11	2	0	0	0	0	0	**13**	**13**
Total		**76**	**22**	**0**	**0**	**3**	**0**	**0**	**101**	**104**

		C - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**14**	**8**	**0**	**0**	**2**	**0**	**0**	**24**	**26**
07:45	08:45	13	6	0	0	2	0	0	21	23
08:00	09:00	16	5	0	0	2	0	0	23	25
08:15	09:15	19	6	0	0	1	0	0	26	27
08:30	**09:30**	**21**	**7**	**0**	**0**	**1**	**0**	**0**	**29**	**30**
08:45	09:45	16	6	0	0	1	0	0	23	24
09:00	10:00	10	4	0	0	1	0	0	15	16
09:15	10:15	4	1	0	0	0	0	0	5	5
16:30	**17:30**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**19**	**19**
16:45	17:45	16	3	0	0	0	0	0	19	19
17:00	18:00	20	2	0	0	0	0	0	22	22
17:15	18:15	17	4	0	0	0	0	0	21	21
17:30	**18:30**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**29**	**29**
17:45	18:45	20	4	0	0	0	0	0	24	24
18:00	19:00	14	4	0	0	0	0	0	18	18
18:15	19:15	11	2	0	0	0	0	0	13	13
TOTAL		**76**	**22**	**0**	**0**	**3**	**0**	**0**	**101**	**104**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

		Arm A - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	60	23	2	2	1	1	0	**89**	**93**
07:45	08:00	62	23	2	5	0	0	0	**92**	**99.5**
08:00	08:15	63	28	5	0	1	1	0	**98**	**100.9**
08:15	08:30	62	17	3	1	1	2	0	**86**	**88.6**
08:30	08:45	62	25	2	2	0	1	0	**92**	**95**
08:45	09:00	77	25	3	1	1	0	0	**107**	**110.8**
09:00	09:15	52	21	2	2	2	1	0	**80**	**85**
09:15	09:30	61	25	2	5	1	0	0	**94**	**102.5**
16:30	16:45	122	20	0	1	1	7	0	**151**	**149.1**
16:45	17:00	99	22	3	0	1	5	0	**130**	**129.5**
17:00	17:15	88	17	1	0	0	4	0	**110**	**108.1**
17:15	17:30	82	10	1	1	0	2	0	**96**	**96.6**
17:30	17:45	109	11	0	0	0	2	0	**122**	**120.8**
17:45	18:00	84	11	0	0	1	2	0	**98**	**97.8**
18:00	18:15	85	9	0	0	0	9	0	**103**	**97.6**
18:15	18:30	73	8	3	0	2	4	0	**90**	**91.1**
Total		**1241**	**295**	**29**	**20**	**12**	**41**	**0**	**1638**	**1665.9**

		Arm A - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**247**	**91**	**12**	**8**	**3**	**4**	**0**	**365**	**382**
07:45	08:45	249	93	12	8	2	4	0	368	384
08:00	09:00	264	95	13	4	3	4	0	383	395.3
08:15	09:15	253	88	10	6	4	4	0	365	379.4
08:30	**09:30**	**252**	**96**	**9**	**10**	**4**	**2**	**0**	**373**	**393.3**
08:45	09:45	190	71	7	8	4	1	0	281	298.3
09:00	10:00	113	46	4	7	3	1	0	174	187.5
09:15	10:15	61	25	2	5	1	0	0	94	102.5
16:30	**17:30**	**391**	**69**	**5**	**2**	**2**	**18**	**0**	**487**	**483.3**
16:45	17:45	378	60	5	1	1	13	0	458	455
17:00	18:00	363	49	2	1	1	10	0	426	423.3
17:15	18:15	360	41	1	1	1	15	0	419	412.8
17:30	**18:30**	**351**	**39**	**3**	**0**	**3**	**17**	**0**	**413**	**407.3**
17:45	18:45	242	28	3	0	3	15	0	291	286.5
18:00	19:00	158	17	3	0	2	13	0	193	188.7
18:15	19:15	73	8	3	0	2	4	0	90	91.1
TOTAL		**1241**	**295**	**29**	**20**	**12**	**41**	**0**	**1638**	**1665.9**

Survey Date: 06/07/2023
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		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	67	23	1	1	0	1	0	**93**	**94.2**
07:45	08:00	52	20	1	2	1	0	0	**76**	**80.1**
08:00	08:15	77	17	5	3	2	2	0	**106**	**113.2**
08:15	08:30	55	20	5	3	0	1	0	**84**	**89.8**
08:30	08:45	73	18	6	2	0	2	0	**101**	**105.4**
08:45	09:00	86	29	1	4	0	0	0	**120**	**125.7**
09:00	09:15	69	27	2	2	0	3	0	**103**	**104.8**
09:15	09:30	76	29	1	2	1	0	0	**109**	**113.1**
16:30	16:45	97	26	1	0	2	2	0	**128**	**129.3**
16:45	17:00	66	31	0	1	0	5	0	**103**	**101.3**
17:00	17:15	101	11	1	0	1	1	1	**116**	**116.1**
17:15	17:30	93	13	1	0	0	1	0	**108**	**107.9**
17:30	17:45	71	19	0	1	0	5	0	**96**	**94.3**
17:45	18:00	82	13	0	0	0	1	0	**96**	**95.4**
18:00	18:15	74	10	1	1	0	2	0	**88**	**88.6**
18:15	18:30	47	4	2	0	0	0	0	**53**	**54**
Total		**1186**	**310**	**28**	**22**	**7**	**26**	**1**	**1580**	**1613.2**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**251**	**80**	**12**	**9**	**3**	**4**	**0**	**359**	**377.3**
07:45	08:45	257	75	17	10	3	5	0	367	388.5
08:00	09:00	291	84	17	12	2	5	0	411	434.1
08:15	09:15	283	94	14	11	0	6	0	408	425.7
08:30	**09:30**	**304**	**103**	**10**	**10**	**1**	**5**	**0**	**433**	**449**
08:45	09:45	231	85	4	8	1	3	0	332	343.6
09:00	10:00	145	56	3	4	1	3	0	212	217.9
09:15	10:15	76	29	1	2	1	0	0	109	113.1
16:30	**17:30**	**357**	**81**	**3**	**1**	**3**	**9**	**1**	**455**	**454.6**
16:45	17:45	331	74	2	2	1	12	1	423	419.6
17:00	18:00	347	56	2	1	1	8	1	416	413.7
17:15	18:15	320	55	2	2	0	9	0	388	386.2
17:30	**18:30**	**274**	**46**	**3**	**2**	**0**	**8**	**0**	**333**	**332.3**
17:45	18:45	203	27	3	1	0	3	0	237	238
18:00	19:00	121	14	3	1	0	2	0	141	142.6
18:15	19:15	47	4	2	0	0	0	0	53	54
TOTAL		**1186**	**310**	**28**	**22**	**7**	**26**	**1**	**1580**	**1613.2**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

		Arm B - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	26	15	0	0	0	0	0	**41**	**41**
07:45	08:00	21	14	0	0	0	0	0	**35**	**35**
08:00	08:15	17	17	1	1	0	0	0	**36**	**37.8**
08:15	08:30	36	16	1	1	0	0	0	**54**	**55.8**
08:30	08:45	29	4	2	0	0	1	0	**36**	**36.4**
08:45	09:00	26	21	0	0	0	0	0	**47**	**47**
09:00	09:15	38	12	1	0	0	3	0	**54**	**52.7**
09:15	09:30	38	10	0	1	0	0	0	**49**	**50.3**
16:30	16:45	43	9	0	0	0	2	0	**54**	**52.8**
16:45	17:00	28	12	0	1	0	5	0	**46**	**44.3**
17:00	17:15	41	8	0	0	0	2	0	**51**	**49.8**
17:15	17:30	36	3	0	0	0	0	0	**39**	**39**
17:30	17:45	35	7	0	1	0	2	0	**45**	**45.1**
17:45	18:00	39	4	0	0	0	1	0	**44**	**43.4**
18:00	18:15	37	5	1	0	0	2	0	**45**	**44.3**
18:15	18:30	34	2	1	0	0	0	0	**37**	**37.5**
Total		**524**	**159**	**7**	**5**	**0**	**18**	**0**	**713**	**712.2**

		Arm B - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**100**	**62**	**2**	**2**	**0**	**0**	**0**	**166**	**169.6**
07:45	08:45	103	51	4	2	0	1	0	161	165
08:00	09:00	108	58	4	2	0	1	0	173	177
08:15	09:15	129	53	4	1	0	4	0	191	191.9
08:30	**09:30**	**131**	**47**	**3**	**1**	**0**	**4**	**0**	**186**	**186.4**
08:45	09:45	102	43	1	1	0	3	0	150	150
09:00	10:00	76	22	1	1	0	3	0	103	103
09:15	10:15	38	10	0	1	0	0	0	49	50.3
16:30	**17:30**	**148**	**32**	**0**	**1**	**0**	**9**	**0**	**190**	**185.9**
16:45	17:45	140	30	0	2	0	9	0	181	178.2
17:00	18:00	151	22	0	1	0	5	0	179	177.3
17:15	18:15	147	19	1	1	0	5	0	173	171.8
17:30	**18:30**	**145**	**18**	**2**	**1**	**0**	**5**	**0**	**171**	**170.3**
17:45	18:45	110	11	2	0	0	3	0	126	125.2
18:00	19:00	71	7	2	0	0	2	0	82	81.8
18:15	19:15	34	2	1	0	0	0	0	37	37.5
TOTAL		**524**	**159**	**7**	**5**	**0**	**18**	**0**	**713**	**712.2**

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		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	14	10	0	0	0	0	0	**24**	**24**
07:45	08:00	11	9	1	0	0	0	0	**21**	**21.5**
08:00	08:15	17	12	0	0	2	0	0	**31**	**33**
08:15	08:30	12	2	1	1	0	1	0	**17**	**18.2**
08:30	08:45	16	7	0	0	0	0	0	**23**	**23**
08:45	09:00	22	7	0	1	0	0	0	**30**	**31.3**
09:00	09:15	17	7	0	0	2	0	0	**26**	**28**
09:15	09:30	22	9	0	0	0	0	0	**31**	**31**
16:30	16:45	24	3	0	0	0	4	0	**31**	**28.6**
16:45	17:00	24	5	0	0	0	2	0	**31**	**29.8**
17:00	17:15	26	2	0	0	0	1	0	**29**	**28.4**
17:15	17:30	21	1	0	0	0	0	0	**22**	**22**
17:30	17:45	24	2	0	0	0	1	0	**27**	**26.4**
17:45	18:00	27	3	0	0	0	0	0	**30**	**30**
18:00	18:15	23	2	0	0	0	1	0	**26**	**25.4**
18:15	18:30	26	2	0	0	0	0	0	**28**	**28**
Total		**326**	**83**	**2**	**2**	**4**	**10**	**0**	**427**	**428.6**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**54**	**33**	**2**	**1**	**2**	**1**	**0**	**93**	**96.7**
07:45	08:45	56	30	2	1	2	1	0	92	95.7
08:00	09:00	67	28	1	2	2	1	0	101	105.5
08:15	09:15	67	23	1	2	2	1	0	96	100.5
08:30	**09:30**	**77**	**30**	**0**	**1**	**2**	**0**	**0**	**110**	**113.3**
08:45	09:45	61	23	0	1	2	0	0	87	90.3
09:00	10:00	39	16	0	0	2	0	0	57	59
09:15	10:15	22	9	0	0	0	0	0	31	31
16:30	**17:30**	**95**	**11**	**0**	**0**	**0**	**7**	**0**	**113**	**108.8**
16:45	17:45	95	10	0	0	0	4	0	109	106.6
17:00	18:00	98	8	0	0	0	2	0	108	106.8
17:15	18:15	95	8	0	0	0	2	0	105	103.8
17:30	**18:30**	**100**	**9**	**0**	**0**	**0**	**2**	**0**	**111**	**109.8**
17:45	18:45	76	7	0	0	0	1	0	84	83.4
18:00	19:00	49	4	0	0	0	1	0	54	53.4
18:15	19:15	26	2	0	0	0	0	0	28	28
TOTAL		**326**	**83**	**2**	**2**	**4**	**10**	**0**	**427**	**428.6**

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Junction name: A272 / Services

		Arm C - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	54	15	1	1	0	1	0	**72**	**73.2**
07:45	08:00	41	13	1	2	1	0	0	**58**	**62.1**
08:00	08:15	63	9	4	2	4	2	0	**84**	**91.4**
08:15	08:30	25	8	4	2	0	1	0	**40**	**44**
08:30	08:45	53	17	5	2	0	1	0	**78**	**82.5**
08:45	09:00	70	16	1	4	0	0	0	**91**	**96.7**
09:00	09:15	42	19	1	2	1	0	0	**65**	**69.1**
09:15	09:30	48	22	1	1	1	0	0	**73**	**75.8**
16:30	16:45	67	21	1	0	2	0	0	**91**	**93.5**
16:45	17:00	47	23	0	0	0	1	0	**71**	**70.4**
17:00	17:15	80	4	1	0	1	0	1	**87**	**87.7**
17:15	17:30	68	11	1	0	0	1	0	**81**	**80.9**
17:30	17:45	50	13	0	1	0	4	0	**68**	**66.9**
17:45	18:00	62	10	0	0	0	0	0	**72**	**72**
18:00	18:15	50	10	0	1	0	0	0	**61**	**62.3**
18:15	18:30	31	5	1	0	0	0	0	**37**	**37.5**
Total		**851**	**216**	**22**	**18**	**10**	**11**	**1**	**1129**	**1166**

		Arm C - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**183**	**45**	**10**	**7**	**5**	**4**	**0**	**254**	**270.7**
07:45	08:45	182	47	14	8	5	4	0	260	280
08:00	09:00	211	50	14	10	4	4	0	293	314.6
08:15	09:15	190	60	11	10	1	2	0	274	292.3
08:30	**09:30**	**213**	**74**	**8**	**9**	**2**	**1**	**0**	**307**	**324.1**
08:45	09:45	160	57	3	7	2	0	0	229	241.6
09:00	10:00	90	41	2	3	2	0	0	138	144.9
09:15	10:15	48	22	1	1	1	0	0	73	75.8
16:30	**17:30**	**262**	**59**	**3**	**0**	**3**	**2**	**1**	**330**	**332.5**
16:45	17:45	245	51	2	1	1	6	1	307	305.9
17:00	18:00	260	38	2	1	1	5	1	308	307.5
17:15	18:15	230	44	1	2	0	5	0	282	282.1
17:30	**18:30**	**193**	**38**	**1**	**2**	**0**	**4**	**0**	**238**	**238.7**
17:45	18:45	143	25	1	1	0	0	0	170	171.8
18:00	19:00	81	15	1	1	0	0	0	98	99.8
18:15	19:15	31	5	1	0	0	0	0	37	37.5
TOTAL		**851**	**216**	**22**	**18**	**10**	**11**	**1**	**1129**	**1166**

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		Arm C - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	59	20	2	2	1	1	0	**85**	**89**
07:45	08:00	61	21	1	5	0	0	0	**88**	**95**
08:00	08:15	49	25	5	0	1	1	0	**81**	**83.9**
08:15	08:30	56	19	2	0	1	1	0	**79**	**80.4**
08:30	08:45	55	21	3	2	0	1	0	**82**	**85.5**
08:45	09:00	65	26	3	0	1	0	0	**95**	**97.5**
09:00	09:15	46	18	2	2	1	1	0	**70**	**74**
09:15	09:30	49	19	2	5	1	0	0	**76**	**84.5**
16:30	16:45	111	21	0	1	1	3	0	**137**	**137.5**
16:45	17:00	84	21	3	0	1	4	0	**113**	**113.1**
17:00	17:15	82	16	1	0	0	4	0	**103**	**101.1**
17:15	17:30	72	10	1	1	0	2	0	**86**	**86.6**
17:30	17:45	99	10	0	1	0	2	0	**112**	**112.1**
17:45	18:00	76	9	0	0	1	2	0	**88**	**87.8**
18:00	18:15	75	12	0	0	0	8	0	**95**	**90.2**
18:15	18:30	65	9	3	0	2	4	0	**83**	**84.1**
Total		**1104**	**277**	**28**	**19**	**11**	**34**	**0**	**1473**	**1502.3**

		Arm C - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**225**	**85**	**10**	**7**	**3**	**3**	**0**	**333**	**348.3**
07:45	08:45	221	86	11	7	2	3	0	330	344.8
08:00	09:00	225	91	13	2	3	3	0	337	347.3
08:15	09:15	222	84	10	4	3	3	0	326	337.4
08:30	**09:30**	**215**	**84**	**10**	**9**	**3**	**2**	**0**	**323**	**341.5**
08:45	09:45	160	63	7	7	3	1	0	241	256
09:00	10:00	95	37	4	7	2	1	0	146	158.5
09:15	10:15	49	19	2	5	1	0	0	76	84.5
16:30	**17:30**	**349**	**68**	**5**	**2**	**2**	**13**	**0**	**439**	**438.3**
16:45	17:45	337	57	5	2	1	12	0	414	412.9
17:00	18:00	329	45	2	2	1	10	0	389	387.6
17:15	18:15	322	41	1	2	1	14	0	381	376.7
17:30	**18:30**	**315**	**40**	**3**	**1**	**3**	**16**	**0**	**378**	**374.2**
17:45	18:45	216	30	3	0	3	14	0	266	262.1
18:00	19:00	140	21	3	0	2	12	0	178	174.3
18:15	19:15	65	9	3	0	2	4	0	83	84.1
TOTAL		**1104**	**277**	**28**	**19**	**11**	**34**	**0**	**1473**	**1502.3**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

Survey Date: 06/07/2023
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		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	140	53	3	3	1	2	0	**202**	**207.2**
07:45	08:00	124	50	3	7	1	0	0	**185**	**196.6**
08:00	08:15	143	54	10	3	5	3	0	**218**	**230.1**
08:15	08:30	123	41	8	4	1	3	0	**180**	**188.4**
08:30	08:45	144	46	9	4	0	3	0	**206**	**213.9**
08:45	09:00	173	62	4	5	1	0	0	**245**	**254.5**
09:00	09:15	132	52	4	4	3	4	0	**199**	**206.8**
09:15	09:30	147	57	3	7	2	0	0	**216**	**228.6**
16:30	16:45	232	50	1	1	3	9	0	**296**	**295.4**
16:45	17:00	174	57	3	1	1	11	0	**247**	**244.2**
17:00	17:15	209	29	2	0	1	6	1	**248**	**245.6**
17:15	17:30	186	24	2	1	0	3	0	**216**	**216.5**
17:30	17:45	194	31	0	2	0	8	0	**235**	**232.8**
17:45	18:00	185	25	0	0	1	3	0	**214**	**213.2**
18:00	18:15	172	24	1	1	0	11	0	**209**	**204.2**
18:15	18:30	138	15	5	0	2	4	0	**164**	**166.1**
Total		**2616**	**670**	**58**	**43**	**22**	**70**	**1**	**3480**	**3544.1**

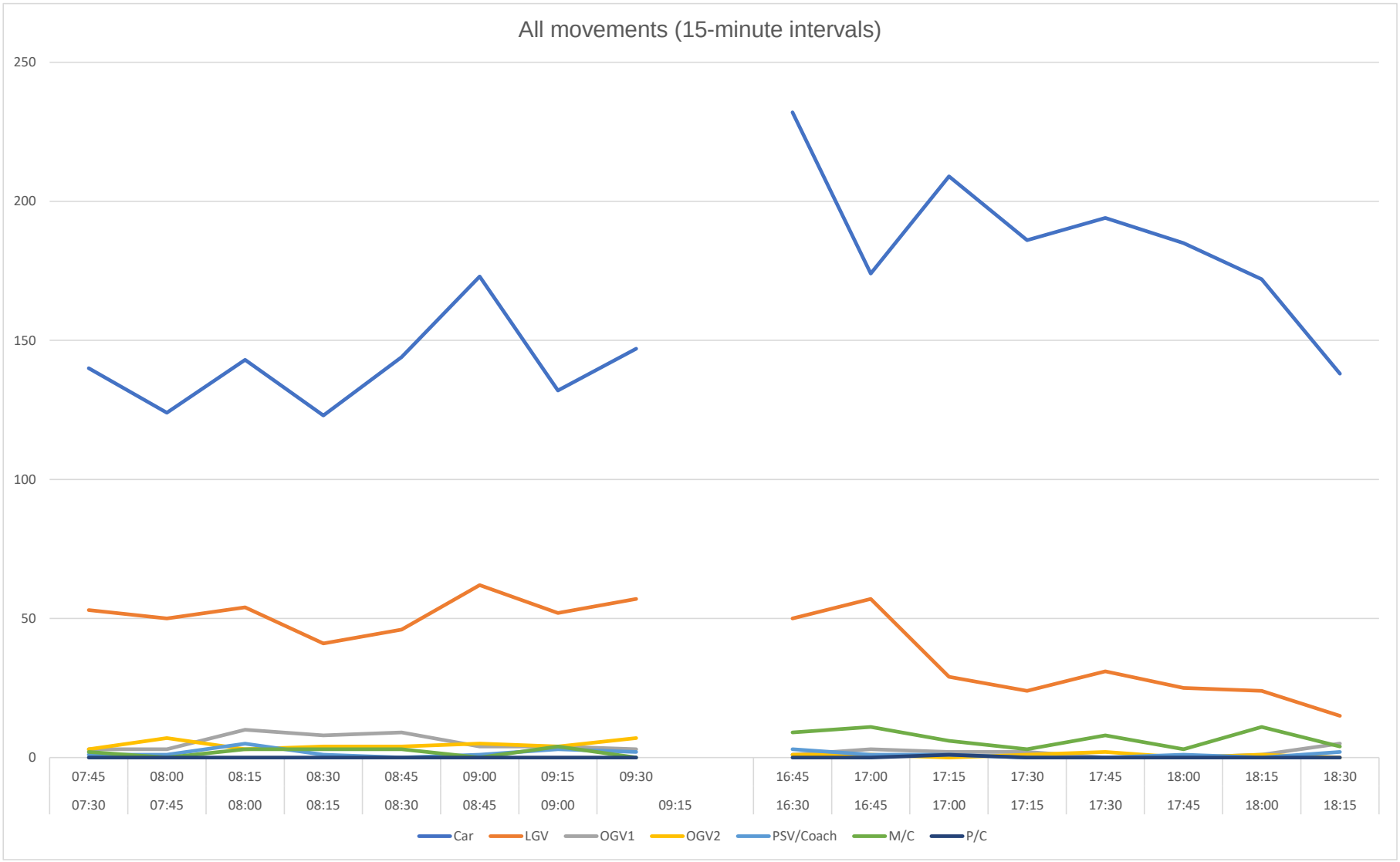
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**530**	**198**	**24**	**17**	**8**	**8**	**0**	**785**	**822.3**
07:45	08:45	534	191	30	18	7	9	0	789	829
08:00	09:00	583	203	31	16	7	9	0	849	886.9
08:15	09:15	572	201	25	17	5	10	0	830	863.6
08:30	**09:30**	**596**	**217**	**20**	**20**	**6**	**7**	**0**	**866**	**903.8**
08:45	09:45	452	171	11	16	6	4	0	660	689.9
09:00	10:00	279	109	7	11	5	4	0	415	435.4
09:15	10:15	147	57	3	7	2	0	0	216	228.6
16:30	**17:30**	**801**	**160**	**8**	**3**	**5**	**29**	**1**	**1007**	**1001.7**
16:45	17:45	763	141	7	4	2	28	1	946	939.1
17:00	18:00	774	109	4	3	2	20	1	913	908.1
17:15	18:15	737	104	3	4	1	25	0	874	866.7
17:30	**18:30**	**689**	**95**	**6**	**3**	**3**	**26**	**0**	**822**	**816.3**
17:45	18:45	495	64	6	1	3	18	0	587	583.5
18:00	19:00	310	39	6	1	2	15	0	373	370.3
18:15	19:15	138	15	5	0	2	4	0	164	166.1
TOTAL		**2616**	**670**	**58**	**43**	**22**	**70**	**1**	**3480**	**3544.1**

Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

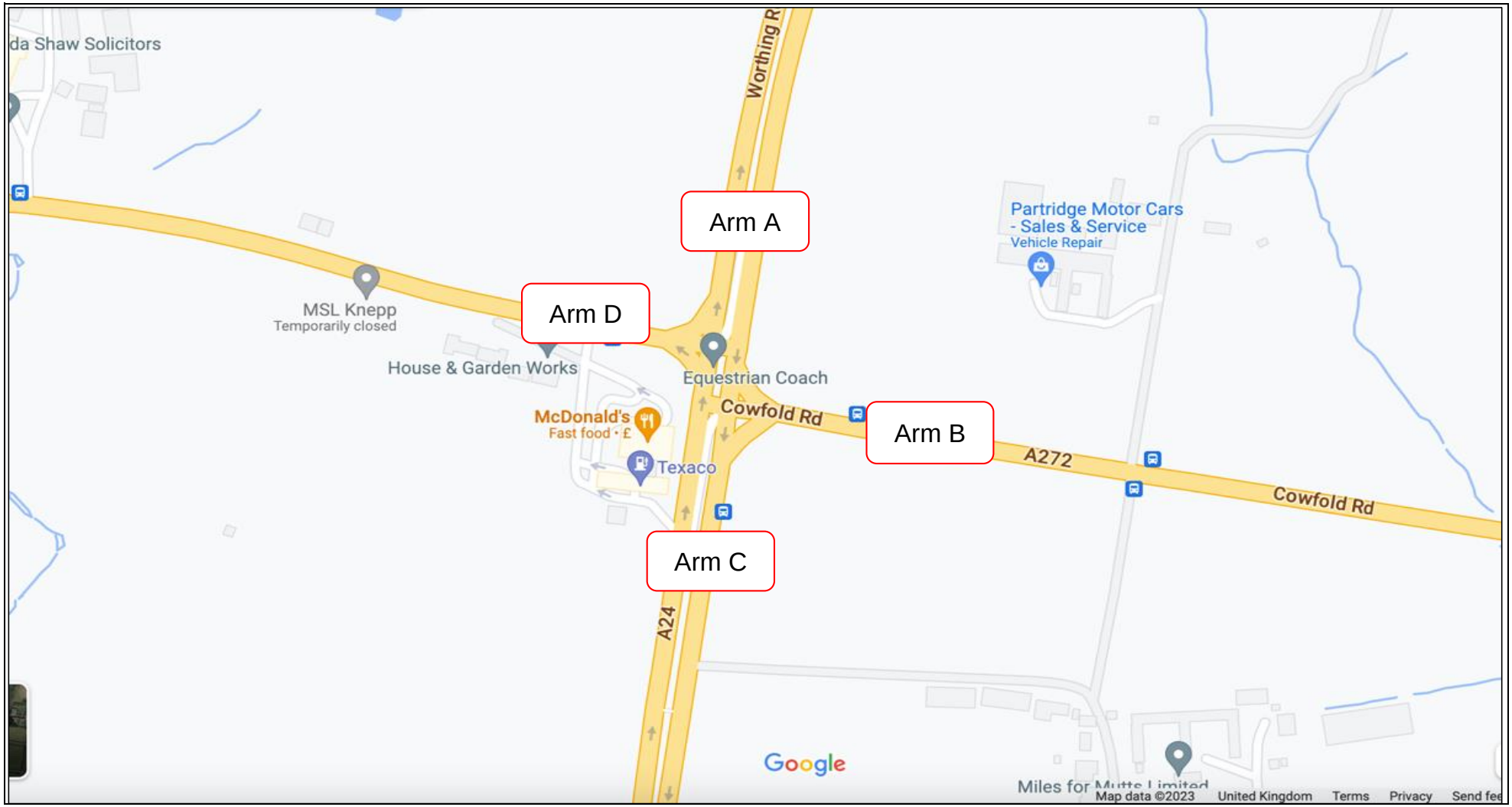
Survey Date: 06/07/2023
Survey Day: Thursday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:30	08:45	144	46	9	4	0	3	0	206	213.9
08:45	09:00	173	62	4	5	1	0	0	245	254.5
09:00	09:15	132	52	4	4	3	4	0	199	206.8
09:15	09:30	147	57	3	7	2	0	0	216	228.6

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	232	50	1	1	3	9	0	296	295.4
16:45	17:00	174	57	3	1	1	11	0	247	244.2
17:00	17:15	209	29	2	0	1	6	1	248	245.6
17:15	17:30	186	24	2	1	0	3	0	216	216.5


All movements (15-minute intervals)
250
200
150
100
50
0
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	A24 / A272 Cowfold Road / A24 Worthing Road	50.992053, -0.340513	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Time Interval		A - A (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total (AM & PM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time Interval		A - A (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	29	6	3	1	0	0	0	**39**	**41.8**
07:45	08:00	43	15	2	1	0	0	0	**61**	**63.3**
08:00	08:15	29	9	1	0	0	0	0	**39**	**39.5**
08:15	08:30	48	7	0	0	0	0	0	**55**	**55**
08:30	08:45	41	9	3	1	1	0	0	**55**	**58.8**
08:45	09:00	44	10	0	0	0	0	0	**54**	**54**
09:00	09:15	65	9	1	0	0	2	0	**77**	**76.3**
09:15	09:30	34	9	2	0	0	1	0	**46**	**46.4**
16:30	16:45	57	12	1	1	0	0	0	**71**	**72.8**
16:45	17:00	62	11	1	0	0	1	0	**75**	**74.9**
17:00	17:15	78	13	0	0	0	1	0	**92**	**91.4**
17:15	17:30	70	12	0	0	0	2	0	**84**	**82.8**
17:30	17:45	67	4	1	0	0	0	0	**72**	**72.5**
17:45	18:00	51	2	0	0	0	0	0	**53**	**53**
18:00	18:15	66	7	0	0	0	1	0	**74**	**73.4**
18:15	18:30	57	7	0	0	0	0	0	**64**	**64**
Total		**841**	**142**	**15**	**4**	**1**	**8**	**0**	**1011**	**1019.9**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**149**	**37**	**6**	**2**	**0**	**0**	**0**	**194**	**199.6**
07:45	08:45	161	40	6	2	1	0	0	210	216.6
08:00	09:00	162	35	4	1	1	0	0	203	207.3
08:15	09:15	198	35	4	1	1	2	0	241	244.1
08:30	**09:30**	**184**	**37**	**6**	**1**	**1**	**3**	**0**	**232**	**235.5**
08:45	09:45	143	28	3	0	0	3	0	177	176.7
09:00	10:00	99	18	3	0	0	3	0	123	122.7
09:15	10:15	34	9	2	0	0	1	0	46	46.4
16:30	**17:30**	**267**	**48**	**2**	**1**	**0**	**4**	**0**	**322**	**321.9**
16:45	17:45	277	40	2	0	0	4	0	323	321.6
17:00	18:00	266	31	1	0	0	3	0	301	299.7
17:15	18:15	254	25	1	0	0	3	0	283	281.7
17:30	**18:30**	**241**	**20**	**1**	**0**	**0**	**1**	**0**	**263**	**262.9**
17:45	18:45	174	16	0	0	0	1	0	191	190.4
18:00	19:00	123	14	0	0	0	1	0	138	137.4
18:15	19:15	57	7	0	0	0	0	0	64	64
TOTAL		**841**	**142**	**15**	**4**	**1**	**8**	**0**	**1011**	**1019.9**

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	117	43	1	5	0	1	0	**167**	**173.4**
07:45	08:00	125	30	0	6	0	3	0	**164**	**170**
08:00	08:15	141	35	5	2	0	1	0	**184**	**188.5**
08:15	08:30	168	53	6	7	1	0	0	**235**	**248.1**
08:30	08:45	132	32	3	8	1	0	0	**176**	**188.9**
08:45	09:00	98	19	4	10	0	0	0	**131**	**146**
09:00	09:15	100	32	5	4	0	0	0	**141**	**148.7**
09:15	09:30	119	29	2	10	0	0	0	**160**	**174**
16:30	16:45	219	60	7	4	2	7	0	**299**	**305.5**
16:45	17:00	218	50	6	4	0	1	0	**279**	**286.6**
17:00	17:15	201	39	2	0	1	1	0	**244**	**245.4**
17:15	17:30	228	45	1	1	2	2	0	**279**	**281.6**
17:30	17:45	249	31	0	1	1	5	0	**287**	**286.3**
17:45	18:00	219	20	1	0	0	7	0	**247**	**243.3**
18:00	18:15	187	16	0	5	0	1	0	**209**	**214.9**
18:15	18:30	191	17	2	4	1	4	0	**219**	**223.8**
Total		**2712**	**551**	**45**	**71**	**9**	**33**	**0**	**3421**	**3525**

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**551**	**161**	**12**	**20**	**1**	**5**	**0**	**750**	**780**
07:45	08:45	566	150	14	23	2	4	0	759	795.5
08:00	09:00	539	139	18	27	2	1	0	726	771.5
08:15	09:15	498	136	18	29	2	0	0	683	731.7
08:30	**09:30**	**449**	**112**	**14**	**32**	**1**	**0**	**0**	**608**	**657.6**
08:45	09:45	317	80	11	24	0	0	0	432	468.7
09:00	10:00	219	61	7	14	0	0	0	301	322.7
09:15	10:15	119	29	2	10	0	0	0	160	174
16:30	**17:30**	**866**	**194**	**16**	**9**	**5**	**11**	**0**	**1101**	**1119.1**
16:45	17:45	896	165	9	6	4	9	0	1089	1099.9
17:00	18:00	897	135	4	2	4	15	0	1057	1056.6
17:15	18:15	883	112	2	7	3	15	0	1022	1026.1
17:30	**18:30**	**846**	**84**	**3**	**10**	**2**	**17**	**0**	**962**	**968.3**
17:45	18:45	597	53	3	9	1	12	0	675	682
18:00	19:00	378	33	2	9	1	5	0	428	438.7
18:15	19:15	191	17	2	4	1	4	0	219	223.8
TOTAL		**2712**	**551**	**45**	**71**	**9**	**33**	**0**	**3421**	**3525**

Survey Date: 06/07/2023
Survey Day: Thursday

		A - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	19	8	0	0	0	0	0	**27**	**27**
07:45	08:00	22	7	0	1	0	0	0	**30**	**31.3**
08:00	08:15	16	8	1	0	0	0	0	**25**	**25.5**
08:15	08:30	23	7	1	0	1	2	0	**34**	**34.3**
08:30	08:45	18	10	0	1	0	0	0	**29**	**30.3**
08:45	09:00	34	7	1	0	0	0	0	**42**	**42.5**
09:00	09:15	19	2	0	0	0	0	0	**21**	**21**
09:15	09:30	22	8	0	1	0	0	0	**31**	**32.3**
16:30	16:45	40	5	0	0	0	5	0	**50**	**47**
16:45	17:00	39	4	0	0	1	3	0	**47**	**46.2**
17:00	17:15	33	7	0	0	0	1	0	**41**	**40.4**
17:15	17:30	29	4	0	0	0	0	0	**33**	**33**
17:30	17:45	43	2	0	0	0	2	0	**47**	**45.8**
17:45	18:00	48	2	0	0	0	0	0	**50**	**50**
18:00	18:15	35	0	0	0	0	1	0	**36**	**35.4**
18:15	18:30	28	3	0	0	0	0	0	**31**	**31**
Total		**468**	**84**	**3**	**3**	**2**	**14**	**0**	**574**	**573**

		A - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**80**	**30**	**2**	**1**	**1**	**2**	**0**	**116**	**118.1**
07:45	08:45	79	32	2	2	1	2	0	118	121.4
08:00	09:00	91	32	3	1	1	2	0	130	132.6
08:15	09:15	94	26	2	1	1	2	0	126	128.1
08:30	**09:30**	**93**	**27**	**1**	**2**	**0**	**0**	**0**	**123**	**126.1**
08:45	09:45	75	17	1	1	0	0	0	94	95.8
09:00	10:00	41	10	0	1	0	0	0	52	53.3
09:15	10:15	22	8	0	1	0	0	0	31	32.3
16:30	**17:30**	**141**	**20**	**0**	**0**	**1**	**9**	**0**	**171**	**166.6**
16:45	17:45	144	17	0	0	1	6	0	168	165.4
17:00	18:00	153	15	0	0	0	3	0	171	169.2
17:15	18:15	155	8	0	0	0	3	0	166	164.2
17:30	**18:30**	**154**	**7**	**0**	**0**	**0**	**3**	**0**	**164**	**162.2**
17:45	18:45	111	5	0	0	0	1	0	117	116.4
18:00	19:00	63	3	0	0	0	1	0	67	66.4
18:15	19:15	28	3	0	0	0	0	0	31	31
TOTAL		**468**	**84**	**3**	**3**	**2**	**14**	**0**	**574**	**573**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

B - A (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	45	6	3	0	0	0	0	**54**	**55.5**
07:45	08:00	59	13	0	0	0	1	0	**73**	**72.4**
08:00	08:15	56	9	1	0	0	0	0	**66**	**66.5**
08:15	08:30	53	16	0	1	0	0	0	**70**	**71.3**
08:30	08:45	69	11	1	1	0	1	0	**83**	**84.2**
08:45	09:00	47	8	4	0	0	0	0	**59**	**61**
09:00	09:15	39	6	1	0	0	1	0	**47**	**46.9**
09:15	09:30	50	7	1	0	0	0	0	**58**	**58.5**
16:30	16:45	38	11	0	0	0	0	0	**49**	**49**
16:45	17:00	43	16	1	0	0	0	0	**60**	**60.5**
17:00	17:15	42	6	0	1	0	1	0	**50**	**50.7**
17:15	17:30	60	8	0	0	0	1	0	**69**	**68.4**
17:30	17:45	70	7	0	0	0	0	0	**77**	**77**
17:45	18:00	47	9	0	0	0	0	0	**56**	**56**
18:00	18:15	49	5	0	0	0	2	0	**56**	**54.8**
18:15	18:30	51	7	0	0	0	0	0	**58**	**58**
Total		**818**	**145**	**12**	**3**	**0**	**7**	**0**	**985**	**990.7**

B - A (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**213**	**44**	**4**	**1**	**0**	**1**	**0**	**263**	**265.7**
07:45	08:45	237	49	2	2	0	2	0	292	294.4
08:00	09:00	225	44	6	2	0	1	0	278	283
08:15	09:15	208	41	6	2	0	2	0	259	263.4
08:30	**09:30**	**205**	**32**	**7**	**1**	**0**	**2**	**0**	**247**	**250.6**
08:45	09:45	136	21	6	0	0	1	0	164	166.4
09:00	10:00	89	13	2	0	0	1	0	105	105.4
09:15	10:15	50	7	1	0	0	0	0	58	58.5
16:30	**17:30**	**183**	**41**	**1**	**1**	**0**	**2**	**0**	**228**	**228.6**
16:45	17:45	215	37	1	1	0	2	0	256	256.6
17:00	18:00	219	30	0	1	0	2	0	252	252.1
17:15	18:15	226	29	0	0	0	3	0	258	256.2
17:30	**18:30**	**217**	**28**	**0**	**0**	**0**	**2**	**0**	**247**	**245.8**
17:45	18:45	147	21	0	0	0	2	0	170	168.8
18:00	19:00	100	12	0	0	0	2	0	114	112.8
18:15	19:15	51	7	0	0	0	0	0	58	58
TOTAL		**818**	**145**	**12**	**3**	**0**	**7**	**0**	**985**	**990.7**

		B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

B - C (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	68	31	7	6	0	0	1	**113**	**123.5**
07:45	08:00	55	22	4	3	0	0	0	**84**	**89.9**
08:00	08:15	39	14	4	7	1	0	0	**65**	**77.1**
08:15	08:30	48	13	8	8	0	0	0	**77**	**91.4**
08:30	08:45	58	23	3	4	0	1	0	**89**	**95.1**
08:45	09:00	47	22	2	3	1	2	0	**77**	**81.7**
09:00	09:15	40	26	2	8	0	0	0	**76**	**87.4**
09:15	09:30	49	27	1	6	1	0	0	**84**	**93.3**
16:30	16:45	89	24	2	1	0	0	0	**116**	**118.3**
16:45	17:00	79	26	1	0	0	0	0	**106**	**106.5**
17:00	17:15	87	17	2	1	1	2	0	**110**	**112.1**
17:15	17:30	86	20	0	0	0	2	0	**108**	**106.8**
17:30	17:45	105	26	0	0	0	0	0	**131**	**131**
17:45	18:00	104	18	1	3	0	0	0	**126**	**130.4**
18:00	18:15	94	14	1	2	0	1	0	**112**	**114.5**
18:15	18:30	70	22	2	0	1	0	0	**95**	**97**
Total		**1118**	**345**	**40**	**52**	**5**	**8**	**1**	**1569**	**1656**

B - C (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**210**	**80**	**23**	**24**	**1**	**0**	**1**	**339**	**381.9**
07:45	08:45	200	72	19	22	1	1	0	315	353.5
08:00	09:00	192	72	17	22	2	3	0	308	345.3
08:15	09:15	193	84	15	23	1	3	0	319	355.6
08:30	**09:30**	**194**	**98**	**8**	**21**	**2**	**3**	**0**	**326**	**357.5**
08:45	09:45	136	75	5	17	2	2	0	237	262.4
09:00	10:00	89	53	3	14	1	0	0	160	180.7
09:15	10:15	49	27	1	6	1	0	0	84	93.3
16:30	**17:30**	**341**	**87**	**5**	**2**	**1**	**4**	**0**	**440**	**443.7**
16:45	17:45	357	89	3	1	1	4	0	455	456.4
17:00	18:00	382	81	3	4	1	4	0	475	480.3
17:15	18:15	389	78	2	5	0	3	0	477	482.7
17:30	**18:30**	**373**	**80**	**4**	**5**	**1**	**1**	**0**	**464**	**472.9**
17:45	18:45	268	54	4	5	1	1	0	333	341.9
18:00	19:00	164	36	3	2	1	1	0	207	211.5
18:15	19:15	70	22	2	0	1	0	0	95	97
TOTAL		**1118**	**345**	**40**	**52**	**5**	**8**	**1**	**1569**	**1656**

Survey Date: 06/07/2023
Survey Day: Thursday

Time Interval		B - D (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	30	10	1	1	1	1	0	**44**	**46.2**
07:45	08:00	37	16	2	4	0	0	0	**59**	**65.2**
08:00	08:15	45	16	2	0	1	1	0	**65**	**66.4**
08:15	08:30	34	10	2	1	0	0	0	**47**	**49.3**
08:30	08:45	38	14	2	1	0	1	0	**56**	**57.7**
08:45	09:00	31	18	2	0	1	0	0	**52**	**54**
09:00	09:15	29	10	2	0	0	0	0	**41**	**42**
09:15	09:30	32	13	0	0	1	0	0	**46**	**47**
16:30	16:45	66	13	0	1	1	2	0	**83**	**84.1**
16:45	17:00	52	14	1	0	0	2	0	**69**	**68.3**
17:00	17:15	46	6	1	0	0	3	0	**56**	**54.7**
17:15	17:30	48	5	0	0	0	1	0	**54**	**53.4**
17:30	17:45	56	8	0	0	0	0	0	**64**	**64**
17:45	18:00	28	9	0	0	1	1	0	**39**	**39.4**
18:00	18:15	40	8	0	0	0	4	0	**52**	**49.6**
18:15	18:30	40	2	2	0	2	4	0	**50**	**50.6**
Total		**652**	**172**	**17**	**8**	**8**	**20**	**0**	**877**	**891.9**

Time Interval		B - D (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**146**	**52**	**7**	**6**	**2**	**2**	**0**	**215**	**227.1**
07:45	08:45	154	56	8	6	1	2	0	227	238.6
08:00	09:00	148	58	8	2	2	2	0	220	227.4
08:15	09:15	132	52	8	2	1	1	0	196	203
08:30	**09:30**	**130**	**55**	**6**	**1**	**2**	**1**	**0**	**195**	**200.7**
08:45	09:45	92	41	4	0	2	0	0	139	143
09:00	10:00	61	23	2	0	1	0	0	87	89
09:15	10:15	32	13	0	0	1	0	0	46	47
16:30	**17:30**	**212**	**38**	**2**	**1**	**1**	**8**	**0**	**262**	**260.5**
16:45	17:45	202	33	2	0	0	6	0	243	240.4
17:00	18:00	178	28	1	0	1	5	0	213	211.5
17:15	18:15	172	30	0	0	1	6	0	209	206.4
17:30	**18:30**	**164**	**27**	**2**	**0**	**3**	**9**	**0**	**205**	**203.6**
17:45	18:45	108	19	2	0	3	9	0	141	139.6
18:00	19:00	80	10	2	0	2	8	0	102	100.2
18:15	19:15	40	2	2	0	2	4	0	50	50.6
TOTAL		**652**	**172**	**17**	**8**	**8**	**20**	**0**	**877**	**891.9**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

C - A (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	216	49	3	4	1	4	0	**277**	**282.3**
07:45	08:00	169	53	2	3	1	6	0	**234**	**236.3**
08:00	08:15	187	32	2	4	1	2	0	**228**	**234**
08:15	08:30	205	32	3	3	0	3	0	**246**	**249.6**
08:30	08:45	202	21	4	5	0	0	0	**232**	**240.5**
08:45	09:00	201	21	4	6	2	2	0	**236**	**246.6**
09:00	09:15	183	30	1	3	1	1	0	**219**	**223.8**
09:15	09:30	155	28	1	3	0	0	1	**188**	**191.6**
16:30	16:45	143	30	4	4	0	0	0	**181**	**188.2**
16:45	17:00	151	29	1	2	1	2	0	**186**	**188.9**
17:00	17:15	171	27	0	5	1	0	0	**204**	**211.5**
17:15	17:30	148	23	2	1	2	2	1	**179**	**181.3**
17:30	17:45	151	19	2	4	1	3	1	**181**	**185.6**
17:45	18:00	143	20	0	1	2	2	0	**168**	**170.1**
18:00	18:15	137	9	2	0	0	1	0	**149**	**149.4**
18:15	18:30	112	12	0	0	1	0	0	**125**	**126**
Total		**2674**	**435**	**31**	**48**	**14**	**28**	**3**	**3233**	**3305.7**

C - A (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**777**	**166**	**10**	**14**	**3**	**15**	**0**	**985**	**1002.2**
07:45	08:45	763	138	11	15	2	11	0	940	960.4
08:00	09:00	795	106	13	18	3	7	0	942	970.7
08:15	09:15	791	104	12	17	3	6	0	933	960.5
08:30	**09:30**	**741**	**100**	**10**	**17**	**3**	**3**	**1**	**875**	**902.5**
08:45	09:45	539	79	6	12	3	3	1	643	662
09:00	10:00	338	58	2	6	1	1	1	407	415.4
09:15	10:15	155	28	1	3	0	0	1	188	191.6
16:30	**17:30**	**613**	**109**	**7**	**12**	**4**	**4**	**1**	**750**	**769.9**
16:45	17:45	621	98	5	12	5	7	2	750	767.3
17:00	18:00	613	89	4	11	6	7	2	732	748.5
17:15	18:15	579	71	6	6	5	8	2	677	686.4
17:30	**18:30**	**543**	**60**	**4**	**5**	**4**	**6**	**1**	**623**	**631.1**
17:45	18:45	392	41	2	1	3	3	0	442	445.5
18:00	19:00	249	21	2	0	1	1	0	274	275.4
18:15	19:15	112	12	0	0	1	0	0	125	126
TOTAL		**2674**	**435**	**31**	**48**	**14**	**28**	**3**	**3233**	**3305.7**

		C - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	127	54	1	1	0	0	0	**183**	**184.8**
07:45	08:00	89	39	3	1	0	1	0	**133**	**135.2**
08:00	08:15	67	32	6	2	0	1	0	**108**	**113**
08:15	08:30	79	26	1	1	0	2	0	**109**	**109.6**
08:30	08:45	83	24	3	4	1	0	0	**115**	**122.7**
08:45	09:00	74	23	3	3	0	0	0	**103**	**108.4**
09:00	09:15	84	24	4	6	0	1	0	**119**	**128.2**
09:15	09:30	70	16	4	4	0	0	0	**94**	**101.2**
16:30	16:45	75	23	2	5	0	1	0	**106**	**112.9**
16:45	17:00	63	19	2	1	0	0	0	**85**	**87.3**
17:00	17:15	75	20	1	4	0	1	0	**101**	**106.1**
17:15	17:30	78	30	2	2	0	0	0	**112**	**115.6**
17:30	17:45	76	12	1	0	0	2	0	**91**	**90.3**
17:45	18:00	71	11	0	1	0	0	0	**83**	**84.3**
18:00	18:15	60	17	2	1	0	0	0	**80**	**82.3**
18:15	18:30	60	7	0	3	0	1	0	**71**	**74.3**
Total		**1231**	**377**	**35**	**39**	**1**	**10**	**0**	**1693**	**1756.2**

		C - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**362**	**151**	**11**	**5**	**0**	**4**	**0**	**533**	**542.6**
07:45	08:45	318	121	13	8	1	4	0	465	480.5
08:00	09:00	303	105	13	10	1	3	0	435	453.7
08:15	09:15	320	97	11	14	1	3	0	446	468.9
08:30	**09:30**	**311**	**87**	**14**	**17**	**1**	**1**	**0**	**431**	**460.5**
08:45	09:45	228	63	11	13	0	1	0	316	337.8
09:00	10:00	154	40	8	10	0	1	0	213	229.4
09:15	10:15	70	16	4	4	0	0	0	94	101.2
16:30	**17:30**	**291**	**92**	**7**	**12**	**0**	**2**	**0**	**404**	**421.9**
16:45	17:45	292	81	6	7	0	3	0	389	399.3
17:00	18:00	300	73	4	7	0	3	0	387	396.3
17:15	18:15	285	70	5	4	0	2	0	366	372.5
17:30	**18:30**	**267**	**47**	**3**	**5**	**0**	**3**	**0**	**325**	**331.2**
17:45	18:45	191	35	2	5	0	1	0	234	240.9
18:00	19:00	120	24	2	4	0	1	0	151	156.6
18:15	19:15	60	7	0	3	0	1	0	71	74.3
TOTAL		**1231**	**377**	**35**	**39**	**1**	**10**	**0**	**1693**	**1756.2**

C - C (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

C - C (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

Time Interval		C - D (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	8	5	1	1	0	0	0	**15**	**16.8**
07:45	08:00	6	2	0	0	0	0	0	**8**	**8**
08:00	08:15	1	2	2	0	0	0	0	**5**	**6**
08:15	08:30	4	0	0	0	0	0	0	**4**	**4**
08:30	08:45	9	2	0	0	0	0	0	**11**	**11**
08:45	09:00	9	2	0	1	0	0	0	**12**	**13.3**
09:00	09:15	6	4	0	2	2	1	0	**15**	**19**
09:15	09:30	10	3	2	4	0	0	0	**19**	**25.2**
16:30	16:45	16	4	0	0	0	0	0	**20**	**20**
16:45	17:00	6	4	2	0	0	0	0	**12**	**13**
17:00	17:15	10	4	0	0	0	0	0	**14**	**14**
17:15	17:30	7	2	1	1	0	1	0	**12**	**13.2**
17:30	17:45	8	0	0	0	0	0	0	**8**	**8**
17:45	18:00	7	0	0	0	0	1	0	**8**	**7.4**
18:00	18:15	11	1	0	0	0	4	0	**16**	**13.6**
18:15	18:30	6	2	1	0	0	0	0	**9**	**9.5**
Total		**124**	**37**	**9**	**9**	**2**	**7**	**0**	**188**	**202**

Time Interval		C - D (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**19**	**9**	**3**	**1**	**0**	**0**	**0**	**32**	**34.8**
07:45	08:45	20	6	2	0	0	0	0	28	29
08:00	09:00	23	6	2	1	0	0	0	32	34.3
08:15	09:15	28	8	0	3	2	1	0	42	47.3
08:30	**09:30**	**34**	**11**	**2**	**7**	**2**	**1**	**0**	**57**	**68.5**
08:45	09:45	25	9	2	7	2	1	0	46	57.5
09:00	10:00	16	7	2	6	2	1	0	34	44.2
09:15	10:15	10	3	2	4	0	0	0	19	25.2
16:30	**17:30**	**39**	**14**	**3**	**1**	**0**	**1**	**0**	**58**	**60.2**
16:45	17:45	31	10	3	1	0	1	0	46	48.2
17:00	18:00	32	6	1	1	0	2	0	42	42.6
17:15	18:15	33	3	1	1	0	6	0	44	42.2
17:30	**18:30**	**32**	**3**	**1**	**0**	**0**	**5**	**0**	**41**	**38.5**
17:45	18:45	24	3	1	0	0	5	0	33	30.5
18:00	19:00	17	3	1	0	0	4	0	25	23.1
18:15	19:15	6	2	1	0	0	0	0	9	9.5
TOTAL		**124**	**37**	**9**	**9**	**2**	**7**	**0**	**188**	**202**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

D - A (15-minute intervals)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	19	7	0	1	0	0	0	**27**	**28.3**
07:45	08:00	17	6	0	1	0	0	0	**24**	**25.3**
08:00	08:15	23	6	3	1	1	1	0	**35**	**38.2**
08:15	08:30	14	5	0	1	1	0	0	**21**	**23.3**
08:30	08:45	21	4	2	0	0	1	0	**28**	**28.4**
08:45	09:00	36	9	0	1	0	0	0	**46**	**47.3**
09:00	09:15	31	6	1	0	0	1	0	**39**	**38.9**
09:15	09:30	31	9	0	1	1	0	0	**42**	**44.3**
16:30	16:45	39	8	1	0	0	1	0	**49**	**48.9**
16:45	17:00	16	6	0	1	0	2	0	**25**	**25.1**
17:00	17:15	24	4	0	0	0	0	0	**28**	**28**
17:15	17:30	28	4	0	0	0	0	0	**32**	**32**
17:30	17:45	20	8	0	0	0	0	0	**28**	**28**
17:45	18:00	28	1	0	0	0	0	0	**29**	**29**
18:00	18:15	30	0	1	1	0	2	0	**34**	**34.6**
18:15	18:30	18	1	1	0	0	0	0	**20**	**20.5**
Total		**395**	**84**	**9**	**8**	**3**	**8**	**0**	**507**	**520.1**

D - A (rolling hour)

Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**73**	**24**	**3**	**4**	**2**	**1**	**0**	**107**	**115.1**
07:45	08:45	75	21	5	3	2	2	0	108	115.2
08:00	09:00	94	24	5	3	2	2	0	130	137.2
08:15	09:15	102	24	3	2	1	2	0	134	137.9
08:30	**09:30**	**119**	**28**	**3**	**2**	**1**	**2**	**0**	**155**	**158.9**
08:45	09:45	98	24	1	2	1	1	0	127	130.5
09:00	10:00	62	15	1	1	1	1	0	81	83.2
09:15	10:15	31	9	0	1	1	0	0	42	44.3
16:30	**17:30**	**107**	**22**	**1**	**1**	**0**	**3**	**0**	**134**	**134**
16:45	17:45	88	22	0	1	0	2	0	113	113.1
17:00	18:00	100	17	0	0	0	0	0	117	117
17:15	18:15	106	13	1	1	0	2	0	123	123.6
17:30	**18:30**	**96**	**10**	**2**	**1**	**0**	**2**	**0**	**111**	**112.1**
17:45	18:45	76	2	2	1	0	2	0	83	84.1
18:00	19:00	48	1	2	1	0	2	0	54	55.1
18:15	19:15	18	1	1	0	0	0	0	20	20.5
TOTAL		**395**	**84**	**9**	**8**	**3**	**8**	**0**	**507**	**520.1**

		D - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	40	7	0	0	0	0	0	**47**	**47**
07:45	08:00	27	10	1	1	1	0	0	**40**	**42.8**
08:00	08:15	42	6	2	1	0	1	0	**52**	**53.7**
08:15	08:30	30	8	2	1	0	0	0	**41**	**43.3**
08:30	08:45	38	9	3	0	0	0	0	**50**	**51.5**
08:45	09:00	40	17	1	1	0	0	0	**59**	**60.8**
09:00	09:15	23	13	1	0	0	2	0	**39**	**38.3**
09:15	09:30	34	17	1	0	0	0	0	**52**	**52.5**
16:30	16:45	49	12	0	0	2	0	0	**63**	**65**
16:45	17:00	36	17	0	0	0	0	0	**53**	**53**
17:00	17:15	59	4	1	0	1	1	1	**67**	**67.1**
17:15	17:30	50	7	1	0	0	1	0	**59**	**58.9**
17:30	17:45	34	9	0	1	0	3	0	**47**	**46.5**
17:45	18:00	38	10	0	0	0	1	0	**49**	**48.4**
18:00	18:15	31	6	0	0	0	0	0	**37**	**37**
18:15	18:30	19	3	1	0	0	0	0	**23**	**23.5**
Total		**590**	**155**	**14**	**5**	**4**	**9**	**1**	**778**	**789.3**

		D - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**139**	**31**	**5**	**3**	**1**	**1**	**0**	**180**	**186.8**
07:45	08:45	137	33	8	3	1	1	0	183	191.3
08:00	09:00	150	40	8	3	0	1	0	202	209.3
08:15	09:15	131	47	7	2	0	2	0	189	193.9
08:30	**09:30**	**135**	**56**	**6**	**1**	**0**	**2**	**0**	**200**	**203.1**
08:45	09:45	97	47	3	1	0	2	0	150	151.6
09:00	10:00	57	30	2	0	0	2	0	91	90.8
09:15	10:15	34	17	1	0	0	0	0	52	52.5
16:30	**17:30**	**194**	**40**	**2**	**0**	**3**	**2**	**1**	**242**	**244**
16:45	17:45	179	37	2	1	1	5	1	226	225.5
17:00	18:00	181	30	2	1	1	6	1	222	220.9
17:15	18:15	153	32	1	1	0	5	0	192	190.8
17:30	**18:30**	**122**	**28**	**1**	**1**	**0**	**4**	**0**	**156**	**155.4**
17:45	18:45	88	19	1	0	0	1	0	109	108.9
18:00	19:00	50	9	1	0	0	0	0	60	60.5
18:15	19:15	19	3	1	0	0	0	0	23	23.5
TOTAL		**590**	**155**	**14**	**5**	**4**	**9**	**1**	**778**	**789.3**

		D - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	7	7	1	0	0	1	0	**16**	**15.9**
07:45	08:00	9	4	0	0	0	0	0	**13**	**13**
08:00	08:15	12	5	0	1	0	0	0	**18**	**19.3**
08:15	08:30	13	5	3	1	0	1	0	**23**	**25.2**
08:30	08:45	14	3	1	1	0	1	0	**20**	**21.2**
08:45	09:00	13	2	0	3	0	0	0	**18**	**21.9**
09:00	09:15	11	7	0	2	0	0	0	**20**	**22.6**
09:15	09:30	15	3	0	1	0	0	0	**19**	**20.3**
16:30	16:45	10	5	0	0	0	1	0	**16**	**15.4**
16:45	17:00	16	7	0	0	0	3	0	**26**	**24.2**
17:00	17:15	16	4	0	0	0	0	0	**20**	**20**
17:15	17:30	15	1	0	0	0	0	0	**16**	**16**
17:30	17:45	19	0	0	0	0	2	0	**21**	**19.8**
17:45	18:00	17	4	0	0	0	0	0	**21**	**21**
18:00	18:15	12	2	0	0	0	0	0	**14**	**14**
18:15	18:30	11	2	0	0	0	0	0	**13**	**13**
Total		**210**	**61**	**5**	**9**	**0**	**9**	**0**	**294**	**302.8**

		D - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**41**	**21**	**4**	**2**	**0**	**2**	**0**	**70**	**73.4**
07:45	08:45	48	17	4	3	0	2	0	74	78.7
08:00	09:00	52	15	4	6	0	2	0	79	87.6
08:15	09:15	51	17	4	7	0	2	0	81	90.9
08:30	**09:30**	**53**	**15**	**1**	**7**	**0**	**1**	**0**	**77**	**86**
08:45	09:45	39	12	0	6	0	0	0	57	64.8
09:00	10:00	26	10	0	3	0	0	0	39	42.9
09:15	10:15	15	3	0	1	0	0	0	19	20.3
16:30	**17:30**	**57**	**17**	**0**	**0**	**0**	**4**	**0**	**78**	**75.6**
16:45	17:45	66	12	0	0	0	5	0	83	80
17:00	18:00	67	9	0	0	0	2	0	78	76.8
17:15	18:15	63	7	0	0	0	2	0	72	70.8
17:30	**18:30**	**59**	**8**	**0**	**0**	**0**	**2**	**0**	**69**	**67.8**
17:45	18:45	40	8	0	0	0	0	0	48	48
18:00	19:00	23	4	0	0	0	0	0	27	27
18:15	19:15	11	2	0	0	0	0	0	13	13
TOTAL		**210**	**61**	**5**	**9**	**0**	**9**	**0**	**294**	**302.8**

Survey Date: 06/07/2023
Survey Day: Thursday

Time Interval		D - D (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Time Interval		D - D (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

		Arm A - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	165	57	4	6	0	1	0	**233**	**242.2**
07:45	08:00	190	52	2	8	0	3	0	**255**	**264.6**
08:00	08:15	186	52	7	2	0	1	0	**248**	**253.5**
08:15	08:30	239	67	7	7	2	2	0	**324**	**337.4**
08:30	08:45	191	51	6	10	2	0	0	**260**	**278**
08:45	09:00	176	36	5	10	0	0	0	**227**	**242.5**
09:00	09:15	184	43	6	4	0	2	0	**239**	**246**
09:15	09:30	175	46	4	11	0	1	0	**237**	**252.7**
16:30	16:45	316	77	8	5	2	12	0	**420**	**425.3**
16:45	17:00	319	65	7	4	1	5	0	**401**	**407.7**
17:00	17:15	312	59	2	0	1	3	0	**377**	**377.2**
17:15	17:30	327	61	1	1	2	4	0	**396**	**397.4**
17:30	17:45	359	37	1	1	1	7	0	**406**	**404.6**
17:45	18:00	318	24	1	0	0	7	0	**350**	**346.3**
18:00	18:15	288	23	0	5	0	3	0	**319**	**323.7**
18:15	18:30	276	27	2	4	1	4	0	**314**	**318.8**
Total		**4021**	**777**	**63**	**78**	**12**	**55**	**0**	**5006**	**5117.9**

		Arm A - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**780**	**228**	**20**	**23**	**2**	**7**	**0**	**1060**	**1097.7**
07:45	08:45	806	222	22	27	4	6	0	1087	1133.5
08:00	09:00	792	206	25	29	4	3	0	1059	1111.4
08:15	09:15	790	197	24	31	4	4	0	1050	1103.9
08:30	**09:30**	**726**	**176**	**21**	**35**	**2**	**3**	**0**	**963**	**1019.2**
08:45	09:45	535	125	15	25	0	3	0	703	741.2
09:00	10:00	359	89	10	15	0	3	0	476	498.7
09:15	10:15	175	46	4	11	0	1	0	237	252.7
16:30	**17:30**	**1274**	**262**	**18**	**10**	**6**	**24**	**0**	**1594**	**1607.6**
16:45	17:45	1317	222	11	6	5	19	0	1580	1586.9
17:00	18:00	1316	181	5	2	4	21	0	1529	1525.5
17:15	18:15	1292	145	3	7	3	21	0	1471	1472
17:30	**18:30**	**1241**	**111**	**4**	**10**	**2**	**21**	**0**	**1389**	**1393.4**
17:45	18:45	882	74	3	9	1	14	0	983	988.8
18:00	19:00	564	50	2	9	1	7	0	633	642.5
18:15	19:15	276	27	2	4	1	4	0	314	318.8
TOTAL		**4021**	**777**	**63**	**78**	**12**	**55**	**0**	**5006**	**5117.9**

		Arm A - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	280	62	6	5	1	4	0	**358**	**366.1**
07:45	08:00	245	72	2	4	1	7	0	**331**	**334**
08:00	08:15	266	47	6	5	2	3	0	**329**	**338.7**
08:15	08:30	272	53	3	5	1	3	0	**337**	**344.2**
08:30	08:45	292	36	7	6	0	2	0	**343**	**353.1**
08:45	09:00	284	38	8	7	2	2	0	**341**	**354.9**
09:00	09:15	253	42	3	3	1	3	0	**305**	**309.6**
09:15	09:30	236	44	2	4	1	0	1	**288**	**294.4**
16:30	16:45	220	49	5	4	0	1	0	**279**	**286.1**
16:45	17:00	210	51	2	3	1	4	0	**271**	**274.5**
17:00	17:15	237	37	0	6	1	1	0	**282**	**290.2**
17:15	17:30	236	35	2	1	2	3	1	**280**	**281.7**
17:30	17:45	241	34	2	4	1	3	1	**286**	**290.6**
17:45	18:00	218	30	0	1	2	2	0	**253**	**255.1**
18:00	18:15	216	14	3	1	0	5	0	**239**	**238.8**
18:15	18:30	181	20	1	0	1	0	0	**203**	**204.5**
Total		**3887**	**664**	**52**	**59**	**17**	**43**	**3**	**4725**	**4816.5**

		Arm A - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**1063**	**234**	**17**	**19**	**5**	**17**	**0**	**1355**	**1383**
07:45	08:45	1075	208	18	20	4	15	0	1340	1370
08:00	09:00	1114	174	24	23	5	10	0	1350	1390.9
08:15	09:15	1101	169	21	21	4	10	0	1326	1361.8
08:30	**09:30**	**1065**	**160**	**20**	**20**	**4**	**7**	**1**	**1277**	**1312**
08:45	09:45	773	124	13	14	4	5	1	934	958.9
09:00	10:00	489	86	5	7	2	3	1	593	604
09:15	10:15	236	44	2	4	1	0	1	288	294.4
16:30	**17:30**	**903**	**172**	**9**	**14**	**4**	**9**	**1**	**1112**	**1132.5**
16:45	17:45	924	157	6	14	5	11	2	1119	1137
17:00	18:00	932	136	4	12	6	9	2	1101	1117.6
17:15	18:15	911	113	7	7	5	13	2	1058	1066.2
17:30	**18:30**	**856**	**98**	**6**	**6**	**4**	**10**	**1**	**981**	**989**
17:45	18:45	615	64	4	2	3	7	0	695	698.4
18:00	19:00	397	34	4	1	1	5	0	442	443.3
18:15	19:15	181	20	1	0	1	0	0	203	204.5
TOTAL		**3887**	**664**	**52**	**59**	**17**	**43**	**3**	**4725**	**4816.5**

		Arm B - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	143	47	11	7	1	1	1	**211**	**225.2**
07:45	08:00	151	51	6	7	0	1	0	**216**	**227.5**
08:00	08:15	140	39	7	7	2	1	0	**196**	**210**
08:15	08:30	135	39	10	10	0	0	0	**194**	**212**
08:30	08:45	165	48	6	6	0	3	0	**228**	**237**
08:45	09:00	125	48	8	3	2	2	0	**188**	**196.7**
09:00	09:15	108	42	5	8	0	1	0	**164**	**176.3**
09:15	09:30	131	47	2	6	2	0	0	**188**	**198.8**
16:30	16:45	193	48	2	2	1	2	0	**248**	**251.4**
16:45	17:00	174	56	3	0	0	2	0	**235**	**235.3**
17:00	17:15	175	29	3	2	1	6	0	**216**	**217.5**
17:15	17:30	194	33	0	0	0	4	0	**231**	**228.6**
17:30	17:45	231	41	0	0	0	0	0	**272**	**272**
17:45	18:00	179	36	1	3	1	1	0	**221**	**225.8**
18:00	18:15	183	27	1	2	0	7	0	**220**	**218.9**
18:15	18:30	161	31	4	0	3	4	0	**203**	**205.6**
Total		**2588**	**662**	**69**	**63**	**13**	**35**	**1**	**3431**	**3538.6**

		Arm B - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**569**	**176**	**34**	**31**	**3**	**3**	**1**	**817**	**874.7**
07:45	08:45	591	177	29	30	2	5	0	834	886.5
08:00	09:00	565	174	31	26	4	6	0	806	855.7
08:15	09:15	533	177	29	27	2	6	0	774	822
08:30	**09:30**	**529**	**185**	**21**	**23**	**4**	**6**	**0**	**768**	**808.8**
08:45	09:45	364	137	15	17	4	3	0	540	571.8
09:00	10:00	239	89	7	14	2	1	0	352	375.1
09:15	10:15	131	47	2	6	2	0	0	188	198.8
16:30	**17:30**	**736**	**166**	**8**	**4**	**2**	**14**	**0**	**930**	**932.8**
16:45	17:45	774	159	6	2	1	12	0	954	953.4
17:00	18:00	779	139	4	5	2	11	0	940	943.9
17:15	18:15	787	137	2	5	1	12	0	944	945.3
17:30	**18:30**	**754**	**135**	**6**	**5**	**4**	**12**	**0**	**916**	**922.3**
17:45	18:45	523	94	6	5	4	12	0	644	650.3
18:00	19:00	344	58	5	2	3	11	0	423	424.5
18:15	19:15	161	31	4	0	3	4	0	203	205.6
TOTAL		**2588**	**662**	**69**	**63**	**13**	**35**	**1**	**3431**	**3538.6**

		Arm B - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	196	67	4	2	0	0	0	**269**	**273.6**
07:45	08:00	159	64	6	3	1	1	0	**234**	**241.3**
08:00	08:15	138	47	9	3	0	2	0	**199**	**206.2**
08:15	08:30	157	41	3	2	0	2	0	**205**	**207.9**
08:30	08:45	162	42	9	5	2	0	0	**220**	**233**
08:45	09:00	158	50	4	4	0	0	0	**216**	**223.2**
09:00	09:15	172	46	6	6	0	5	0	**235**	**242.8**
09:15	09:30	138	42	7	4	0	1	0	**192**	**200.1**
16:30	16:45	181	47	3	6	2	1	0	**240**	**250.7**
16:45	17:00	161	47	3	1	0	1	0	**213**	**215.2**
17:00	17:15	212	37	2	4	1	3	1	**260**	**264.6**
17:15	17:30	198	49	3	2	0	3	0	**255**	**257.3**
17:30	17:45	177	25	2	1	0	5	0	**210**	**209.3**
17:45	18:00	160	23	0	1	0	1	0	**185**	**185.7**
18:00	18:15	157	30	2	1	0	1	0	**191**	**192.7**
18:15	18:30	136	17	1	3	0	1	0	**158**	**161.8**
Total		**2662**	**674**	**64**	**48**	**6**	**27**	**1**	**3482**	**3565.4**

		Arm B - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**650**	**219**	**22**	**10**	**1**	**5**	**0**	**907**	**929**
07:45	08:45	616	194	27	13	3	5	0	858	888.4
08:00	09:00	615	180	25	14	2	4	0	840	870.3
08:15	09:15	649	179	22	17	2	7	0	876	906.9
08:30	**09:30**	**630**	**180**	**26**	**19**	**2**	**6**	**0**	**863**	**899.1**
08:45	09:45	468	138	17	14	0	6	0	643	666.1
09:00	10:00	310	88	13	10	0	6	0	427	442.9
09:15	10:15	138	42	7	4	0	1	0	192	200.1
16:30	**17:30**	**752**	**180**	**11**	**13**	**3**	**8**	**1**	**968**	**987.8**
16:45	17:45	748	158	10	8	1	12	1	938	946.4
17:00	18:00	747	134	7	8	1	12	1	910	916.9
17:15	18:15	692	127	7	5	0	10	0	841	845
17:30	**18:30**	**630**	**95**	**5**	**6**	**0**	**8**	**0**	**744**	**749.5**
17:45	18:45	453	70	3	5	0	3	0	534	540.2
18:00	19:00	293	47	3	4	0	2	0	349	354.5
18:15	19:15	136	17	1	3	0	1	0	158	161.8
TOTAL		**2662**	**674**	**64**	**48**	**6**	**27**	**1**	**3482**	**3565.4**

		Arm C - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	351	108	5	6	1	4	0	**475**	**483.9**
07:45	08:00	264	94	5	4	1	7	0	**375**	**379.5**
08:00	08:15	255	66	10	6	1	3	0	**341**	**353**
08:15	08:30	288	58	4	4	0	5	0	**359**	**363.2**
08:30	08:45	294	47	7	9	1	0	0	**358**	**374.2**
08:45	09:00	284	46	7	10	2	2	0	**351**	**368.3**
09:00	09:15	273	58	5	11	3	3	0	**353**	**371**
09:15	09:30	235	47	7	11	0	0	1	**301**	**318**
16:30	16:45	234	57	6	9	0	1	0	**307**	**321.1**
16:45	17:00	220	52	5	3	1	2	0	**283**	**289.2**
17:00	17:15	256	51	1	9	1	1	0	**319**	**331.6**
17:15	17:30	233	55	5	4	2	3	1	**303**	**310.1**
17:30	17:45	235	31	3	4	1	5	1	**280**	**283.9**
17:45	18:00	221	31	0	2	2	3	0	**259**	**261.8**
18:00	18:15	208	27	4	1	0	5	0	**245**	**245.3**
18:15	18:30	178	21	1	3	1	1	0	**205**	**209.8**
Total		**4029**	**849**	**75**	**96**	**17**	**45**	**3**	**5114**	**5263.9**

		Arm C - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**1158**	**326**	**24**	**20**	**3**	**19**	**0**	**1550**	**1579.6**
07:45	08:45	1101	265	26	23	3	15	0	1433	1469.9
08:00	09:00	1121	217	28	29	4	10	0	1409	1458.7
08:15	09:15	1139	209	23	34	6	10	0	1421	1476.7
08:30	**09:30**	**1086**	**198**	**26**	**41**	**6**	**5**	**1**	**1363**	**1431.5**
08:45	09:45	792	151	19	32	5	5	1	1005	1057.3
09:00	10:00	508	105	12	22	3	3	1	654	689
09:15	10:15	235	47	7	11	0	0	1	301	318
16:30	**17:30**	**943**	**215**	**17**	**25**	**4**	**7**	**1**	**1212**	**1252**
16:45	17:45	944	189	14	20	5	11	2	1185	1214.8
17:00	18:00	945	168	9	19	6	12	2	1161	1187.4
17:15	18:15	897	144	12	11	5	16	2	1087	1101.1
17:30	**18:30**	**842**	**110**	**8**	**10**	**4**	**14**	**1**	**989**	**1000.8**
17:45	18:45	607	79	5	6	3	9	0	709	716.9
18:00	19:00	386	48	5	4	1	6	0	450	455.1
18:15	19:15	178	21	1	3	1	1	0	205	209.8
TOTAL		**4029**	**849**	**75**	**96**	**17**	**45**	**3**	**5114**	**5263.9**

Survey Date: 06/07/2023
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		Arm C - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	192	81	9	11	0	2	1	**296**	**312.8**
07:45	08:00	189	56	4	9	0	3	0	**261**	**272.9**
08:00	08:15	192	54	9	10	1	1	0	**267**	**284.9**
08:15	08:30	229	71	17	16	1	1	0	**335**	**364.7**
08:30	08:45	204	58	7	13	1	2	0	**285**	**305.2**
08:45	09:00	158	43	6	16	1	2	0	**226**	**249.6**
09:00	09:15	151	65	7	14	0	0	0	**237**	**258.7**
09:15	09:30	183	59	3	17	1	0	0	**263**	**287.6**
16:30	16:45	318	89	9	5	2	8	0	**431**	**439.2**
16:45	17:00	313	83	7	4	0	4	0	**411**	**417.3**
17:00	17:15	304	60	4	1	2	3	0	**374**	**377.5**
17:15	17:30	329	66	1	1	2	4	0	**403**	**404.4**
17:30	17:45	373	57	0	1	1	7	0	**439**	**437.1**
17:45	18:00	340	42	2	3	0	7	0	**394**	**394.7**
18:00	18:15	293	32	1	7	0	2	0	**335**	**343.4**
18:15	18:30	272	41	4	4	2	4	0	**327**	**333.8**
Total		**4040**	**957**	**90**	**132**	**14**	**50**	**1**	**5284**	**5483.8**

		Arm C - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**802**	**262**	**39**	**46**	**2**	**7**	**1**	**1159**	**1235.3**
07:45	08:45	814	239	37	48	3	7	0	1148	1227.7
08:00	09:00	783	226	39	55	4	6	0	1113	1204.4
08:15	09:15	742	237	37	59	3	5	0	1083	1178.2
08:30	**09:30**	**696**	**225**	**23**	**60**	**3**	**4**	**0**	**1011**	**1101.1**
08:45	09:45	492	167	16	47	2	2	0	726	795.9
09:00	10:00	334	124	10	31	1	0	0	500	546.3
09:15	10:15	183	59	3	17	1	0	0	263	287.6
16:30	**17:30**	**1264**	**298**	**21**	**11**	**6**	**19**	**0**	**1619**	**1638.4**
16:45	17:45	1319	266	12	7	5	18	0	1627	1636.3
17:00	18:00	1346	225	7	6	5	21	0	1610	1613.7
17:15	18:15	1335	197	4	12	3	20	0	1571	1579.6
17:30	**18:30**	**1278**	**172**	**7**	**15**	**3**	**20**	**0**	**1495**	**1509**
17:45	18:45	905	115	7	14	2	13	0	1056	1071.9
18:00	19:00	565	73	5	11	2	6	0	662	677.2
18:15	19:15	272	41	4	4	2	4	0	327	333.8
TOTAL		**4040**	**957**	**90**	**132**	**14**	**50**	**1**	**5284**	**5483.8**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

		Arm D - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	66	21	1	1	0	1	0	**90**	**91.2**
07:45	08:00	53	20	1	2	1	0	0	**77**	**81.1**
08:00	08:15	77	17	5	3	1	2	0	**105**	**111.2**
08:15	08:30	57	18	5	3	1	1	0	**85**	**91.8**
08:30	08:45	73	16	6	1	0	2	0	**98**	**101.1**
08:45	09:00	89	28	1	5	0	0	0	**123**	**130**
09:00	09:15	65	26	2	2	0	3	0	**98**	**99.8**
09:15	09:30	80	29	1	2	1	0	0	**113**	**117.1**
16:30	16:45	98	25	1	0	2	2	0	**128**	**129.3**
16:45	17:00	68	30	0	1	0	5	0	**104**	**102.3**
17:00	17:15	99	12	1	0	1	1	1	**115**	**115.1**
17:15	17:30	93	12	1	0	0	1	0	**107**	**106.9**
17:30	17:45	73	17	0	1	0	5	0	**96**	**94.3**
17:45	18:00	83	15	0	0	0	1	0	**99**	**98.4**
18:00	18:15	73	8	1	1	0	2	0	**85**	**85.6**
18:15	18:30	48	6	2	0	0	0	0	**56**	**57**
Total		**1195**	**300**	**28**	**22**	**7**	**26**	**1**	**1579**	**1612.2**

		Arm D - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**253**	**76**	**12**	**9**	**3**	**4**	**0**	**357**	**375.3**
07:45	08:45	260	71	17	9	3	5	0	365	385.2
08:00	09:00	296	79	17	12	2	5	0	411	434.1
08:15	09:15	284	88	14	11	1	6	0	404	422.7
08:30	**09:30**	**307**	**99**	**10**	**10**	**1**	**5**	**0**	**432**	**448**
08:45	09:45	234	83	4	9	1	3	0	334	346.9
09:00	10:00	145	55	3	4	1	3	0	211	216.9
09:15	10:15	80	29	1	2	1	0	0	113	117.1
16:30	**17:30**	**358**	**79**	**3**	**1**	**3**	**9**	**1**	**454**	**453.6**
16:45	17:45	333	71	2	2	1	12	1	422	418.6
17:00	18:00	348	56	2	1	1	8	1	417	414.7
17:15	18:15	322	52	2	2	0	9	0	387	385.2
17:30	**18:30**	**277**	**46**	**3**	**2**	**0**	**8**	**0**	**336**	**335.3**
17:45	18:45	204	29	3	1	0	3	0	240	241
18:00	19:00	121	14	3	1	0	2	0	141	142.6
18:15	19:15	48	6	2	0	0	0	0	56	57
TOTAL		**1195**	**300**	**28**	**22**	**7**	**26**	**1**	**1579**	**1612.2**

Survey Date: 06/07/2023
Survey Day: Thursday

Time Interval		Arm D - Exit (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	57	23	2	2	1	1	0	**86**	**90**
07:45	08:00	65	25	2	5	0	0	0	**97**	**104.5**
08:00	08:15	62	26	5	0	1	1	0	**95**	**97.9**
08:15	08:30	61	17	3	1	1	2	0	**85**	**87.6**
08:30	08:45	65	26	2	2	0	1	0	**96**	**99**
08:45	09:00	74	27	3	1	1	0	0	**106**	**109.8**
09:00	09:15	54	16	2	2	2	1	0	**77**	**82**
09:15	09:30	64	24	2	5	1	0	0	**96**	**104.5**
16:30	16:45	122	22	0	1	1	7	0	**153**	**151.1**
16:45	17:00	97	22	3	0	1	5	0	**128**	**127.5**
17:00	17:15	89	17	1	0	0	4	0	**111**	**109.1**
17:15	17:30	84	11	1	1	0	2	0	**99**	**99.6**
17:30	17:45	107	10	0	0	0	2	0	**119**	**117.8**
17:45	18:00	83	11	0	0	1	2	0	**97**	**96.8**
18:00	18:15	86	9	0	0	0	9	0	**104**	**98.6**
18:15	18:30	74	7	3	0	2	4	0	**90**	**91.1**
Total		**1244**	**293**	**29**	**20**	**12**	**41**	**0**	**1639**	**1666.9**

Time Interval		Arm D - Exit (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**245**	**91**	**12**	**8**	**3**	**4**	**0**	**363**	**380**
07:45	08:45	253	94	12	8	2	4	0	373	389
08:00	09:00	262	96	13	4	3	4	0	382	394.3
08:15	09:15	254	86	10	6	4	4	0	364	378.4
08:30	**09:30**	**257**	**93**	**9**	**10**	**4**	**2**	**0**	**375**	**395.3**
08:45	09:45	192	67	7	8	4	1	0	279	296.3
09:00	10:00	118	40	4	7	3	1	0	173	186.5
09:15	10:15	64	24	2	5	1	0	0	96	104.5
16:30	**17:30**	**392**	**72**	**5**	**2**	**2**	**18**	**0**	**491**	**487.3**
16:45	17:45	377	60	5	1	1	13	0	457	454
17:00	18:00	363	49	2	1	1	10	0	426	423.3
17:15	18:15	360	41	1	1	1	15	0	419	412.8
17:30	**18:30**	**350**	**37**	**3**	**0**	**3**	**17**	**0**	**410**	**404.3**
17:45	18:45	243	27	3	0	3	15	0	291	286.5
18:00	19:00	160	16	3	0	2	13	0	194	189.7
18:15	19:15	74	7	3	0	2	4	0	90	91.1
TOTAL		**1244**	**293**	**29**	**20**	**12**	**41**	**0**	**1639**	**1666.9**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Survey Date: 06/07/2023
Survey Day: Thursday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	725	233	21	20	2	7	1	**1009**	**1042.5**
07:45	08:00	658	217	14	21	2	11	0	**923**	**952.7**
08:00	08:15	658	174	29	18	4	7	0	**890**	**927.7**
08:15	08:30	719	182	26	24	3	8	0	**962**	**1004.4**
08:30	08:45	723	162	25	26	3	5	0	**944**	**990.3**
08:45	09:00	674	158	21	28	4	4	0	**889**	**937.5**
09:00	09:15	630	169	18	25	3	9	0	**854**	**893.1**
09:15	09:30	621	169	14	30	3	1	1	**839**	**886.6**
16:30	16:45	841	207	17	16	5	17	0	**1103**	**1127.1**
16:45	17:00	781	203	15	8	2	14	0	**1023**	**1034.5**
17:00	17:15	842	151	7	11	4	11	1	**1027**	**1041.4**
17:15	17:30	847	161	7	5	4	12	1	**1037**	**1043**
17:30	17:45	898	126	4	6	2	17	1	**1054**	**1054.8**
17:45	18:00	801	106	2	5	3	12	0	**929**	**932.3**
18:00	18:15	752	85	6	9	0	17	0	**869**	**873.5**
18:15	18:30	663	85	9	7	5	9	0	**778**	**791.2**
Total		**11833**	**2588**	**235**	**259**	**49**	**161**	**5**	**15130**	**15532.6**

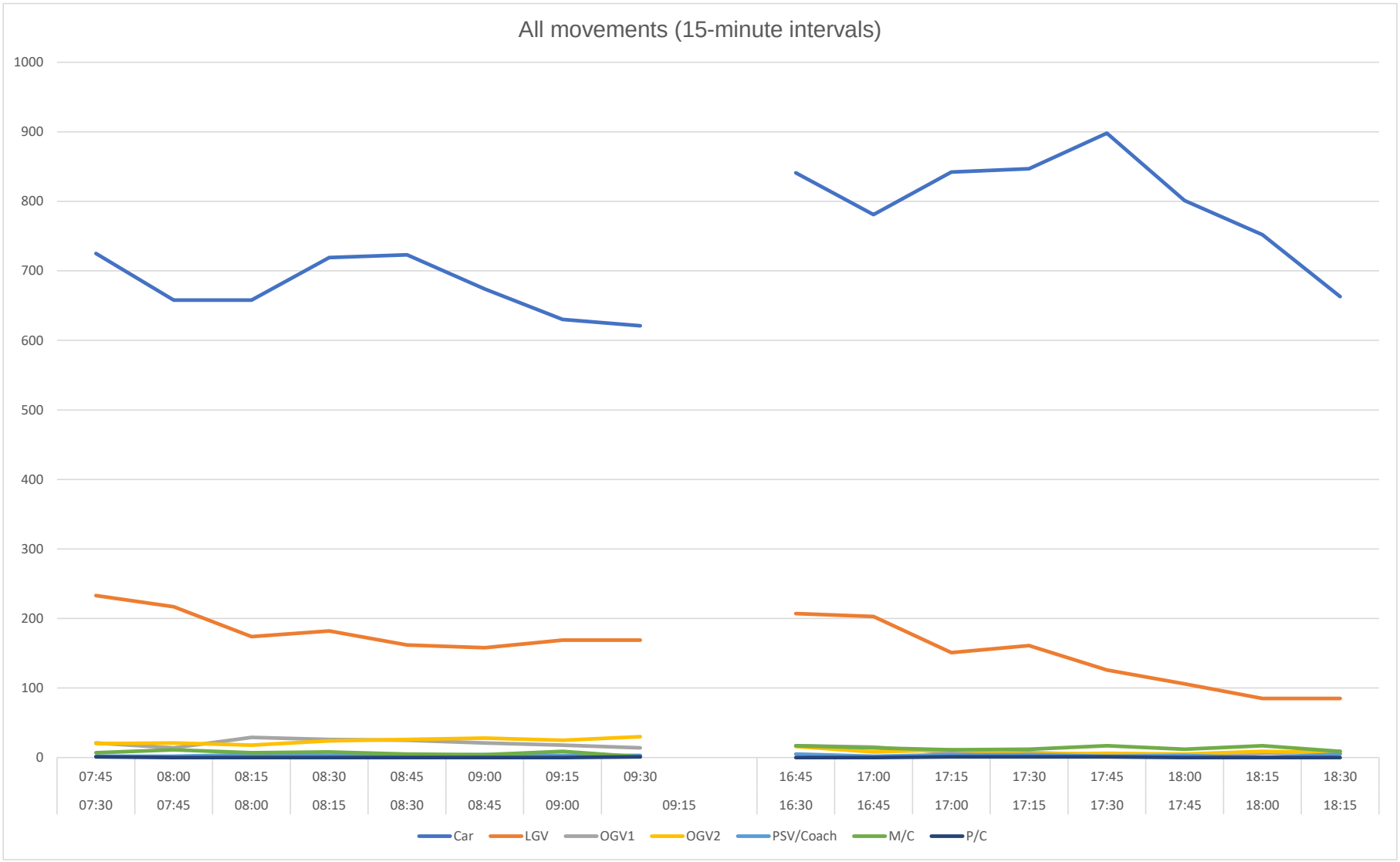
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**2760**	**806**	**90**	**83**	**11**	**33**	**1**	**3784**	**3927.3**
07:45	08:45	2758	735	94	89	12	31	0	3719	3875.1
08:00	09:00	2774	676	101	96	14	24	0	3685	3859.9
08:15	09:15	2746	671	90	103	13	26	0	3649	3825.3
08:30	**09:30**	**2648**	**658**	**78**	**109**	**13**	**19**	**1**	**3526**	**3707.5**
08:45	09:45	1925	496	53	83	10	14	1	2582	2717.2
09:00	10:00	1251	338	32	55	6	10	1	1693	1779.7
09:15	10:15	621	169	14	30	3	1	1	839	886.6
16:30	**17:30**	**3311**	**722**	**46**	**40**	**15**	**54**	**2**	**4190**	**4246**
16:45	17:45	3368	641	33	30	12	54	3	4141	4173.7
17:00	18:00	3388	544	20	27	13	52	3	4047	4071.5
17:15	18:15	3298	478	19	25	9	58	2	3889	3903.6
17:30	**18:30**	**3114**	**402**	**21**	**27**	**10**	**55**	**1**	**3630**	**3651.8**
17:45	18:45	2216	276	17	21	8	38	0	2576	2597
18:00	19:00	1415	170	15	16	5	26	0	1647	1664.7
18:15	19:15	663	85	9	7	5	9	0	778	791.2
TOTAL		**11833**	**2588**	**235**	**259**	**49**	**161**	**5**	**15130**	**15532.6**

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

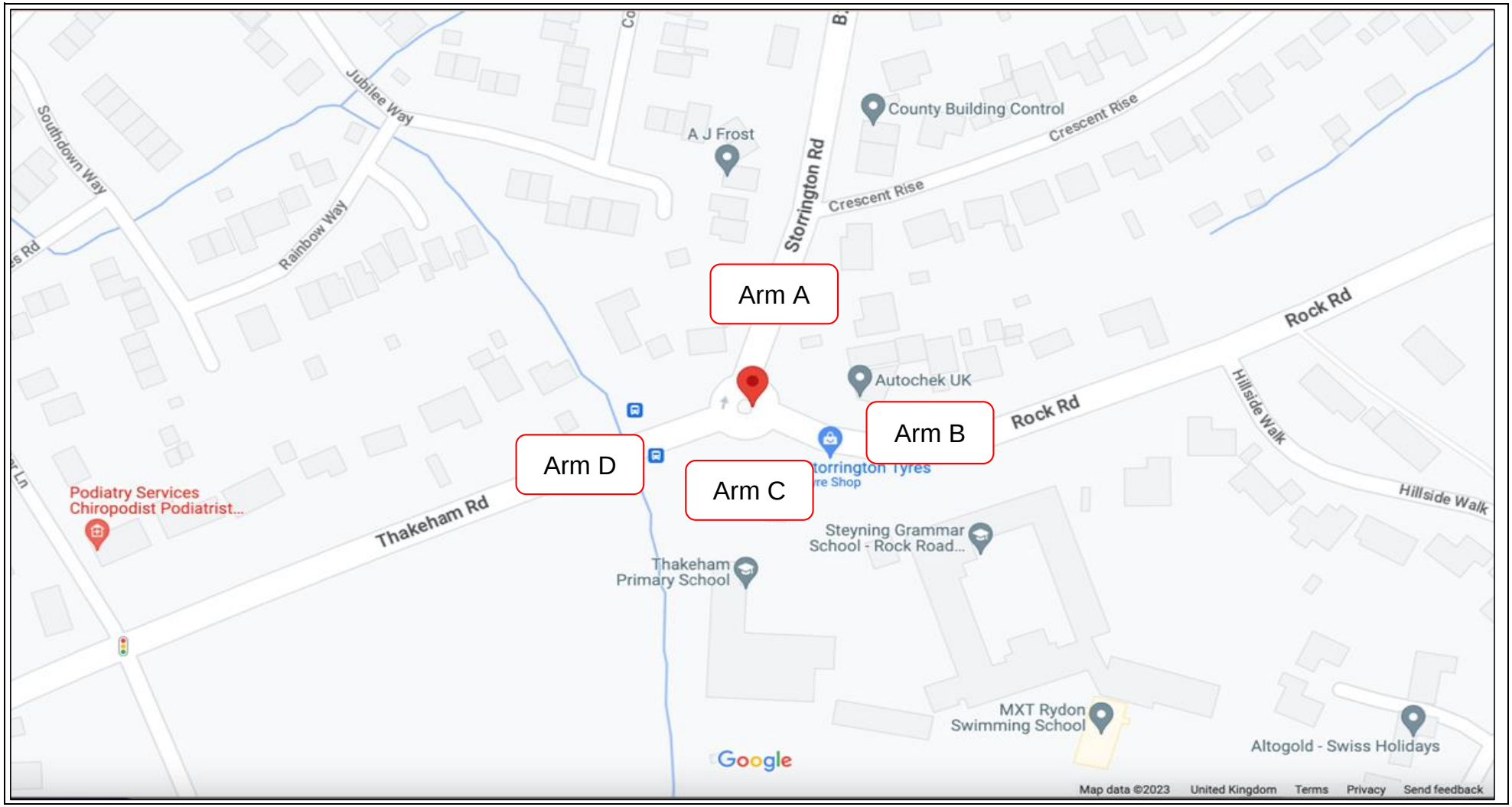
Survey Date: 06/07/2023
Survey Day: Thursday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	725	233	21	20	2	7	1	1009	1042.5
07:45	08:00	658	217	14	21	2	11	0	923	952.7
08:00	08:15	658	174	29	18	4	7	0	890	927.7
08:15	08:30	719	182	26	24	3	8	0	962	1004.4

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	841	207	17	16	5	17	0	1103	1127.1
16:45	17:00	781	203	15	8	2	14	0	1023	1034.5
17:00	17:15	842	151	7	11	4	11	1	1027	1041.4
17:15	17:30	847	161	7	5	4	12	1	1037	1043


All movements (15-minute intervals)
1000
900
800
700
600
500
400
300
200
100
0
07:45 08:00 08:15 08:30 08:45 09:00 09:15 09:30
07:30 07:45 08:00 08:15 08:30 08:45 09:00 09:15
16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30
16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	B2139 Storrington Road / Rock Road / School Access / Thakeham Road	50.923932, -0.436203	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		A - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	1	0	0	0	0	0	**1**	**1**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	1	0	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total (AM & PM)		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		A - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:45	08:45	0	1	0	0	0	0	0	1	1
08:00	09:00	0	1	0	0	0	0	0	1	1
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	**18:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	3	0	0	0	0	0	0	**3**	**3**
07:45	08:00	4	2	0	0	0	0	0	**6**	**6**
08:00	08:15	12	2	0	0	1	0	0	**15**	**16**
08:15	08:30	17	3	0	0	0	0	0	**20**	**20**
08:30	08:45	19	2	0	0	0	0	0	**21**	**21**
08:45	09:00	7	2	0	0	0	0	0	**9**	**9**
09:00	09:15	1	1	0	0	0	0	0	**2**	**2**
09:15	09:30	4	1	0	0	0	0	0	**5**	**5**
16:30	16:45	5	1	0	0	0	0	0	**6**	**6**
16:45	17:00	6	0	0	0	0	0	0	**6**	**6**
17:00	17:15	3	1	0	0	0	0	0	**4**	**4**
17:15	17:30	6	0	0	0	0	0	0	**6**	**6**
17:30	17:45	8	0	0	0	0	0	0	**8**	**8**
17:45	18:00	2	0	0	0	0	0	0	**2**	**2**
18:00	18:15	2	0	0	0	0	0	0	**2**	**2**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**100**	**15**	**0**	**0**	**1**	**0**	**0**	**116**	**117**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**36**	**7**	**0**	**0**	**1**	**0**	**0**	**44**	**45**
07:45	08:45	52	9	0	0	1	0	0	62	63
08:00	09:00	55	9	0	0	1	0	0	65	66
08:15	09:15	44	8	0	0	0	0	0	52	52
08:30	**09:30**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**37**	**37**
08:45	09:45	12	4	0	0	0	0	0	16	16
09:00	10:00	5	2	0	0	0	0	0	7	7
09:15	10:15	4	1	0	0	0	0	0	5	5
16:30	**17:30**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**22**
16:45	17:45	23	1	0	0	0	0	0	24	24
17:00	18:00	19	1	0	0	0	0	0	20	20
17:15	18:15	18	0	0	0	0	0	0	18	18
17:30	**18:30**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
17:45	18:45	5	0	0	0	0	0	0	5	5
18:00	19:00	3	0	0	0	0	0	0	3	3
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**100**	**15**	**0**	**0**	**1**	**0**	**0**	**116**	**117**

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	1	0	0	0	0	**1**	**1.5**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	1	0	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2.5**

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.5**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	**18:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2.5**

Survey Date: 06/07/2023
Survey Day: Thursday

		A - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	24	1	0	0	0	0	0	**25**	**25**
07:45	08:00	28	4	0	0	0	0	0	**32**	**32**
08:00	08:15	31	4	0	0	1	0	0	**36**	**37**
08:15	08:30	29	4	0	0	0	0	0	**33**	**33**
08:30	08:45	39	7	0	1	0	0	0	**47**	**48.3**
08:45	09:00	33	9	0	0	0	1	0	**43**	**42.4**
09:00	09:15	29	5	0	0	0	0	0	**34**	**34**
09:15	09:30	32	1	0	0	0	0	0	**33**	**33**
16:30	16:45	47	11	0	0	0	0	0	**58**	**58**
16:45	17:00	57	13	0	0	0	0	0	**70**	**70**
17:00	17:15	53	19	0	0	2	2	0	**76**	**76.8**
17:15	17:30	82	12	0	0	0	2	0	**96**	**94.8**
17:30	17:45	60	4	0	0	0	1	0	**65**	**64.4**
17:45	18:00	50	4	0	0	0	1	0	**55**	**54.4**
18:00	18:15	55	3	0	0	0	2	0	**60**	**58.8**
18:15	18:30	41	4	0	0	0	0	0	**45**	**45**
Total		**690**	**105**	**0**	**1**	**3**	**9**	**0**	808	**806.9**

		A - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**112**	**13**	**0**	**0**	**1**	**0**	**0**	**126**	**127**
07:45	08:45	127	19	0	1	1	0	0	148	150.3
08:00	09:00	132	24	0	1	1	1	0	159	160.7
08:15	09:15	130	25	0	1	0	1	0	157	157.7
08:30	**09:30**	**133**	**22**	**0**	**1**	**0**	**1**	**0**	**157**	**157.7**
08:45	09:45	94	15	0	0	0	1	0	110	109.4
09:00	10:00	61	6	0	0	0	0	0	67	67
09:15	10:15	32	1	0	0	0	0	0	33	33
16:30	**17:30**	**239**	**55**	**0**	**0**	**2**	**4**	**0**	**300**	**299.6**
16:45	17:45	252	48	0	0	2	5	0	307	306
17:00	18:00	245	39	0	0	2	6	0	292	290.4
17:15	18:15	247	23	0	0	0	6	0	276	272.4
17:30	**18:30**	**206**	**15**	**0**	**0**	**0**	**4**	**0**	**225**	**222.6**
17:45	18:45	146	11	0	0	0	3	0	160	158.2
18:00	19:00	96	7	0	0	0	2	0	105	103.8
18:15	19:15	41	4	0	0	0	0	0	45	45
TOTAL		**690**	**105**	**0**	**1**	**3**	**9**	**0**	808	**806.9**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		B - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	3	0	0	0	0	0	0	**3**	**3**
07:45	08:00	0	1	0	0	0	0	0	**1**	**1**
08:00	08:15	4	0	0	0	0	0	0	**4**	**4**
08:15	08:30	7	1	0	1	0	0	0	**9**	**10.3**
08:30	08:45	6	1	0	0	0	0	0	**7**	**7**
08:45	09:00	14	1	0	0	0	0	0	**15**	**15**
09:00	09:15	5	5	0	0	0	0	0	**10**	**10**
09:15	09:30	1	1	0	0	0	0	0	**2**	**2**
16:30	16:45	3	0	0	0	0	0	0	**3**	**3**
16:45	17:00	3	1	0	0	0	0	0	**4**	**4**
17:00	17:15	4	1	0	0	0	0	0	**5**	**5**
17:15	17:30	3	0	0	0	0	0	0	**3**	**3**
17:30	17:45	5	3	0	0	0	0	0	**8**	**8**
17:45	18:00	3	1	0	0	0	0	0	**4**	**4**
18:00	18:15	4	0	0	0	0	0	0	**4**	**4**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**66**	**16**	**0**	**1**	**0**	**0**	**0**	**83**	**84.3**

		B - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**14**	**2**	**0**	**1**	**0**	**0**	**0**	**17**	**18.3**
07:45	08:45	17	3	0	1	0	0	0	21	22.3
08:00	09:00	31	3	0	1	0	0	0	35	36.3
08:15	09:15	32	8	0	1	0	0	0	41	42.3
08:30	**09:30**	**26**	**8**	**0**	**0**	**0**	**0**	**0**	**34**	**34**
08:45	09:45	20	7	0	0	0	0	0	27	27
09:00	10:00	6	6	0	0	0	0	0	12	12
09:15	10:15	1	1	0	0	0	0	0	2	2
16:30	**17:30**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
16:45	17:45	15	5	0	0	0	0	0	20	20
17:00	18:00	15	5	0	0	0	0	0	20	20
17:15	18:15	15	4	0	0	0	0	0	19	19
17:30	**18:30**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**17**	**17**
17:45	18:45	8	1	0	0	0	0	0	9	9
18:00	19:00	5	0	0	0	0	0	0	5	5
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**66**	**16**	**0**	**1**	**0**	**0**	**0**	**83**	**84.3**

		B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		B - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	12	1	0	0	0	0	0	**13**	**13**
07:45	08:00	16	1	1	0	0	0	0	**18**	**18.5**
08:00	08:15	18	2	0	3	0	0	0	**23**	**26.9**
08:15	08:30	25	1	0	1	0	0	0	**27**	**28.3**
08:30	08:45	26	3	0	1	0	0	0	**30**	**31.3**
08:45	09:00	26	5	0	1	0	0	0	**32**	**33.3**
09:00	09:15	18	3	1	0	0	0	1	**23**	**22.7**
09:15	09:30	10	4	2	0	0	0	0	**16**	**17**
16:30	16:45	36	6	0	0	0	1	0	**43**	**42.4**
16:45	17:00	29	4	0	0	0	0	0	**33**	**33**
17:00	17:15	22	3	0	0	0	0	0	**25**	**25**
17:15	17:30	32	6	0	0	0	0	0	**38**	**38**
17:30	17:45	30	6	0	0	0	0	0	**36**	**36**
17:45	18:00	18	3	0	0	0	0	0	**21**	**21**
18:00	18:15	19	4	0	0	0	0	1	**24**	**23.2**
18:15	18:30	15	0	0	0	0	0	0	**15**	**15**
Total		**352**	**52**	**4**	**6**	**0**	**1**	**2**	**417**	**424.6**

		B - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**71**	**5**	**1**	**4**	**0**	**0**	**0**	**81**	**86.7**
07:45	08:45	85	7	1	5	0	0	0	98	105
08:00	09:00	95	11	0	6	0	0	0	112	119.8
08:15	09:15	95	12	1	3	0	0	1	112	115.6
08:30	**09:30**	**80**	**15**	**3**	**2**	**0**	**0**	**1**	**101**	**104.3**
08:45	09:45	54	12	3	1	0	0	1	71	73
09:00	10:00	28	7	3	0	0	0	1	39	39.7
09:15	10:15	10	4	2	0	0	0	0	16	17
16:30	**17:30**	**119**	**19**	**0**	**0**	**0**	**1**	**0**	**139**	**138.4**
16:45	17:45	113	19	0	0	0	0	0	132	132
17:00	18:00	102	18	0	0	0	0	0	120	120
17:15	18:15	99	19	0	0	0	0	1	119	118.2
17:30	**18:30**	**82**	**13**	**0**	**0**	**0**	**0**	**1**	**96**	**95.2**
17:45	18:45	52	7	0	0	0	0	1	60	59.2
18:00	19:00	34	4	0	0	0	0	1	39	38.2
18:15	19:15	15	0	0	0	0	0	0	15	15
TOTAL		**352**	**52**	**4**	**6**	**0**	**1**	**2**	**417**	**424.6**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		C - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	3	0	0	0	1	0	0	**4**	**5**
08:15	08:30	13	3	0	0	1	0	0	**17**	**18**
08:30	08:45	2	0	0	0	0	0	0	**2**	**2**
08:45	09:00	1	0	0	0	0	0	0	**1**	**1**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	1	0	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	1	0	0	0	0	0	0	**1**	**1**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**22**	**3**	**0**	**0**	**2**	**0**	**0**	**27**	**29**

		C - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**16**	**3**	**0**	**0**	**2**	**0**	**0**	**21**	**23**
07:45	08:45	18	3	0	0	2	0	0	23	25
08:00	09:00	19	3	0	0	2	0	0	24	26
08:15	09:15	16	3	0	0	1	0	0	20	21
08:30	**09:30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
08:45	09:45	2	0	0	0	0	0	0	2	2
09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	1	0	0	0	0	0	0	1	1
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	**18:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**22**	**3**	**0**	**0**	**2**	**0**	**0**	**27**	**29**

		C - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	1	0	1	0	0	0	0	**2**	**2.5**
08:00	08:15	2	0	0	0	0	0	0	**2**	**2**
08:15	08:30	10	0	0	0	1	0	0	**11**	**12**
08:30	08:45	3	0	0	0	0	0	0	**3**	**3**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**19**	**0**	**1**	**0**	**1**	**0**	**0**	**21**	**22.5**

		C - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**13**	**0**	**1**	**0**	**1**	**0**	**0**	**15**	**16.5**
07:45	08:45	16	0	1	0	1	0	0	18	19.5
08:00	09:00	15	0	0	0	1	0	0	16	17
08:15	09:15	13	0	0	0	1	0	0	14	15
08:30	**09:30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	**18:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:45	18:45	2	0	0	0	0	0	0	2	2
18:00	19:00	2	0	0	0	0	0	0	2	2
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**19**	**0**	**1**	**0**	**1**	**0**	**0**	**21**	**22.5**

		C - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		C - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		C - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	9	0	0	0	2	0	0	**11**	**13**
08:15	08:30	18	1	0	0	2	0	0	**21**	**23**
08:30	08:45	7	0	0	0	0	0	0	**7**	**7**
08:45	09:00	2	0	0	0	0	0	0	**2**	**2**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	1	0	0	0	0	0	**1**	**1**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**38**	**2**	**0**	**0**	**4**	**0**	**0**	**44**	**48**

		C - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**27**	**1**	**0**	**0**	**4**	**0**	**0**	**32**	**36**
07:45	08:45	34	1	0	0	4	0	0	39	43
08:00	09:00	36	1	0	0	4	0	0	41	45
08:15	09:15	27	1	0	0	2	0	0	30	32
08:30	**09:30**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
08:45	09:45	2	0	0	0	0	0	0	2	2
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:45	17:45	2	1	0	0	0	0	0	3	3
17:00	18:00	0	1	0	0	0	0	0	1	1
17:15	18:15	0	1	0	0	0	0	0	1	1
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**38**	**2**	**0**	**0**	**4**	**0**	**0**	**44**	**48**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		D - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	22	6	0	0	0	1	0	**29**	**28.4**
07:45	08:00	27	5	0	0	0	2	0	**34**	**32.8**
08:00	08:15	25	5	0	0	0	1	0	**31**	**30.4**
08:15	08:30	22	5	0	0	0	0	0	**27**	**27**
08:30	08:45	32	6	1	0	0	0	0	**39**	**39.5**
08:45	09:00	28	5	0	0	0	0	0	**33**	**33**
09:00	09:15	13	3	0	0	0	0	0	**16**	**16**
09:15	09:30	12	4	0	0	0	0	0	**16**	**16**
16:30	16:45	28	6	0	0	0	0	0	**34**	**34**
16:45	17:00	23	3	0	0	0	0	0	**26**	**26**
17:00	17:15	30	3	0	0	0	0	0	**33**	**33**
17:15	17:30	25	0	0	0	0	0	0	**25**	**25**
17:30	17:45	22	4	0	0	0	0	0	**26**	**26**
17:45	18:00	29	2	0	0	0	0	0	**31**	**31**
18:00	18:15	21	3	0	0	0	3	0	**27**	**25.2**
18:15	18:30	29	2	0	0	0	0	1	**32**	**31.2**
Total		**388**	**62**	**1**	**0**	**0**	**7**	**1**	**459**	**454.5**

		D - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**96**	**21**	**0**	**0**	**0**	**4**	**0**	**121**	**118.6**
07:45	08:45	106	21	1	0	0	3	0	131	129.7
08:00	09:00	107	21	1	0	0	1	0	130	129.9
08:15	09:15	95	19	1	0	0	0	0	115	115.5
08:30	**09:30**	**85**	**18**	**1**	**0**	**0**	**0**	**0**	**104**	**104.5**
08:45	09:45	53	12	0	0	0	0	0	65	65
09:00	10:00	25	7	0	0	0	0	0	32	32
09:15	10:15	12	4	0	0	0	0	0	16	16
16:30	**17:30**	**106**	**12**	**0**	**0**	**0**	**0**	**0**	**118**	**118**
16:45	17:45	100	10	0	0	0	0	0	110	110
17:00	18:00	106	9	0	0	0	0	0	115	115
17:15	18:15	97	9	0	0	0	3	0	109	107.2
17:30	**18:30**	**101**	**11**	**0**	**0**	**0**	**3**	**1**	**116**	**113.4**
17:45	18:45	79	7	0	0	0	3	1	90	87.4
18:00	19:00	50	5	0	0	0	3	1	59	56.4
18:15	19:15	29	2	0	0	0	0	1	32	31.2
TOTAL		**388**	**62**	**1**	**0**	**0**	**7**	**1**	**459**	**454.5**

		D - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	33	7	0	1	0	0	0	**41**	**42.3**
07:45	08:00	42	11	0	3	1	0	0	**57**	**61.9**
08:00	08:15	50	6	0	0	1	2	2	**61**	**59.2**
08:15	08:30	67	4	0	2	2	0	0	**75**	**79.6**
08:30	08:45	62	8	2	1	0	0	0	**73**	**75.3**
08:45	09:00	39	6	0	0	0	0	0	**45**	**45**
09:00	09:15	25	5	0	0	0	0	0	**30**	**30**
09:15	09:30	20	4	0	0	0	0	1	**25**	**24.2**
16:30	16:45	17	3	0	0	0	0	0	**20**	**20**
16:45	17:00	23	5	0	0	0	2	0	**30**	**28.8**
17:00	17:15	32	4	0	0	0	1	0	**37**	**36.4**
17:15	17:30	18	1	0	0	0	0	0	**19**	**19**
17:30	17:45	21	2	0	0	0	0	0	**23**	**23**
17:45	18:00	22	2	0	0	0	0	0	**24**	**24**
18:00	18:15	19	0	0	0	0	0	0	**19**	**19**
18:15	18:30	8	3	0	0	0	1	0	**12**	**11.4**
Total		**498**	**71**	**2**	**7**	**4**	**6**	**3**	**591**	**599.1**

		D - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**192**	**28**	**0**	**6**	**4**	**2**	**2**	**234**	**243**
07:45	08:45	221	29	2	6	4	2	2	266	276
08:00	09:00	218	24	2	3	3	2	2	254	259.1
08:15	09:15	193	23	2	3	2	0	0	223	229.9
08:30	**09:30**	**146**	**23**	**2**	**1**	**0**	**0**	**1**	**173**	**174.5**
08:45	09:45	84	15	0	0	0	0	1	100	99.2
09:00	10:00	45	9	0	0	0	0	1	55	54.2
09:15	10:15	20	4	0	0	0	0	1	25	24.2
16:30	**17:30**	**90**	**13**	**0**	**0**	**0**	**3**	**0**	**106**	**104.2**
16:45	17:45	94	12	0	0	0	3	0	109	107.2
17:00	18:00	93	9	0	0	0	1	0	103	102.4
17:15	18:15	80	5	0	0	0	0	0	85	85
17:30	**18:30**	**70**	**7**	**0**	**0**	**0**	**1**	**0**	**78**	**77.4**
17:45	18:45	49	5	0	0	0	1	0	55	54.4
18:00	19:00	27	3	0	0	0	1	0	31	30.4
18:15	19:15	8	3	0	0	0	1	0	12	11.4
TOTAL		**498**	**71**	**2**	**7**	**4**	**6**	**3**	**591**	**599.1**

		D - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	2	0	0	0	0	0	0	**2**	**2**
Total		**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		D - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:45	18:45	2	0	0	0	0	0	0	2	2
18:00	19:00	2	0	0	0	0	0	0	2	2
18:15	19:15	2	0	0	0	0	0	0	2	2
TOTAL		**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

Survey Date: 06/07/2023
Survey Day: Thursday

		D - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	1	0	0	0	0	0	0	**1**	**1**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	1	0	0	0	0	0	**1**	**1**
Total		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		D - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:45	18:45	0	1	0	0	0	0	0	1	1
18:00	19:00	0	1	0	0	0	0	0	1	1
18:15	19:15	0	1	0	0	0	0	0	1	1
TOTAL		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		Arm A - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	27	1	1	0	0	0	0	**29**	**29.5**
07:45	08:00	32	6	0	0	0	0	0	**38**	**38**
08:00	08:15	43	7	0	0	2	0	0	**52**	**54**
08:15	08:30	46	7	0	0	0	0	0	**53**	**53**
08:30	08:45	58	9	0	1	0	0	0	**68**	**69.3**
08:45	09:00	40	11	0	0	0	1	0	**52**	**51.4**
09:00	09:15	30	6	0	0	0	0	0	**36**	**36**
09:15	09:30	36	2	0	0	0	0	0	**38**	**38**
16:30	16:45	52	12	0	0	0	0	0	**64**	**64**
16:45	17:00	63	13	0	0	0	0	0	**76**	**76**
17:00	17:15	56	20	0	0	2	2	0	**80**	**80.8**
17:15	17:30	88	12	0	0	0	2	0	**102**	**100.8**
17:30	17:45	68	4	0	0	0	1	0	**73**	**72.4**
17:45	18:00	54	4	0	0	0	1	0	**59**	**58.4**
18:00	18:15	57	3	0	0	0	2	0	**62**	**60.8**
18:15	18:30	42	4	0	0	0	0	0	**46**	**46**
Total		**792**	**121**	**1**	**1**	**4**	**9**	**0**	**928**	**928.4**

		Arm A - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**148**	**21**	**1**	**0**	**2**	**0**	**0**	**172**	**174.5**
07:45	08:45	179	29	0	1	2	0	0	211	214.3
08:00	09:00	187	34	0	1	2	1	0	225	227.7
08:15	09:15	174	33	0	1	0	1	0	209	209.7
08:30	**09:30**	**164**	**28**	**0**	**1**	**0**	**1**	**0**	**194**	**194.7**
08:45	09:45	106	19	0	0	0	1	0	126	125.4
09:00	10:00	66	8	0	0	0	0	0	74	74
09:15	10:15	36	2	0	0	0	0	0	38	38
16:30	**17:30**	**259**	**57**	**0**	**0**	**2**	**4**	**0**	**322**	**321.6**
16:45	17:45	275	49	0	0	2	5	0	331	330
17:00	18:00	266	40	0	0	2	6	0	314	312.4
17:15	18:15	267	23	0	0	0	6	0	296	292.4
17:30	**18:30**	**221**	**15**	**0**	**0**	**0**	**4**	**0**	**240**	**237.6**
17:45	18:45	153	11	0	0	0	3	0	167	165.2
18:00	19:00	99	7	0	0	0	2	0	108	106.8
18:15	19:15	42	4	0	0	0	0	0	46	46
TOTAL		**792**	**121**	**1**	**1**	**4**	**9**	**0**	**928**	**928.4**

		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	25	6	0	0	0	1	0	**32**	**31.4**
07:45	08:00	27	6	0	0	0	2	0	**35**	**33.8**
08:00	08:15	32	6	0	0	1	1	0	**40**	**40.4**
08:15	08:30	42	9	0	1	1	0	0	**53**	**55.3**
08:30	08:45	40	7	1	0	0	0	0	**48**	**48.5**
08:45	09:00	43	6	0	0	0	0	0	**49**	**49**
09:00	09:15	18	8	0	0	0	0	0	**26**	**26**
09:15	09:30	14	5	0	0	0	0	0	**19**	**19**
16:30	16:45	31	6	0	0	0	0	0	**37**	**37**
16:45	17:00	26	4	0	0	0	0	0	**30**	**30**
17:00	17:15	34	4	0	0	0	0	0	**38**	**38**
17:15	17:30	29	0	0	0	0	0	0	**29**	**29**
17:30	17:45	27	7	0	0	0	0	0	**34**	**34**
17:45	18:00	33	3	0	0	0	0	0	**36**	**36**
18:00	18:15	25	3	0	0	0	3	0	**31**	**29.2**
18:15	18:30	31	2	0	0	0	0	1	**34**	**33.2**
Total		**477**	**82**	**1**	**1**	**2**	**7**	**1**	**571**	**569.8**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**126**	**27**	**0**	**1**	**2**	**4**	**0**	**160**	**160.9**
07:45	08:45	141	28	1	1	2	3	0	176	178
08:00	09:00	157	28	1	1	2	1	0	190	193.2
08:15	09:15	143	30	1	1	1	0	0	176	178.8
08:30	**09:30**	**115**	**26**	**1**	**0**	**0**	**0**	**0**	**142**	**142.5**
08:45	09:45	75	19	0	0	0	0	0	94	94
09:00	10:00	32	13	0	0	0	0	0	45	45
09:15	10:15	14	5	0	0	0	0	0	19	19
16:30	**17:30**	**120**	**14**	**0**	**0**	**0**	**0**	**0**	**134**	**134**
16:45	17:45	116	15	0	0	0	0	0	131	131
17:00	18:00	123	14	0	0	0	0	0	137	137
17:15	18:15	114	13	0	0	0	3	0	130	128.2
17:30	**18:30**	**116**	**15**	**0**	**0**	**0**	**3**	**1**	**135**	**132.4**
17:45	18:45	89	8	0	0	0	3	1	101	98.4
18:00	19:00	56	5	0	0	0	3	1	65	62.4
18:15	19:15	31	2	0	0	0	0	1	34	33.2
TOTAL		**477**	**82**	**1**	**1**	**2**	**7**	**1**	**571**	**569.8**

		Arm B - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	15	1	0	0	0	0	0	**16**	**16**
07:45	08:00	16	2	1	0	0	0	0	**19**	**19.5**
08:00	08:15	22	2	0	3	0	0	0	**27**	**30.9**
08:15	08:30	32	2	0	2	0	0	0	**36**	**38.6**
08:30	08:45	32	4	0	1	0	0	0	**37**	**38.3**
08:45	09:00	40	6	0	1	0	0	0	**47**	**48.3**
09:00	09:15	23	8	1	0	0	0	1	**33**	**32.7**
09:15	09:30	11	5	2	0	0	0	0	**18**	**19**
16:30	16:45	39	6	0	0	0	1	0	**46**	**45.4**
16:45	17:00	32	5	0	0	0	0	0	**37**	**37**
17:00	17:15	26	4	0	0	0	0	0	**30**	**30**
17:15	17:30	35	6	0	0	0	0	0	**41**	**41**
17:30	17:45	35	9	0	0	0	0	0	**44**	**44**
17:45	18:00	21	4	0	0	0	0	0	**25**	**25**
18:00	18:15	23	4	0	0	0	0	1	**28**	**27.2**
18:15	18:30	16	0	0	0	0	0	0	**16**	**16**
Total		**418**	**68**	**4**	**7**	**0**	**1**	**2**	**500**	**508.9**

		Arm B - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**85**	**7**	**1**	**5**	**0**	**0**	**0**	**98**	**105**
07:45	08:45	102	10	1	6	0	0	0	119	127.3
08:00	09:00	126	14	0	7	0	0	0	147	156.1
08:15	09:15	127	20	1	4	0	0	1	153	157.9
08:30	**09:30**	**106**	**23**	**3**	**2**	**0**	**0**	**1**	**135**	**138.3**
08:45	09:45	74	19	3	1	0	0	1	98	100
09:00	10:00	34	13	3	0	0	0	1	51	51.7
09:15	10:15	11	5	2	0	0	0	0	18	19
16:30	**17:30**	**132**	**21**	**0**	**0**	**0**	**1**	**0**	**154**	**153.4**
16:45	17:45	128	24	0	0	0	0	0	152	152
17:00	18:00	117	23	0	0	0	0	0	140	140
17:15	18:15	114	23	0	0	0	0	1	138	137.2
17:30	**18:30**	**95**	**17**	**0**	**0**	**0**	**0**	**1**	**113**	**112.2**
17:45	18:45	60	8	0	0	0	0	1	69	68.2
18:00	19:00	39	4	0	0	0	0	1	44	43.2
18:15	19:15	16	0	0	0	0	0	0	16	16
TOTAL		**418**	**68**	**4**	**7**	**0**	**1**	**2**	**500**	**508.9**

		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	36	7	0	1	0	0	0	**44**	**45.3**
07:45	08:00	47	13	1	3	1	0	0	**65**	**70.4**
08:00	08:15	64	8	0	0	2	2	2	**78**	**77.2**
08:15	08:30	94	7	0	2	3	0	0	**106**	**111.6**
08:30	08:45	84	10	2	1	0	0	0	**97**	**99.3**
08:45	09:00	46	8	0	0	0	0	0	**54**	**54**
09:00	09:15	26	6	0	0	0	0	0	**32**	**32**
09:15	09:30	24	5	0	0	0	0	1	**30**	**29.2**
16:30	16:45	22	4	0	0	0	0	0	**26**	**26**
16:45	17:00	29	5	0	0	0	2	0	**36**	**34.8**
17:00	17:15	36	5	0	0	0	1	0	**42**	**41.4**
17:15	17:30	24	1	0	0	0	0	0	**25**	**25**
17:30	17:45	29	2	0	0	0	0	0	**31**	**31**
17:45	18:00	24	2	0	0	0	0	0	**26**	**26**
18:00	18:15	22	0	0	0	0	0	0	**22**	**22**
18:15	18:30	10	3	0	0	0	1	0	**14**	**13.4**
Total		**617**	**86**	**3**	**7**	**6**	**6**	**3**	**728**	**738.6**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**241**	**35**	**1**	**6**	**6**	**2**	**2**	**293**	**304.5**
07:45	08:45	289	38	3	6	6	2	2	346	358.5
08:00	09:00	288	33	2	3	5	2	2	335	342.1
08:15	09:15	250	31	2	3	3	0	0	289	296.9
08:30	**09:30**	**180**	**29**	**2**	**1**	**0**	**0**	**1**	**213**	**214.5**
08:45	09:45	96	19	0	0	0	0	1	116	115.2
09:00	10:00	50	11	0	0	0	0	1	62	61.2
09:15	10:15	24	5	0	0	0	0	1	30	29.2
16:30	**17:30**	**111**	**15**	**0**	**0**	**0**	**3**	**0**	**129**	**127.2**
16:45	17:45	118	13	0	0	0	3	0	134	132.2
17:00	18:00	113	10	0	0	0	1	0	124	123.4
17:15	18:15	99	5	0	0	0	0	0	104	104
17:30	**18:30**	**85**	**7**	**0**	**0**	**0**	**1**	**0**	**93**	**92.4**
17:45	18:45	56	5	0	0	0	1	0	62	61.4
18:00	19:00	32	3	0	0	0	1	0	36	35.4
18:15	19:15	10	3	0	0	0	1	0	14	13.4
TOTAL		**617**	**86**	**3**	**7**	**6**	**6**	**3**	**728**	**738.6**

		Arm C - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	1	0	1	0	0	0	0	**2**	**2.5**
08:00	08:15	14	0	0	0	3	0	0	**17**	**20**
08:15	08:30	41	4	0	0	4	0	0	**49**	**53**
08:30	08:45	12	0	0	0	0	0	0	**12**	**12**
08:45	09:00	3	0	0	0	0	0	0	**3**	**3**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	1	0	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	1	1	0	0	0	0	0	**2**	**2**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	2	0	0	0	0	0	0	**2**	**2**
Total		**79**	**5**	**1**	**0**	**7**	**0**	**0**	**92**	**99.5**

		Arm C - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**56**	**4**	**1**	**0**	**7**	**0**	**0**	**68**	**75.5**
07:45	08:45	68	4	1	0	7	0	0	80	87.5
08:00	09:00	70	4	0	0	7	0	0	81	88
08:15	09:15	56	4	0	0	4	0	0	64	68
08:30	**09:30**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
08:45	09:45	4	0	0	0	0	0	0	4	4
09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	1	0	0	0	0	0	0	1	1
16:30	**17:30**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
16:45	17:45	4	1	0	0	0	0	0	5	5
17:00	18:00	2	1	0	0	0	0	0	3	3
17:15	18:15	2	1	0	0	0	0	0	3	3
17:30	**18:30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
17:45	18:45	3	0	0	0	0	0	0	3	3
18:00	19:00	3	0	0	0	0	0	0	3	3
18:15	19:15	2	0	0	0	0	0	0	2	2
TOTAL		**79**	**5**	**1**	**0**	**7**	**0**	**0**	**92**	**99.5**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm C - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	1	0	0	0	0	**1**	**1.5**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	1	0	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	2	0	0	0	0	0	0	**2**	**2**
Total		**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**4.5**

		Arm C - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.5**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	**18:30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
17:45	18:45	3	0	0	0	0	0	0	3	3
18:00	19:00	2	0	0	0	0	0	0	2	2
18:15	19:15	2	0	0	0	0	0	0	2	2
TOTAL		**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**4.5**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

		Arm D - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	55	13	0	1	0	1	0	**70**	**70.7**
07:45	08:00	69	16	0	3	1	2	0	**91**	**94.7**
08:00	08:15	75	11	0	0	1	3	2	**92**	**89.6**
08:15	08:30	89	9	0	2	2	0	0	**102**	**106.6**
08:30	08:45	94	14	3	1	0	0	0	**112**	**114.8**
08:45	09:00	67	11	0	0	0	0	0	**78**	**78**
09:00	09:15	38	8	0	0	0	0	0	**46**	**46**
09:15	09:30	32	8	0	0	0	0	1	**41**	**40.2**
16:30	16:45	45	9	0	0	0	0	0	**54**	**54**
16:45	17:00	47	8	0	0	0	2	0	**57**	**55.8**
17:00	17:15	62	7	0	0	0	1	0	**70**	**69.4**
17:15	17:30	43	1	0	0	0	0	0	**44**	**44**
17:30	17:45	43	6	0	0	0	0	0	**49**	**49**
17:45	18:00	51	4	0	0	0	0	0	**55**	**55**
18:00	18:15	40	3	0	0	0	3	0	**46**	**44.2**
18:15	18:30	39	6	0	0	0	1	1	**47**	**45.6**
Total		**889**	**134**	**3**	**7**	**4**	**13**	**4**	**1054**	**1057.6**

		Arm D - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**288**	**49**	**0**	**6**	**4**	**6**	**2**	**355**	**361.6**
07:45	08:45	327	50	3	6	4	5	2	397	405.7
08:00	09:00	325	45	3	3	3	3	2	384	389
08:15	09:15	288	42	3	3	2	0	0	338	345.4
08:30	**09:30**	**231**	**41**	**3**	**1**	**0**	**0**	**1**	**277**	**279**
08:45	09:45	137	27	0	0	0	0	1	165	164.2
09:00	10:00	70	16	0	0	0	0	1	87	86.2
09:15	10:15	32	8	0	0	0	0	1	41	40.2
16:30	**17:30**	**197**	**25**	**0**	**0**	**0**	**3**	**0**	**225**	**223.2**
16:45	17:45	195	22	0	0	0	3	0	220	218.2
17:00	18:00	199	18	0	0	0	1	0	218	217.4
17:15	18:15	177	14	0	0	0	3	0	194	192.2
17:30	**18:30**	**173**	**19**	**0**	**0**	**0**	**4**	**1**	**197**	**193.8**
17:45	18:45	130	13	0	0	0	4	1	148	144.8
18:00	19:00	79	9	0	0	0	4	1	93	89.8
18:15	19:15	39	6	0	0	0	1	1	47	45.6
TOTAL		**889**	**134**	**3**	**7**	**4**	**13**	**4**	**1054**	**1057.6**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	36	2	0	0	0	0	0	**38**	**38**
07:45	08:00	44	5	1	0	0	0	0	**50**	**50.5**
08:00	08:15	58	6	0	3	3	0	0	**70**	**76.9**
08:15	08:30	72	6	0	1	2	0	0	**81**	**84.3**
08:30	08:45	72	10	0	2	0	0	0	**84**	**86.6**
08:45	09:00	61	14	0	1	0	1	0	**77**	**77.7**
09:00	09:15	47	8	1	0	0	0	1	**57**	**56.7**
09:15	09:30	42	5	2	0	0	0	0	**49**	**50**
16:30	16:45	83	17	0	0	0	1	0	**101**	**100.4**
16:45	17:00	89	17	0	0	0	0	0	**106**	**106**
17:00	17:15	75	22	0	0	2	2	0	**101**	**101.8**
17:15	17:30	114	19	0	0	0	2	0	**135**	**133.8**
17:30	17:45	90	10	0	0	0	1	0	**101**	**100.4**
17:45	18:00	68	7	0	0	0	1	0	**76**	**75.4**
18:00	18:15	74	7	0	0	0	2	1	**84**	**82**
18:15	18:30	56	5	0	0	0	0	0	**61**	**61**
Total		**1081**	**160**	**4**	**7**	**7**	**10**	**2**	**1271**	**1281.5**

		Arm D - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**210**	**19**	**1**	**4**	**5**	**0**	**0**	**239**	**249.7**
07:45	08:45	246	27	1	6	5	0	0	285	298.3
08:00	09:00	263	36	0	7	5	1	0	312	325.5
08:15	09:15	252	38	1	4	2	1	1	299	305.3
08:30	**09:30**	**222**	**37**	**3**	**3**	**0**	**1**	**1**	**267**	**271**
08:45	09:45	150	27	3	1	0	1	1	183	184.4
09:00	10:00	89	13	3	0	0	0	1	106	106.7
09:15	10:15	42	5	2	0	0	0	0	49	50
16:30	**17:30**	**361**	**75**	**0**	**0**	**2**	**5**	**0**	**443**	**442**
16:45	17:45	368	68	0	0	2	5	0	443	442
17:00	18:00	347	58	0	0	2	6	0	413	411.4
17:15	18:15	346	43	0	0	0	6	1	396	391.6
17:30	**18:30**	**288**	**29**	**0**	**0**	**0**	**4**	**1**	**322**	**318.8**
17:45	18:45	198	19	0	0	0	3	1	221	218.4
18:00	19:00	130	12	0	0	0	2	1	145	143
18:15	19:15	56	5	0	0	0	0	0	61	61
TOTAL		**1081**	**160**	**4**	**7**	**7**	**10**	**2**	**1271**	**1281.5**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

Survey Date: 06/07/2023
Survey Day: Thursday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	97	15	1	1	0	1	0	**115**	**116.2**
07:45	08:00	118	24	2	3	1	2	0	**150**	**154.7**
08:00	08:15	154	20	0	3	6	3	2	**188**	**194.5**
08:15	08:30	208	22	0	4	6	0	0	**240**	**251.2**
08:30	08:45	196	27	3	3	0	0	0	**229**	**234.4**
08:45	09:00	150	28	0	1	0	1	0	**180**	**180.7**
09:00	09:15	91	22	1	0	0	0	1	**115**	**114.7**
09:15	09:30	80	15	2	0	0	0	1	**98**	**98.2**
16:30	16:45	136	27	0	0	0	1	0	**164**	**163.4**
16:45	17:00	144	26	0	0	0	2	0	**172**	**170.8**
17:00	17:15	145	31	0	0	2	3	0	**181**	**181.2**
17:15	17:30	167	20	0	0	0	2	0	**189**	**187.8**
17:30	17:45	146	19	0	0	0	1	0	**166**	**165.4**
17:45	18:00	126	12	0	0	0	1	0	**139**	**138.4**
18:00	18:15	121	10	0	0	0	5	1	**137**	**133.2**
18:15	18:30	99	10	0	0	0	1	1	**111**	**109.6**
Total		**2178**	**328**	**9**	**15**	**15**	**23**	**6**	**2574**	**2594.4**

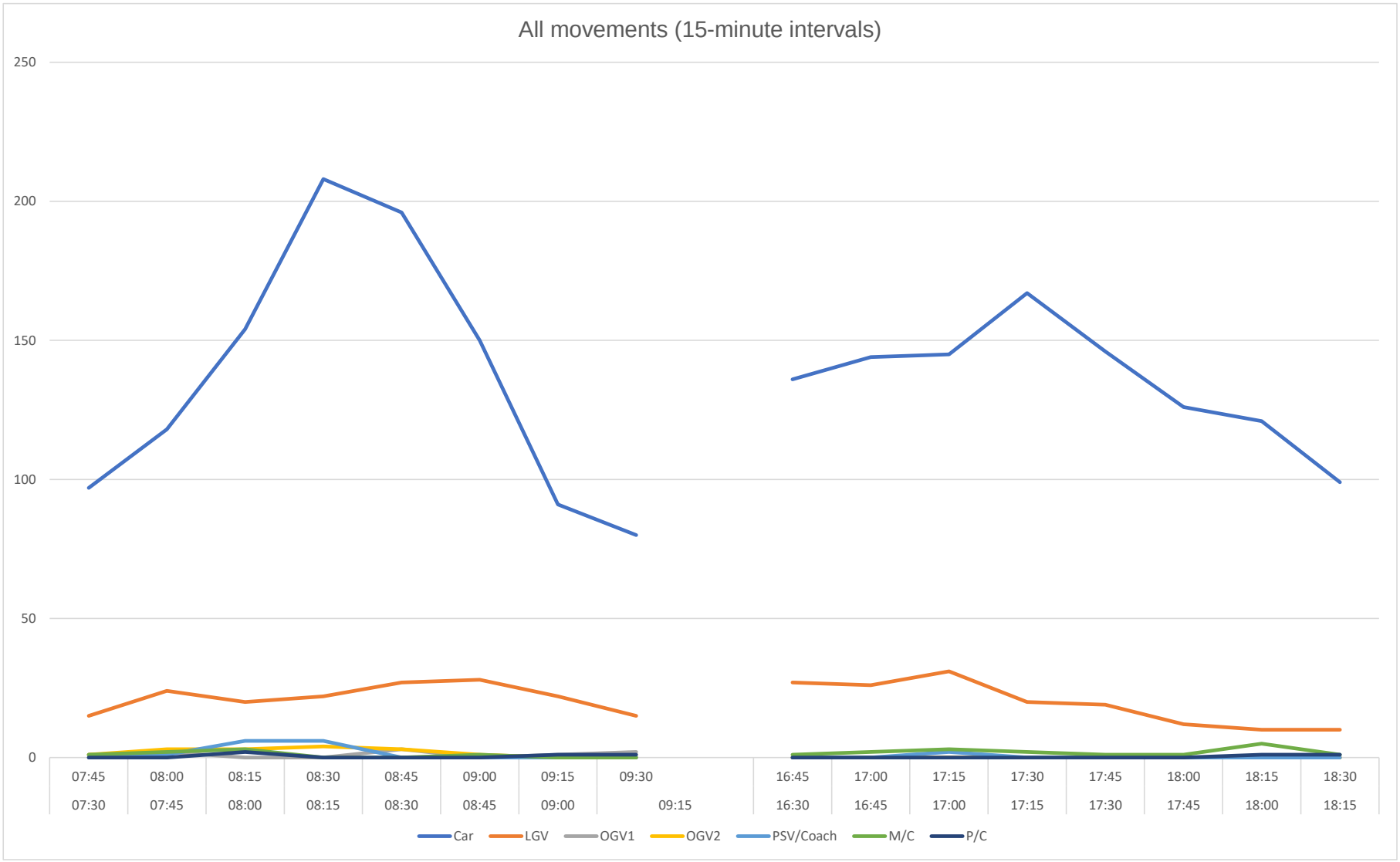
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**577**	**81**	**3**	**11**	**13**	**6**	**2**	**693**	**716.6**
07:45	08:45	676	93	5	13	13	5	2	807	834.8
08:00	09:00	708	97	3	11	12	4	2	837	860.8
08:15	09:15	645	99	4	8	6	1	1	764	781
08:30	**09:30**	**517**	**92**	**6**	**4**	**0**	**1**	**2**	**622**	**628**
08:45	09:45	321	65	3	1	0	1	2	393	393.6
09:00	10:00	171	37	3	0	0	0	2	213	212.9
09:15	10:15	80	15	2	0	0	0	1	98	98.2
16:30	**17:30**	**592**	**104**	**0**	**0**	**2**	**8**	**0**	**706**	**703.2**
16:45	17:45	602	96	0	0	2	8	0	708	705.2
17:00	18:00	584	82	0	0	2	7	0	675	672.8
17:15	18:15	560	61	0	0	0	9	1	631	624.8
17:30	**18:30**	**492**	**51**	**0**	**0**	**0**	**8**	**2**	**553**	**546.6**
17:45	18:45	346	32	0	0	0	7	2	387	381.2
18:00	19:00	220	20	0	0	0	6	2	248	242.8
18:15	19:15	99	10	0	0	0	1	1	111	109.6
TOTAL		**2178**	**328**	**9**	**15**	**15**	**23**	**6**	**2574**	**2594.4**

Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Road

Survey Date: 06/07/2023
Survey Day: Thursday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	154	20	0	3	6	3	2	188	194.5
08:15	08:30	208	22	0	4	6	0	0	240	251.2
08:30	08:45	196	27	3	3	0	0	0	229	234.4
08:45	09:00	150	28	0	1	0	1	0	180	180.7

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	144	26	0	0	0	2	0	172	170.8
17:00	17:15	145	31	0	0	2	3	0	181	181.2
17:15	17:30	167	20	0	0	0	2	0	189	187.8
17:30	17:45	146	19	0	0	0	1	0	166	165.4


All movements (15-minute intervals)
250
200
150
100
50
0
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	Thakeham Road / Water Lane	50.923214, -0.438954	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		A - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total (AM & PM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	10	3	0	0	0	0	0	**13**	**13**
07:45	08:00	15	2	0	0	0	0	0	**17**	**17**
08:00	08:15	11	1	0	0	0	0	1	**13**	**12.2**
08:15	08:30	15	1	0	0	0	0	0	**16**	**16**
08:30	08:45	17	2	0	0	0	0	0	**19**	**19**
08:45	09:00	10	1	0	0	0	0	0	**11**	**11**
09:00	09:15	6	2	0	0	0	0	0	**8**	**8**
09:15	09:30	6	2	0	0	0	0	0	**8**	**8**
16:30	16:45	8	5	0	0	0	0	1	**14**	**13.2**
16:45	17:00	11	2	0	0	0	0	0	**13**	**13**
17:00	17:15	27	0	0	0	0	0	0	**27**	**27**
17:15	17:30	10	0	0	0	0	0	0	**10**	**10**
17:30	17:45	6	1	0	0	0	0	0	**7**	**7**
17:45	18:00	10	2	0	0	0	0	0	**12**	**12**
18:00	18:15	8	1	0	0	0	0	0	**9**	**9**
18:15	18:30	5	1	0	0	0	0	0	**6**	**6**
Total		**175**	**26**	**0**	**0**	**0**	**0**	**2**	**203**	**201.4**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**51**	**7**	**0**	**0**	**0**	**0**	**1**	**59**	**58.2**
07:45	08:45	58	6	0	0	0	0	1	65	64.2
08:00	09:00	53	5	0	0	0	0	1	59	58.2
08:15	09:15	48	6	0	0	0	0	0	54	54
08:30	**09:30**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**46**	**46**
08:45	09:45	22	5	0	0	0	0	0	27	27
09:00	10:00	12	4	0	0	0	0	0	16	16
09:15	10:15	6	2	0	0	0	0	0	8	8
16:30	**17:30**	**56**	**7**	**0**	**0**	**0**	**0**	**1**	**64**	**63.2**
16:45	17:45	54	3	0	0	0	0	0	57	57
17:00	18:00	53	3	0	0	0	0	0	56	56
17:15	18:15	34	4	0	0	0	0	0	38	38
17:30	**18:30**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**34**	**34**
17:45	18:45	23	4	0	0	0	0	0	27	27
18:00	19:00	13	2	0	0	0	0	0	15	15
18:15	19:15	5	1	0	0	0	0	0	6	6
TOTAL		**175**	**26**	**0**	**0**	**0**	**0**	**2**	**203**	**201.4**

		A - C (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	10	2	0	0	0	0	0	**12**	**12**
07:45	08:00	11	3	1	1	0	0	1	**17**	**18**
08:00	08:15	9	0	0	1	0	0	0	**10**	**11.3**
08:15	08:30	12	2	0	1	0	0	0	**15**	**16.3**
08:30	08:45	3	2	0	3	0	0	0	**8**	**11.9**
08:45	09:00	6	1	0	2	0	0	0	**9**	**11.6**
09:00	09:15	8	1	1	1	0	0	0	**11**	**12.8**
09:15	09:30	4	0	0	2	0	0	0	**6**	**8.6**
16:30	16:45	11	3	0	0	0	0	0	**14**	**14**
16:45	17:00	6	1	0	0	0	0	1	**8**	**7.2**
17:00	17:15	67	2	0	0	0	3	0	**72**	**70.2**
17:15	17:30	24	1	0	0	0	2	1	**28**	**26**
17:30	17:45	15	3	0	0	0	0	0	**18**	**18**
17:45	18:00	14	0	0	0	0	0	0	**14**	**14**
18:00	18:15	10	1	0	0	0	0	0	**11**	**11**
18:15	18:30	4	0	0	0	0	0	0	**4**	**4**
Total		**214**	**22**	**2**	**11**	**0**	**5**	**3**	**257**	**266.9**

		A - C (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**42**	**7**	**1**	**3**	**0**	**0**	**1**	**54**	**57.6**
07:45	08:45	35	7	1	6	0	0	1	50	57.5
08:00	09:00	30	5	0	7	0	0	0	42	51.1
08:15	09:15	29	6	1	7	0	0	0	43	52.6
08:30	**09:30**	**21**	**4**	**1**	**8**	**0**	**0**	**0**	**34**	**44.9**
08:45	09:45	18	2	1	5	0	0	0	26	33
09:00	10:00	12	1	1	3	0	0	0	17	21.4
09:15	10:15	4	0	0	2	0	0	0	6	8.6
16:30	**17:30**	**108**	**7**	**0**	**0**	**0**	**5**	**2**	**122**	**117.4**
16:45	17:45	112	7	0	0	0	5	2	126	121.4
17:00	18:00	120	6	0	0	0	5	1	132	128.2
17:15	18:15	63	5	0	0	0	2	1	71	69
17:30	**18:30**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
17:45	18:45	28	1	0	0	0	0	0	29	29
18:00	19:00	14	1	0	0	0	0	0	15	15
18:15	19:15	4	0	0	0	0	0	0	4	4
TOTAL		**214**	**22**	**2**	**11**	**0**	**5**	**3**	**257**	**266.9**

Survey Date: 06/07/2023
Survey Day: Thursday

		A - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	9	2	0	0	0	0	0	**11**	**11**
07:45	08:00	8	1	0	0	0	0	0	**9**	**9**
08:00	08:15	10	4	0	0	0	0	0	**14**	**14**
08:15	08:30	18	2	0	0	0	0	0	**20**	**20**
08:30	08:45	25	3	0	0	0	0	1	**29**	**28.2**
08:45	09:00	16	1	0	0	0	0	0	**17**	**17**
09:00	09:15	5	1	0	0	0	0	0	**6**	**6**
09:15	09:30	8	1	0	0	0	0	0	**9**	**9**
16:30	16:45	13	2	0	0	0	0	0	**15**	**15**
16:45	17:00	10	2	0	0	0	0	0	**12**	**12**
17:00	17:15	38	1	0	0	0	2	0	**41**	**39.8**
17:15	17:30	20	3	0	0	0	1	0	**24**	**23.4**
17:30	17:45	21	1	0	0	0	0	0	**22**	**22**
17:45	18:00	8	3	0	0	0	2	0	**13**	**11.8**
18:00	18:15	12	1	0	0	0	0	0	**13**	**13**
18:15	18:30	7	0	0	0	0	0	0	**7**	**7**
Total		**228**	**28**	**0**	**0**	**0**	**5**	**1**	**262**	**258.2**

		A - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**45**	**9**	**0**	**0**	**0**	**0**	**0**	**54**	**54**
07:45	08:45	61	10	0	0	0	0	1	72	71.2
08:00	09:00	69	10	0	0	0	0	1	80	79.2
08:15	09:15	64	7	0	0	0	0	1	72	71.2
08:30	**09:30**	**54**	**6**	**0**	**0**	**0**	**0**	**1**	**61**	**60.2**
08:45	09:45	29	3	0	0	0	0	0	32	32
09:00	10:00	13	2	0	0	0	0	0	15	15
09:15	10:15	8	1	0	0	0	0	0	9	9
16:30	**17:30**	**81**	**8**	**0**	**0**	**0**	**3**	**0**	**92**	**90.2**
16:45	17:45	89	7	0	0	0	3	0	99	97.2
17:00	18:00	87	8	0	0	0	5	0	100	97
17:15	18:15	61	8	0	0	0	3	0	72	70.2
17:30	**18:30**	**48**	**5**	**0**	**0**	**0**	**2**	**0**	**55**	**53.8**
17:45	18:45	27	4	0	0	0	2	0	33	31.8
18:00	19:00	19	1	0	0	0	0	0	20	20
18:15	19:15	7	0	0	0	0	0	0	7	7
TOTAL		**228**	**28**	**0**	**0**	**0**	**5**	**1**	**262**	**258.2**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		B - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	11	1	0	0	0	0	0	**12**	**12**
07:45	08:00	11	0	0	0	0	0	0	**11**	**11**
08:00	08:15	7	1	0	0	0	0	0	**8**	**8**
08:15	08:30	16	0	0	0	0	0	0	**16**	**16**
08:30	08:45	4	0	0	0	0	0	0	**4**	**4**
08:45	09:00	9	0	0	0	0	0	0	**9**	**9**
09:00	09:15	2	1	0	0	0	0	0	**3**	**3**
09:15	09:30	4	1	0	0	0	0	0	**5**	**5**
16:30	16:45	11	3	0	0	0	0	0	**14**	**14**
16:45	17:00	13	3	0	0	0	0	0	**16**	**16**
17:00	17:15	9	2	0	0	0	0	0	**11**	**11**
17:15	17:30	17	1	0	0	0	0	0	**18**	**18**
17:30	17:45	9	3	0	0	0	0	0	**12**	**12**
17:45	18:00	8	2	0	0	0	0	0	**10**	**10**
18:00	18:15	10	3	0	0	0	0	1	**14**	**13.2**
18:15	18:30	4	1	0	0	0	0	0	**5**	**5**
Total		**145**	**22**	**0**	**0**	**0**	**0**	**1**	**168**	**167.2**

		B - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**45**	**2**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
07:45	08:45	38	1	0	0	0	0	0	39	39
08:00	09:00	36	1	0	0	0	0	0	37	37
08:15	09:15	31	1	0	0	0	0	0	32	32
08:30	**09:30**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
08:45	09:45	15	2	0	0	0	0	0	17	17
09:00	10:00	6	2	0	0	0	0	0	8	8
09:15	10:15	4	1	0	0	0	0	0	5	5
16:30	**17:30**	**50**	**9**	**0**	**0**	**0**	**0**	**0**	**59**	**59**
16:45	17:45	48	9	0	0	0	0	0	57	57
17:00	18:00	43	8	0	0	0	0	0	51	51
17:15	18:15	44	9	0	0	0	0	1	54	53.2
17:30	**18:30**	**31**	**9**	**0**	**0**	**0**	**0**	**1**	**41**	**40.2**
17:45	18:45	22	6	0	0	0	0	1	29	28.2
18:00	19:00	14	4	0	0	0	0	1	19	18.2
18:15	19:15	4	1	0	0	0	0	0	5	5
TOTAL		**145**	**22**	**0**	**0**	**0**	**0**	**1**	**168**	**167.2**

		B - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	14	0	0	0	0	0	0	**14**	**14**
07:45	08:00	16	2	1	0	0	0	0	**19**	**19.5**
08:00	08:15	20	3	0	2	2	0	0	**27**	**31.6**
08:15	08:30	16	0	0	2	1	0	0	**19**	**22.6**
08:30	08:45	19	2	0	2	0	0	0	**23**	**25.6**
08:45	09:00	13	4	0	1	0	0	0	**18**	**19.3**
09:00	09:15	11	4	0	0	0	0	0	**15**	**15**
09:15	09:30	12	0	2	0	0	0	0	**14**	**15**
16:30	16:45	17	6	0	0	0	0	0	**23**	**23**
16:45	17:00	19	8	0	0	0	0	0	**27**	**27**
17:00	17:15	19	8	0	0	0	1	0	**28**	**27.4**
17:15	17:30	30	2	0	0	0	1	0	**33**	**32.4**
17:30	17:45	15	3	0	0	0	1	0	**19**	**18.4**
17:45	18:00	13	3	0	0	0	0	0	**16**	**16**
18:00	18:15	22	0	0	0	0	1	0	**23**	**22.4**
18:15	18:30	13	1	0	0	0	0	0	**14**	**14**
Total		**269**	**46**	**3**	**7**	**3**	**4**	**0**	**332**	**343.2**

		B - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**66**	**5**	**1**	**4**	**3**	**0**	**0**	**79**	**87.7**
07:45	08:45	71	7	1	6	3	0	0	88	99.3
08:00	09:00	68	9	0	7	3	0	0	87	99.1
08:15	09:15	59	10	0	5	1	0	0	75	82.5
08:30	**09:30**	**55**	**10**	**2**	**3**	**0**	**0**	**0**	**70**	**74.9**
08:45	09:45	36	8	2	1	0	0	0	47	49.3
09:00	10:00	23	4	2	0	0	0	0	29	30
09:15	10:15	12	0	2	0	0	0	0	14	15
16:30	**17:30**	**85**	**24**	**0**	**0**	**0**	**2**	**0**	**111**	**109.8**
16:45	17:45	83	21	0	0	0	3	0	107	105.2
17:00	18:00	77	16	0	0	0	3	0	96	94.2
17:15	18:15	80	8	0	0	0	3	0	91	89.2
17:30	**18:30**	**63**	**7**	**0**	**0**	**0**	**2**	**0**	**72**	**70.8**
17:45	18:45	48	4	0	0	0	1	0	53	52.4
18:00	19:00	35	1	0	0	0	1	0	37	36.4
18:15	19:15	13	1	0	0	0	0	0	14	14
TOTAL		**269**	**46**	**3**	**7**	**3**	**4**	**0**	**332**	**343.2**

Survey Date: 06/07/2023
Survey Day: Thursday

		B - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	13	1	0	0	0	0	0	**14**	**14**
07:45	08:00	17	2	0	0	0	0	0	**19**	**19**
08:00	08:15	34	3	0	0	1	0	0	**38**	**39**
08:15	08:30	42	6	0	0	1	0	0	**49**	**50**
08:30	08:45	45	5	0	0	0	0	0	**50**	**50**
08:45	09:00	43	11	0	0	0	1	0	**55**	**54.4**
09:00	09:15	33	3	0	0	0	0	1	**37**	**36.2**
09:15	09:30	28	4	1	0	0	0	0	**33**	**33.5**
16:30	16:45	53	6	0	0	0	1	0	**60**	**59.4**
16:45	17:00	61	9	0	0	0	0	0	**70**	**70**
17:00	17:15	45	14	0	0	1	1	0	**61**	**61.4**
17:15	17:30	68	14	0	0	1	1	0	**84**	**84.4**
17:30	17:45	61	5	0	0	0	0	0	**66**	**66**
17:45	18:00	52	2	0	0	0	1	0	**55**	**54.4**
18:00	18:15	42	5	0	0	0	1	0	**48**	**47.4**
18:15	18:30	42	3	0	0	0	0	0	**45**	**45**
Total		**679**	**93**	**1**	**0**	**4**	**6**	**1**	**784**	**784.1**

		B - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**106**	**12**	**0**	**0**	**2**	**0**	**0**	**120**	**122**
07:45	08:45	138	16	0	0	2	0	0	156	158
08:00	09:00	164	25	0	0	2	1	0	192	193.4
08:15	09:15	163	25	0	0	1	1	1	191	190.6
08:30	**09:30**	**149**	**23**	**1**	**0**	**0**	**1**	**1**	**175**	**174.1**
08:45	09:45	104	18	1	0	0	1	1	125	124.1
09:00	10:00	61	7	1	0	0	0	1	70	69.7
09:15	10:15	28	4	1	0	0	0	0	33	33.5
16:30	**17:30**	**227**	**43**	**0**	**0**	**2**	**3**	**0**	**275**	**275.2**
16:45	17:45	235	42	0	0	2	2	0	281	281.8
17:00	18:00	226	35	0	0	2	3	0	266	266.2
17:15	18:15	223	26	0	0	1	3	0	253	252.2
17:30	**18:30**	**197**	**15**	**0**	**0**	**0**	**2**	**0**	**214**	**212.8**
17:45	18:45	136	10	0	0	0	2	0	148	146.8
18:00	19:00	84	8	0	0	0	1	0	93	92.4
18:15	19:15	42	3	0	0	0	0	0	45	45
TOTAL		**679**	**93**	**1**	**0**	**4**	**6**	**1**	**784**	**784.1**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		C - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	14	5	0	0	0	0	0	**19**	**19**
07:45	08:00	15	2	0	0	0	1	0	**18**	**17.4**
08:00	08:15	30	5	0	4	0	1	0	**40**	**44.6**
08:15	08:30	38	2	0	1	0	1	0	**42**	**42.7**
08:30	08:45	16	1	0	3	0	2	0	**22**	**24.7**
08:45	09:00	10	2	1	3	0	1	0	**17**	**20.8**
09:00	09:15	9	2	1	1	0	0	0	**13**	**14.8**
09:15	09:30	8	0	0	4	0	0	0	**12**	**17.2**
16:30	16:45	12	2	0	0	0	0	0	**14**	**14**
16:45	17:00	12	1	0	0	0	1	0	**14**	**13.4**
17:00	17:15	14	2	0	0	0	0	0	**16**	**16**
17:15	17:30	11	5	0	0	0	0	0	**16**	**16**
17:30	17:45	5	2	0	0	1	0	0	**8**	**9**
17:45	18:00	11	1	0	0	0	0	4	**16**	**12.8**
18:00	18:15	8	1	0	0	0	0	0	**9**	**9**
18:15	18:30	8	1	0	0	0	0	0	**9**	**9**
Total		**221**	**34**	**2**	**16**	**1**	**7**	**4**	**285**	**300.4**

		C - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**97**	**14**	**0**	**5**	**0**	**3**	**0**	**119**	**123.7**
07:45	08:45	99	10	0	8	0	5	0	122	129.4
08:00	09:00	94	10	1	11	0	5	0	121	132.8
08:15	09:15	73	7	2	8	0	4	0	94	103
08:30	**09:30**	**43**	**5**	**2**	**11**	**0**	**3**	**0**	**64**	**77.5**
08:45	09:45	27	4	2	8	0	1	0	42	52.8
09:00	10:00	17	2	1	5	0	0	0	25	32
09:15	10:15	8	0	0	4	0	0	0	12	17.2
16:30	**17:30**	**49**	**10**	**0**	**0**	**0**	**1**	**0**	**60**	**59.4**
16:45	17:45	42	10	0	0	1	1	0	54	54.4
17:00	18:00	41	10	0	0	1	0	4	56	53.8
17:15	18:15	35	9	0	0	1	0	4	49	46.8
17:30	**18:30**	**32**	**5**	**0**	**0**	**1**	**0**	**4**	**42**	**39.8**
17:45	18:45	27	3	0	0	0	0	4	34	30.8
18:00	19:00	16	2	0	0	0	0	0	18	18
18:15	19:15	8	1	0	0	0	0	0	9	9
TOTAL		**221**	**34**	**2**	**16**	**1**	**7**	**4**	**285**	**300.4**

		C - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	3	2	0	1	0	0	0	**6**	**7.3**
07:45	08:00	11	0	0	3	0	1	0	**15**	**18.3**
08:00	08:15	7	2	0	0	1	0	0	**10**	**11**
08:15	08:30	10	1	0	2	0	0	0	**13**	**15.6**
08:30	08:45	12	1	2	1	0	0	0	**16**	**18.3**
08:45	09:00	7	3	0	0	0	0	0	**10**	**10**
09:00	09:15	3	0	0	0	0	0	0	**3**	**3**
09:15	09:30	2	2	0	0	0	0	0	**4**	**4**
16:30	16:45	10	1	0	0	0	0	0	**11**	**11**
16:45	17:00	6	0	0	0	0	0	0	**6**	**6**
17:00	17:15	3	0	0	0	0	0	0	**3**	**3**
17:15	17:30	4	0	0	0	0	0	0	**4**	**4**
17:30	17:45	5	1	0	0	0	0	0	**6**	**6**
17:45	18:00	7	0	0	0	0	0	0	**7**	**7**
18:00	18:15	6	1	0	0	0	0	0	**7**	**7**
18:15	18:30	7	2	0	0	0	0	0	**9**	**9**
Total		**103**	**16**	**2**	**7**	**1**	**1**	**0**	**130**	**140.5**

		C - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**31**	**5**	**0**	**6**	**1**	**1**	**0**	**44**	**52.2**
07:45	08:45	40	4	2	6	1	1	0	54	63.2
08:00	09:00	36	7	2	3	1	0	0	49	54.9
08:15	09:15	32	5	2	3	0	0	0	42	46.9
08:30	**09:30**	**24**	**6**	**2**	**1**	**0**	**0**	**0**	**33**	**35.3**
08:45	09:45	12	5	0	0	0	0	0	17	17
09:00	10:00	5	2	0	0	0	0	0	7	7
09:15	10:15	2	2	0	0	0	0	0	4	4
16:30	**17:30**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**24**
16:45	17:45	18	1	0	0	0	0	0	19	19
17:00	18:00	19	1	0	0	0	0	0	20	20
17:15	18:15	22	2	0	0	0	0	0	24	24
17:30	**18:30**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**29**	**29**
17:45	18:45	20	3	0	0	0	0	0	23	23
18:00	19:00	13	3	0	0	0	0	0	16	16
18:15	19:15	7	2	0	0	0	0	0	9	9
TOTAL		**103**	**16**	**2**	**7**	**1**	**1**	**0**	**130**	**140.5**

		C - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		C - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		C - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	6	1	0	0	0	0	0	**7**	**7**
07:45	08:00	10	1	0	0	1	0	0	**12**	**13**
08:00	08:15	10	3	0	0	0	0	0	**13**	**13**
08:15	08:30	11	2	0	0	0	0	0	**13**	**13**
08:30	08:45	12	0	0	0	1	0	0	**13**	**14**
08:45	09:00	16	1	1	0	0	0	0	**18**	**18.5**
09:00	09:15	5	3	0	0	0	0	0	**8**	**8**
09:15	09:30	13	1	2	0	0	0	0	**16**	**17**
16:30	16:45	19	2	0	0	0	0	0	**21**	**21**
16:45	17:00	23	4	0	0	0	0	1	**28**	**27.2**
17:00	17:15	13	3	0	1	1	0	0	**18**	**20.3**
17:15	17:30	12	0	0	0	0	1	0	**13**	**12.4**
17:30	17:45	16	2	0	0	0	0	0	**18**	**18**
17:45	18:00	21	2	0	0	1	0	0	**24**	**25**
18:00	18:15	14	1	0	0	0	1	0	**16**	**15.4**
18:15	18:30	10	1	0	0	0	0	0	**11**	**11**
Total		**211**	**27**	**3**	**1**	**4**	**2**	**1**	**249**	**253.8**

		C - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**37**	**7**	**0**	**0**	**1**	**0**	**0**	**45**	**46**
07:45	08:45	43	6	0	0	2	0	0	51	53
08:00	09:00	49	6	1	0	1	0	0	57	58.5
08:15	09:15	44	6	1	0	1	0	0	52	53.5
08:30	**09:30**	**46**	**5**	**3**	**0**	**1**	**0**	**0**	**55**	**57.5**
08:45	09:45	34	5	3	0	0	0	0	42	43.5
09:00	10:00	18	4	2	0	0	0	0	24	25
09:15	10:15	13	1	2	0	0	0	0	16	17
16:30	**17:30**	**67**	**9**	**0**	**1**	**1**	**1**	**1**	**80**	**80.9**
16:45	17:45	64	9	0	1	1	1	1	77	77.9
17:00	18:00	62	7	0	1	2	1	0	73	75.7
17:15	18:15	63	5	0	0	1	2	0	71	70.8
17:30	**18:30**	**61**	**6**	**0**	**0**	**1**	**1**	**0**	**69**	**69.4**
17:45	18:45	45	4	0	0	1	1	0	51	51.4
18:00	19:00	24	2	0	0	0	1	0	27	26.4
18:15	19:15	10	1	0	0	0	0	0	11	11
TOTAL		**211**	**27**	**3**	**1**	**4**	**2**	**1**	**249**	**253.8**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		D - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	11	1	0	0	0	0	0	**12**	**12**
07:45	08:00	12	3	0	0	0	0	0	**15**	**15**
08:00	08:15	14	1	0	0	0	1	0	**16**	**15.4**
08:15	08:30	14	1	0	0	0	1	1	**17**	**15.6**
08:30	08:45	14	1	0	0	0	0	1	**16**	**15.2**
08:45	09:00	15	1	0	0	0	0	0	**16**	**16**
09:00	09:15	9	3	0	0	0	0	0	**12**	**12**
09:15	09:30	4	2	0	0	0	0	0	**6**	**6**
16:30	16:45	13	0	0	0	0	0	0	**13**	**13**
16:45	17:00	8	0	1	0	0	0	0	**9**	**9.5**
17:00	17:15	19	2	0	0	0	2	0	**23**	**21.8**
17:15	17:30	16	2	0	0	0	0	0	**18**	**18**
17:30	17:45	14	0	0	0	0	0	0	**14**	**14**
17:45	18:00	6	1	0	0	0	0	0	**7**	**7**
18:00	18:15	7	2	0	0	0	0	0	**9**	**9**
18:15	18:30	11	2	0	0	0	0	0	**13**	**13**
Total		**187**	**22**	**1**	**0**	**0**	**4**	**2**	**216**	**212.5**

		D - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**51**	**6**	**0**	**0**	**0**	**2**	**1**	**60**	**58**
07:45	08:45	54	6	0	0	0	2	2	64	61.2
08:00	09:00	57	4	0	0	0	2	2	65	62.2
08:15	09:15	52	6	0	0	0	1	2	61	58.8
08:30	**09:30**	**42**	**7**	**0**	**0**	**0**	**0**	**1**	**50**	**49.2**
08:45	09:45	28	6	0	0	0	0	0	34	34
09:00	10:00	13	5	0	0	0	0	0	18	18
09:15	10:15	4	2	0	0	0	0	0	6	6
16:30	**17:30**	**56**	**4**	**1**	**0**	**0**	**2**	**0**	**63**	**62.3**
16:45	17:45	57	4	1	0	0	2	0	64	63.3
17:00	18:00	55	5	0	0	0	2	0	62	60.8
17:15	18:15	43	5	0	0	0	0	0	48	48
17:30	**18:30**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**43**	**43**
17:45	18:45	24	5	0	0	0	0	0	29	29
18:00	19:00	18	4	0	0	0	0	0	22	22
18:15	19:15	11	2	0	0	0	0	0	13	13
TOTAL		**187**	**22**	**1**	**0**	**0**	**4**	**2**	**216**	**212.5**

		D - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	42	10	0	0	0	1	0	**53**	**52.4**
07:45	08:00	44	12	0	0	1	2	1	**60**	**59**
08:00	08:15	57	10	0	0	0	2	0	**69**	**67.8**
08:15	08:30	62	4	0	0	2	0	1	**69**	**70.2**
08:30	08:45	65	12	1	0	0	0	0	**78**	**78.5**
08:45	09:00	50	6	0	0	0	0	0	**56**	**56**
09:00	09:15	28	8	0	0	0	0	0	**36**	**36**
09:15	09:30	26	4	0	0	0	0	1	**31**	**30.2**
16:30	16:45	27	3	0	0	0	0	0	**30**	**30**
16:45	17:00	30	6	0	0	0	2	0	**38**	**36.8**
17:00	17:15	33	7	0	0	0	1	0	**41**	**40.4**
17:15	17:30	29	1	0	0	0	0	0	**30**	**30**
17:30	17:45	35	4	0	0	0	0	0	**39**	**39**
17:45	18:00	35	1	0	0	0	0	0	**36**	**36**
18:00	18:15	28	2	0	0	0	3	0	**33**	**31.2**
18:15	18:30	29	1	0	0	0	1	1	**32**	**30.6**
Total		**620**	**91**	**1**	**0**	**3**	**12**	**4**	**731**	**724.1**

		D - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**205**	**36**	**0**	**0**	**3**	**5**	**2**	**251**	**249.4**
07:45	08:45	228	38	1	0	3	4	2	276	275.5
08:00	09:00	234	32	1	0	2	2	1	272	272.5
08:15	09:15	205	30	1	0	2	0	1	239	240.7
08:30	**09:30**	**169**	**30**	**1**	**0**	**0**	**0**	**1**	**201**	**200.7**
08:45	09:45	104	18	0	0	0	0	1	123	122.2
09:00	10:00	54	12	0	0	0	0	1	67	66.2
09:15	10:15	26	4	0	0	0	0	1	31	30.2
16:30	**17:30**	**119**	**17**	**0**	**0**	**0**	**3**	**0**	**139**	**137.2**
16:45	17:45	127	18	0	0	0	3	0	148	146.2
17:00	18:00	132	13	0	0	0	1	0	146	145.4
17:15	18:15	127	8	0	0	0	3	0	138	136.2
17:30	**18:30**	**127**	**8**	**0**	**0**	**0**	**4**	**1**	**140**	**136.8**
17:45	18:45	92	4	0	0	0	4	1	101	97.8
18:00	19:00	57	3	0	0	0	4	1	65	61.8
18:15	19:15	29	1	0	0	0	1	1	32	30.6
TOTAL		**620**	**91**	**1**	**0**	**3**	**12**	**4**	**731**	**724.1**

		D - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	5	2	0	1	0	0	0	**8**	**9.3**
07:45	08:00	7	0	1	0	0	0	0	**8**	**8.5**
08:00	08:15	7	1	0	0	1	0	0	**9**	**10**
08:15	08:30	8	2	0	0	0	0	0	**10**	**10**
08:30	08:45	5	3	0	0	0	0	0	**8**	**8**
08:45	09:00	13	4	0	0	0	0	0	**17**	**17**
09:00	09:15	10	2	0	0	0	0	0	**12**	**12**
09:15	09:30	5	1	0	0	1	0	0	**7**	**8**
16:30	16:45	6	1	0	0	0	0	0	**7**	**7**
16:45	17:00	7	2	0	0	0	0	0	**9**	**9**
17:00	17:15	9	0	0	0	0	0	0	**9**	**9**
17:15	17:30	17	3	0	0	0	0	0	**20**	**20**
17:30	17:45	11	1	0	0	1	0	0	**13**	**14**
17:45	18:00	12	1	0	0	0	0	0	**13**	**13**
18:00	18:15	11	0	0	0	0	1	0	**12**	**11.4**
18:15	18:30	5	0	0	0	0	1	0	**6**	**5.4**
Total		**138**	**23**	**1**	**1**	**3**	**2**	**0**	**168**	**171.6**

		D - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**27**	**5**	**1**	**1**	**1**	**0**	**0**	**35**	**37.8**
07:45	08:45	27	6	1	0	1	0	0	35	36.5
08:00	09:00	33	10	0	0	1	0	0	44	45
08:15	09:15	36	11	0	0	0	0	0	47	47
08:30	**09:30**	**33**	**10**	**0**	**0**	**1**	**0**	**0**	**44**	**45**
08:45	09:45	28	7	0	0	1	0	0	36	37
09:00	10:00	15	3	0	0	1	0	0	19	20
09:15	10:15	5	1	0	0	1	0	0	7	8
16:30	**17:30**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**45**	**45**
16:45	17:45	44	6	0	0	1	0	0	51	52
17:00	18:00	49	5	0	0	1	0	0	55	56
17:15	18:15	51	5	0	0	1	1	0	58	58.4
17:30	**18:30**	**39**	**2**	**0**	**0**	**1**	**2**	**0**	**44**	**43.8**
17:45	18:45	28	1	0	0	0	2	0	31	29.8
18:00	19:00	16	0	0	0	0	2	0	18	16.8
18:15	19:15	5	0	0	0	0	1	0	6	5.4
TOTAL		**138**	**23**	**1**	**1**	**3**	**2**	**0**	**168**	**171.6**

Survey Date: 06/07/2023
Survey Day: Thursday

		D - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		D - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		Arm A - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	29	7	0	0	0	0	0	**36**	**36**
07:45	08:00	34	6	1	1	0	0	1	**43**	**44**
08:00	08:15	30	5	0	1	0	0	1	**37**	**37.5**
08:15	08:30	45	5	0	1	0	0	0	**51**	**52.3**
08:30	08:45	45	7	0	3	0	0	1	**56**	**59.1**
08:45	09:00	32	3	0	2	0	0	0	**37**	**39.6**
09:00	09:15	19	4	1	1	0	0	0	**25**	**26.8**
09:15	09:30	18	3	0	2	0	0	0	**23**	**25.6**
16:30	16:45	32	10	0	0	0	0	1	**43**	**42.2**
16:45	17:00	27	5	0	0	0	0	1	**33**	**32.2**
17:00	17:15	132	3	0	0	0	5	0	**140**	**137**
17:15	17:30	54	4	0	0	0	3	1	**62**	**59.4**
17:30	17:45	42	5	0	0	0	0	0	**47**	**47**
17:45	18:00	32	5	0	0	0	2	0	**39**	**37.8**
18:00	18:15	30	3	0	0	0	0	0	**33**	**33**
18:15	18:30	16	1	0	0	0	0	0	**17**	**17**
Total		**617**	**76**	**2**	**11**	**0**	**10**	**6**	**722**	**726.5**

		Arm A - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**138**	**23**	**1**	**3**	**0**	**0**	**2**	**167**	**169.8**
07:45	08:45	154	23	1	6	0	0	3	187	192.9
08:00	09:00	152	20	0	7	0	0	2	181	188.5
08:15	09:15	141	19	1	7	0	0	1	169	177.8
08:30	**09:30**	**114**	**17**	**1**	**8**	**0**	**0**	**1**	**141**	**151.1**
08:45	09:45	69	10	1	5	0	0	0	85	92
09:00	10:00	37	7	1	3	0	0	0	48	52.4
09:15	10:15	18	3	0	2	0	0	0	23	25.6
16:30	**17:30**	**245**	**22**	**0**	**0**	**0**	**8**	**3**	**278**	**270.8**
16:45	17:45	255	17	0	0	0	8	2	282	275.6
17:00	18:00	260	17	0	0	0	10	1	288	281.2
17:15	18:15	158	17	0	0	0	5	1	181	177.2
17:30	**18:30**	**120**	**14**	**0**	**0**	**0**	**2**	**0**	**136**	**134.8**
17:45	18:45	78	9	0	0	0	2	0	89	87.8
18:00	19:00	46	4	0	0	0	0	0	50	50
18:15	19:15	16	1	0	0	0	0	0	17	17
TOTAL		**617**	**76**	**2**	**11**	**0**	**10**	**6**	**722**	**726.5**

		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	36	7	0	0	0	0	0	**43**	**43**
07:45	08:00	38	5	0	0	0	1	0	**44**	**43.4**
08:00	08:15	51	7	0	4	0	2	0	**64**	**68**
08:15	08:30	68	3	0	1	0	2	1	**75**	**74.3**
08:30	08:45	34	2	0	3	0	2	1	**42**	**43.9**
08:45	09:00	34	3	1	3	0	1	0	**42**	**45.8**
09:00	09:15	20	6	1	1	0	0	0	**28**	**29.8**
09:15	09:30	16	3	0	4	0	0	0	**23**	**28.2**
16:30	16:45	36	5	0	0	0	0	0	**41**	**41**
16:45	17:00	33	4	1	0	0	1	0	**39**	**38.9**
17:00	17:15	42	6	0	0	0	2	0	**50**	**48.8**
17:15	17:30	44	8	0	0	0	0	0	**52**	**52**
17:30	17:45	28	5	0	0	1	0	0	**34**	**35**
17:45	18:00	25	4	0	0	0	0	4	**33**	**29.8**
18:00	18:15	25	6	0	0	0	0	1	**32**	**31.2**
18:15	18:30	23	4	0	0	0	0	0	**27**	**27**
Total		**553**	**78**	**3**	**16**	**1**	**11**	**7**	**669**	**680.1**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**193**	**22**	**0**	**5**	**0**	**5**	**1**	**226**	**228.7**
07:45	08:45	191	17	0	8	0	7	2	225	229.6
08:00	09:00	187	15	1	11	0	7	2	223	232
08:15	09:15	156	14	2	8	0	5	2	187	193.8
08:30	**09:30**	**104**	**14**	**2**	**11**	**0**	**3**	**1**	**135**	**147.7**
08:45	09:45	70	12	2	8	0	1	0	93	103.8
09:00	10:00	36	9	1	5	0	0	0	51	58
09:15	10:15	16	3	0	4	0	0	0	23	28.2
16:30	**17:30**	**155**	**23**	**1**	**0**	**0**	**3**	**0**	**182**	**180.7**
16:45	17:45	147	23	1	0	1	3	0	175	174.7
17:00	18:00	139	23	0	0	1	2	4	169	165.6
17:15	18:15	122	23	0	0	1	0	5	151	148
17:30	**18:30**	**101**	**19**	**0**	**0**	**1**	**0**	**5**	**126**	**123**
17:45	18:45	73	14	0	0	0	0	5	92	88
18:00	19:00	48	10	0	0	0	0	1	59	58.2
18:15	19:15	23	4	0	0	0	0	0	27	27
TOTAL		**553**	**78**	**3**	**16**	**1**	**11**	**7**	**669**	**680.1**

		Arm B - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	38	2	0	0	0	0	0	**40**	**40**
07:45	08:00	44	4	1	0	0	0	0	**49**	**49.5**
08:00	08:15	61	7	0	2	3	0	0	**73**	**78.6**
08:15	08:30	74	6	0	2	2	0	0	**84**	**88.6**
08:30	08:45	68	7	0	2	0	0	0	**77**	**79.6**
08:45	09:00	65	15	0	1	0	1	0	**82**	**82.7**
09:00	09:15	46	8	0	0	0	0	1	**55**	**54.2**
09:15	09:30	44	5	3	0	0	0	0	**52**	**53.5**
16:30	16:45	81	15	0	0	0	1	0	**97**	**96.4**
16:45	17:00	93	20	0	0	0	0	0	**113**	**113**
17:00	17:15	73	24	0	0	1	2	0	**100**	**99.8**
17:15	17:30	115	17	0	0	1	2	0	**135**	**134.8**
17:30	17:45	85	11	0	0	0	1	0	**97**	**96.4**
17:45	18:00	73	7	0	0	0	1	0	**81**	**80.4**
18:00	18:15	74	8	0	0	0	2	1	**85**	**83**
18:15	18:30	59	5	0	0	0	0	0	**64**	**64**
Total		**1093**	**161**	**4**	**7**	**7**	**10**	**2**	**1284**	**1294.5**

		Arm B - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**217**	**19**	**1**	**4**	**5**	**0**	**0**	**246**	**256.7**
07:45	08:45	247	24	1	6	5	0	0	283	296.3
08:00	09:00	268	35	0	7	5	1	0	316	329.5
08:15	09:15	253	36	0	5	2	1	1	298	305.1
08:30	**09:30**	**223**	**35**	**3**	**3**	**0**	**1**	**1**	**266**	**270**
08:45	09:45	155	28	3	1	0	1	1	189	190.4
09:00	10:00	90	13	3	0	0	0	1	107	107.7
09:15	10:15	44	5	3	0	0	0	0	52	53.5
16:30	**17:30**	**362**	**76**	**0**	**0**	**2**	**5**	**0**	**445**	**444**
16:45	17:45	366	72	0	0	2	5	0	445	444
17:00	18:00	346	59	0	0	2	6	0	413	411.4
17:15	18:15	347	43	0	0	1	6	1	398	394.6
17:30	**18:30**	**291**	**31**	**0**	**0**	**0**	**4**	**1**	**327**	**323.8**
17:45	18:45	206	20	0	0	0	3	1	230	227.4
18:00	19:00	133	13	0	0	0	2	1	149	147
18:15	19:15	59	5	0	0	0	0	0	64	64
TOTAL		**1093**	**161**	**4**	**7**	**7**	**10**	**2**	**1284**	**1294.5**

		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	55	15	0	1	0	1	0	**72**	**72.7**
07:45	08:00	70	14	0	3	1	3	1	**92**	**94.3**
08:00	08:15	75	13	0	0	1	2	1	**92**	**91**
08:15	08:30	87	6	0	2	2	0	1	**98**	**101.8**
08:30	08:45	94	15	3	1	0	0	0	**113**	**115.8**
08:45	09:00	67	10	0	0	0	0	0	**77**	**77**
09:00	09:15	37	10	0	0	0	0	0	**47**	**47**
09:15	09:30	34	8	0	0	0	0	1	**43**	**42.2**
16:30	16:45	45	9	0	0	0	0	1	**55**	**54.2**
16:45	17:00	47	8	0	0	0	2	0	**57**	**55.8**
17:00	17:15	63	7	0	0	0	1	0	**71**	**70.4**
17:15	17:30	43	1	0	0	0	0	0	**44**	**44**
17:30	17:45	46	6	0	0	0	0	0	**52**	**52**
17:45	18:00	52	3	0	0	0	0	0	**55**	**55**
18:00	18:15	42	4	0	0	0	3	0	**49**	**47.2**
18:15	18:30	41	4	0	0	0	1	1	**47**	**45.6**
Total		**898**	**133**	**3**	**7**	**4**	**13**	**6**	**1064**	**1066**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**287**	**48**	**0**	**6**	**4**	**6**	**3**	**354**	**359.8**
07:45	08:45	326	48	3	6	4	5	3	395	402.9
08:00	09:00	323	44	3	3	3	2	2	380	385.6
08:15	09:15	285	41	3	3	2	0	1	335	341.6
08:30	**09:30**	**232**	**43**	**3**	**1**	**0**	**0**	**1**	**280**	**282**
08:45	09:45	138	28	0	0	0	0	1	167	166.2
09:00	10:00	71	18	0	0	0	0	1	90	89.2
09:15	10:15	34	8	0	0	0	0	1	43	42.2
16:30	**17:30**	**198**	**25**	**0**	**0**	**0**	**3**	**1**	**227**	**224.4**
16:45	17:45	199	22	0	0	0	3	0	224	222.2
17:00	18:00	204	17	0	0	0	1	0	222	221.4
17:15	18:15	183	14	0	0	0	3	0	200	198.2
17:30	**18:30**	**181**	**17**	**0**	**0**	**0**	**4**	**1**	**203**	**199.8**
17:45	18:45	135	11	0	0	0	4	1	151	147.8
18:00	19:00	83	8	0	0	0	4	1	96	92.8
18:15	19:15	41	4	0	0	0	1	1	47	45.6
TOTAL		**898**	**133**	**3**	**7**	**4**	**13**	**6**	**1064**	**1066**

		Arm C - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	23	8	0	1	0	0	0	**32**	**33.3**
07:45	08:00	36	3	0	3	1	2	0	**45**	**48.7**
08:00	08:15	47	10	0	4	1	1	0	**63**	**68.6**
08:15	08:30	59	5	0	3	0	1	0	**68**	**71.3**
08:30	08:45	40	2	2	4	1	2	0	**51**	**57**
08:45	09:00	33	6	2	3	0	1	0	**45**	**49.3**
09:00	09:15	17	5	1	1	0	0	0	**24**	**25.8**
09:15	09:30	23	3	2	4	0	0	0	**32**	**38.2**
16:30	16:45	41	5	0	0	0	0	0	**46**	**46**
16:45	17:00	41	5	0	0	0	1	1	**48**	**46.6**
17:00	17:15	30	5	0	1	1	0	0	**37**	**39.3**
17:15	17:30	27	5	0	0	0	1	0	**33**	**32.4**
17:30	17:45	26	5	0	0	1	0	0	**32**	**33**
17:45	18:00	39	3	0	0	1	0	4	**47**	**44.8**
18:00	18:15	28	3	0	0	0	1	0	**32**	**31.4**
18:15	18:30	25	4	0	0	0	0	0	**29**	**29**
Total		**535**	**77**	**7**	**24**	**6**	**10**	**5**	**664**	**694.7**

		Arm C - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**165**	**26**	**0**	**11**	**2**	**4**	**0**	**208**	**221.9**
07:45	08:45	182	20	2	14	3	6	0	227	245.6
08:00	09:00	179	23	4	14	2	5	0	227	246.2
08:15	09:15	149	18	5	11	1	4	0	188	203.4
08:30	**09:30**	**113**	**16**	**7**	**12**	**1**	**3**	**0**	**152**	**170.3**
08:45	09:45	73	14	5	8	0	1	0	101	113.3
09:00	10:00	40	8	3	5	0	0	0	56	64
09:15	10:15	23	3	2	4	0	0	0	32	38.2
16:30	**17:30**	**139**	**20**	**0**	**1**	**1**	**2**	**1**	**164**	**164.3**
16:45	17:45	124	20	0	1	2	2	1	150	151.3
17:00	18:00	122	18	0	1	3	1	4	149	149.5
17:15	18:15	120	16	0	0	2	2	4	144	141.6
17:30	**18:30**	**118**	**15**	**0**	**0**	**2**	**1**	**4**	**140**	**138.2**
17:45	18:45	92	10	0	0	1	1	4	108	105.2
18:00	19:00	53	7	0	0	0	1	0	61	60.4
18:15	19:15	25	4	0	0	0	0	0	29	29
TOTAL		**535**	**77**	**7**	**24**	**6**	**10**	**5**	**664**	**694.7**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm C - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	29	4	0	1	0	0	0	**34**	**35.3**
07:45	08:00	34	5	3	1	0	0	1	**44**	**46**
08:00	08:15	36	4	0	3	3	0	0	**46**	**52.9**
08:15	08:30	36	4	0	3	1	0	0	**44**	**48.9**
08:30	08:45	27	7	0	5	0	0	0	**39**	**45.5**
08:45	09:00	32	9	0	3	0	0	0	**44**	**47.9**
09:00	09:15	29	7	1	1	0	0	0	**38**	**39.8**
09:15	09:30	21	1	2	2	1	0	0	**27**	**31.6**
16:30	16:45	34	10	0	0	0	0	0	**44**	**44**
16:45	17:00	32	11	0	0	0	0	1	**44**	**43.2**
17:00	17:15	95	10	0	0	0	4	0	**109**	**106.6**
17:15	17:30	71	6	0	0	0	3	1	**81**	**78.4**
17:30	17:45	41	7	0	0	1	1	0	**50**	**50.4**
17:45	18:00	39	4	0	0	0	0	0	**43**	**43**
18:00	18:15	43	1	0	0	0	2	0	**46**	**44.8**
18:15	18:30	22	1	0	0	0	1	0	**24**	**23.4**
Total		**621**	**91**	**6**	**19**	**6**	**11**	**3**	**757**	**781.7**

		Arm C - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**135**	**17**	**3**	**8**	**4**	**0**	**1**	**168**	**183.1**
07:45	08:45	133	20	3	12	4	0	1	173	193.3
08:00	09:00	131	24	0	14	4	0	0	173	195.2
08:15	09:15	124	27	1	12	1	0	0	165	182.1
08:30	**09:30**	**109**	**24**	**3**	**11**	**1**	**0**	**0**	**148**	**164.8**
08:45	09:45	82	17	3	6	1	0	0	109	119.3
09:00	10:00	50	8	3	3	1	0	0	65	71.4
09:15	10:15	21	1	2	2	1	0	0	27	31.6
16:30	**17:30**	**232**	**37**	**0**	**0**	**0**	**7**	**2**	**278**	**272.2**
16:45	17:45	239	34	0	0	1	8	2	284	278.6
17:00	18:00	246	27	0	0	1	8	1	283	278.4
17:15	18:15	194	18	0	0	1	6	1	220	216.6
17:30	**18:30**	**145**	**13**	**0**	**0**	**1**	**4**	**0**	**163**	**161.6**
17:45	18:45	104	6	0	0	0	3	0	113	111.2
18:00	19:00	65	2	0	0	0	3	0	70	68.2
18:15	19:15	22	1	0	0	0	1	0	24	23.4
TOTAL		**621**	**91**	**6**	**19**	**6**	**11**	**3**	**757**	**781.7**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		Arm D - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	58	13	0	1	0	1	0	**73**	**73.7**
07:45	08:00	63	15	1	0	1	2	1	**83**	**82.5**
08:00	08:15	78	12	0	0	1	3	0	**94**	**93.2**
08:15	08:30	84	7	0	0	2	1	2	**96**	**95.8**
08:30	08:45	84	16	1	0	0	0	1	**102**	**101.7**
08:45	09:00	78	11	0	0	0	0	0	**89**	**89**
09:00	09:15	47	13	0	0	0	0	0	**60**	**60**
09:15	09:30	35	7	0	0	1	0	1	**44**	**44.2**
16:30	16:45	46	4	0	0	0	0	0	**50**	**50**
16:45	17:00	45	8	1	0	0	2	0	**56**	**55.3**
17:00	17:15	61	9	0	0	0	3	0	**73**	**71.2**
17:15	17:30	62	6	0	0	0	0	0	**68**	**68**
17:30	17:45	60	5	0	0	1	0	0	**66**	**67**
17:45	18:00	53	3	0	0	0	0	0	**56**	**56**
18:00	18:15	46	4	0	0	0	4	0	**54**	**51.6**
18:15	18:30	45	3	0	0	0	2	1	**51**	**49**
Total		**945**	**136**	**3**	**1**	**6**	**18**	**6**	**1115**	**1108.2**

		Arm D - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**283**	**47**	**1**	**1**	**4**	**7**	**3**	**346**	**345.2**
07:45	08:45	309	50	2	0	4	6	4	375	373.2
08:00	09:00	324	46	1	0	3	4	3	381	379.7
08:15	09:15	293	47	1	0	2	1	3	347	346.5
08:30	**09:30**	**244**	**47**	**1**	**0**	**1**	**0**	**2**	**295**	**294.9**
08:45	09:45	160	31	0	0	1	0	1	193	193.2
09:00	10:00	82	20	0	0	1	0	1	104	104.2
09:15	10:15	35	7	0	0	1	0	1	44	44.2
16:30	**17:30**	**214**	**27**	**1**	**0**	**0**	**5**	**0**	**247**	**244.5**
16:45	17:45	228	28	1	0	1	5	0	263	261.5
17:00	18:00	236	23	0	0	1	3	0	263	262.2
17:15	18:15	221	18	0	0	1	4	0	244	242.6
17:30	**18:30**	**204**	**15**	**0**	**0**	**1**	**6**	**1**	**227**	**223.6**
17:45	18:45	144	10	0	0	0	6	1	161	156.6
18:00	19:00	91	7	0	0	0	6	1	105	100.6
18:15	19:15	45	3	0	0	0	2	1	51	49
TOTAL		**945**	**136**	**3**	**1**	**6**	**18**	**6**	**1115**	**1108.2**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	28	4	0	0	0	0	0	**32**	**32**
07:45	08:00	35	4	0	0	1	0	0	**40**	**41**
08:00	08:15	54	10	0	0	1	0	0	**65**	**66**
08:15	08:30	71	10	0	0	1	0	0	**82**	**83**
08:30	08:45	82	8	0	0	1	0	1	**92**	**92.2**
08:45	09:00	75	13	1	0	0	1	0	**90**	**89.9**
09:00	09:15	43	7	0	0	0	0	1	**51**	**50.2**
09:15	09:30	49	6	3	0	0	0	0	**58**	**59.5**
16:30	16:45	85	10	0	0	0	1	0	**96**	**95.4**
16:45	17:00	94	15	0	0	0	0	1	**110**	**109.2**
17:00	17:15	96	18	0	1	2	3	0	**120**	**121.5**
17:15	17:30	100	17	0	0	1	3	0	**121**	**120.2**
17:30	17:45	98	8	0	0	0	0	0	**106**	**106**
17:45	18:00	81	7	0	0	1	3	0	**92**	**91.2**
18:00	18:15	68	7	0	0	0	2	0	**77**	**75.8**
18:15	18:30	59	4	0	0	0	0	0	**63**	**63**
Total		**1118**	**148**	**4**	**1**	**8**	**13**	**3**	**1295**	**1296.1**

		Arm D - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**188**	**28**	**0**	**0**	**3**	**0**	**0**	**219**	**222**
07:45	08:45	242	32	0	0	4	0	1	279	282.2
08:00	09:00	282	41	1	0	3	1	1	329	331.1
08:15	09:15	271	38	1	0	2	1	2	315	315.3
08:30	**09:30**	**249**	**34**	**4**	**0**	**1**	**1**	**2**	**291**	**291.8**
08:45	09:45	167	26	4	0	0	1	1	199	199.6
09:00	10:00	92	13	3	0	0	0	1	109	109.7
09:15	10:15	49	6	3	0	0	0	0	58	59.5
16:30	**17:30**	**375**	**60**	**0**	**1**	**3**	**7**	**1**	**447**	**446.3**
16:45	17:45	388	58	0	1	3	6	1	457	456.9
17:00	18:00	375	50	0	1	4	9	0	439	438.9
17:15	18:15	347	39	0	0	2	8	0	396	393.2
17:30	**18:30**	**306**	**26**	**0**	**0**	**1**	**5**	**0**	**338**	**336**
17:45	18:45	208	18	0	0	1	5	0	232	230
18:00	19:00	127	11	0	0	0	2	0	140	138.8
18:15	19:15	59	4	0	0	0	0	0	63	63
TOTAL		**1118**	**148**	**4**	**1**	**8**	**13**	**3**	**1295**	**1296.1**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

Survey Date: 06/07/2023
Survey Day: Thursday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	148	30	0	2	0	1	0	**181**	**183**
07:45	08:00	177	28	3	4	2	4	2	**220**	**224.7**
08:00	08:15	216	34	0	7	5	4	1	**267**	**277.9**
08:15	08:30	262	23	0	6	4	2	2	**299**	**308**
08:30	08:45	237	32	3	9	1	2	2	**286**	**297.4**
08:45	09:00	208	35	2	6	0	2	0	**253**	**260.6**
09:00	09:15	129	30	2	2	0	0	1	**164**	**166.8**
09:15	09:30	120	18	5	6	1	0	1	**151**	**161.5**
16:30	16:45	200	34	0	0	0	1	1	**236**	**234.6**
16:45	17:00	206	38	1	0	0	3	2	**250**	**247.1**
17:00	17:15	296	41	0	1	2	10	0	**350**	**347.3**
17:15	17:30	258	32	0	0	1	6	1	**298**	**294.6**
17:30	17:45	213	26	0	0	2	1	0	**242**	**243.4**
17:45	18:00	197	18	0	0	1	3	4	**223**	**219**
18:00	18:15	178	18	0	0	0	7	1	**204**	**199**
18:15	18:30	145	13	0	0	0	2	1	**161**	**159**
Total		**3190**	**450**	**16**	**43**	**19**	**48**	**19**	**3785**	**3823.9**

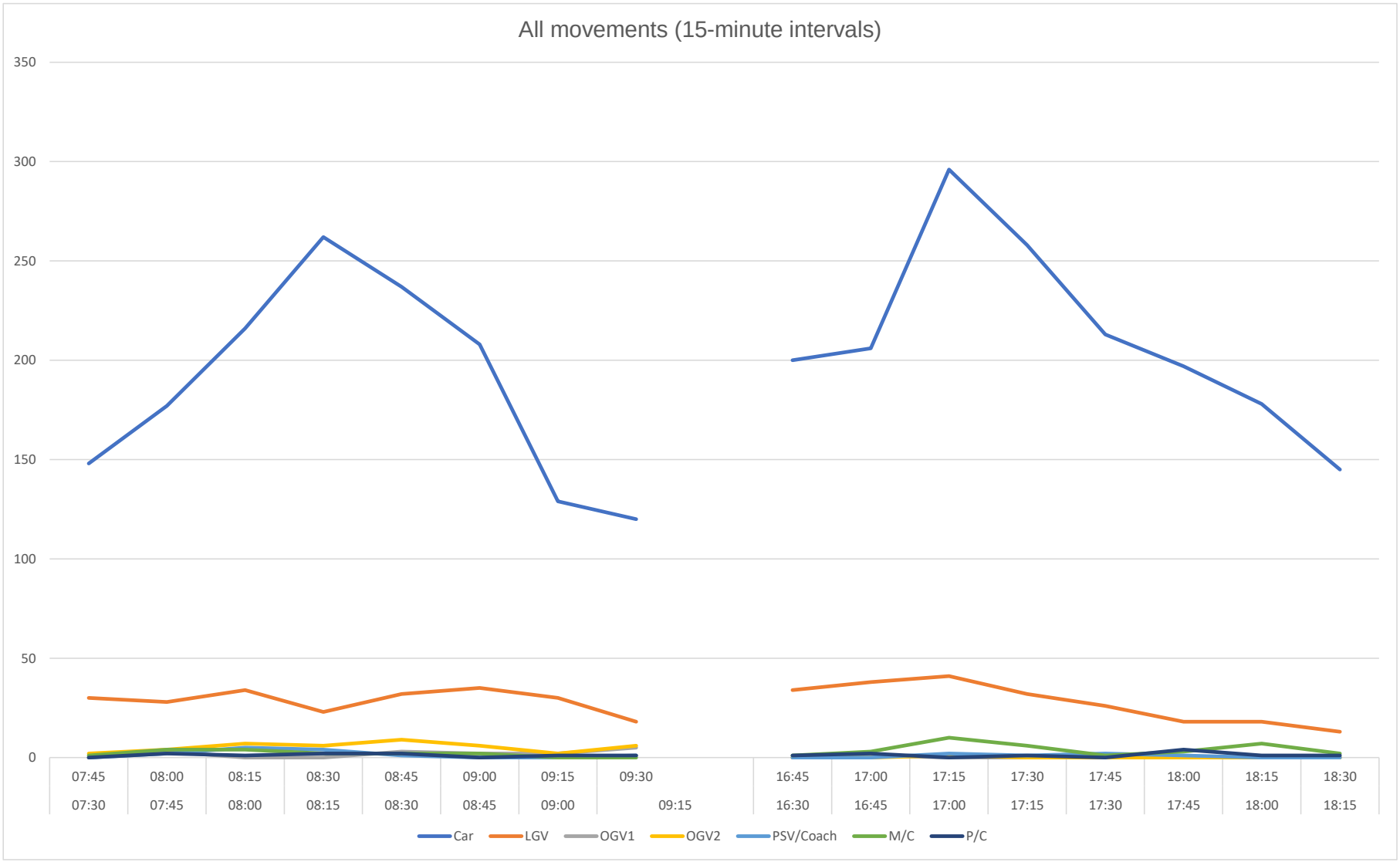
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**803**	**115**	**3**	**19**	**11**	**11**	**5**	**967**	**993.6**
07:45	08:45	892	117	6	26	12	12	7	1072	1108
08:00	09:00	923	124	5	28	10	10	5	1105	1143.9
08:15	09:15	836	120	7	23	5	6	5	1002	1032.8
08:30	**09:30**	**694**	**115**	**12**	**23**	**2**	**4**	**4**	**854**	**886.3**
08:45	09:45	457	83	9	14	1	2	2	568	588.9
09:00	10:00	249	48	7	8	1	0	2	315	328.3
09:15	10:15	120	18	5	6	1	0	1	151	161.5
16:30	**17:30**	**960**	**145**	**1**	**1**	**3**	**20**	**4**	**1134**	**1123.6**
16:45	17:45	973	137	1	1	5	20	3	1140	1132.4
17:00	18:00	964	117	0	1	6	20	5	1113	1104.3
17:15	18:15	846	94	0	0	4	17	6	967	956
17:30	**18:30**	**733**	**75**	**0**	**0**	**3**	**13**	**6**	**830**	**820.4**
17:45	18:45	520	49	0	0	1	12	6	588	577
18:00	19:00	323	31	0	0	0	9	2	365	358
18:15	19:15	145	13	0	0	0	2	1	161	159
TOTAL		**3190**	**450**	**16**	**43**	**19**	**48**	**19**	**3785**	**3823.9**

Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

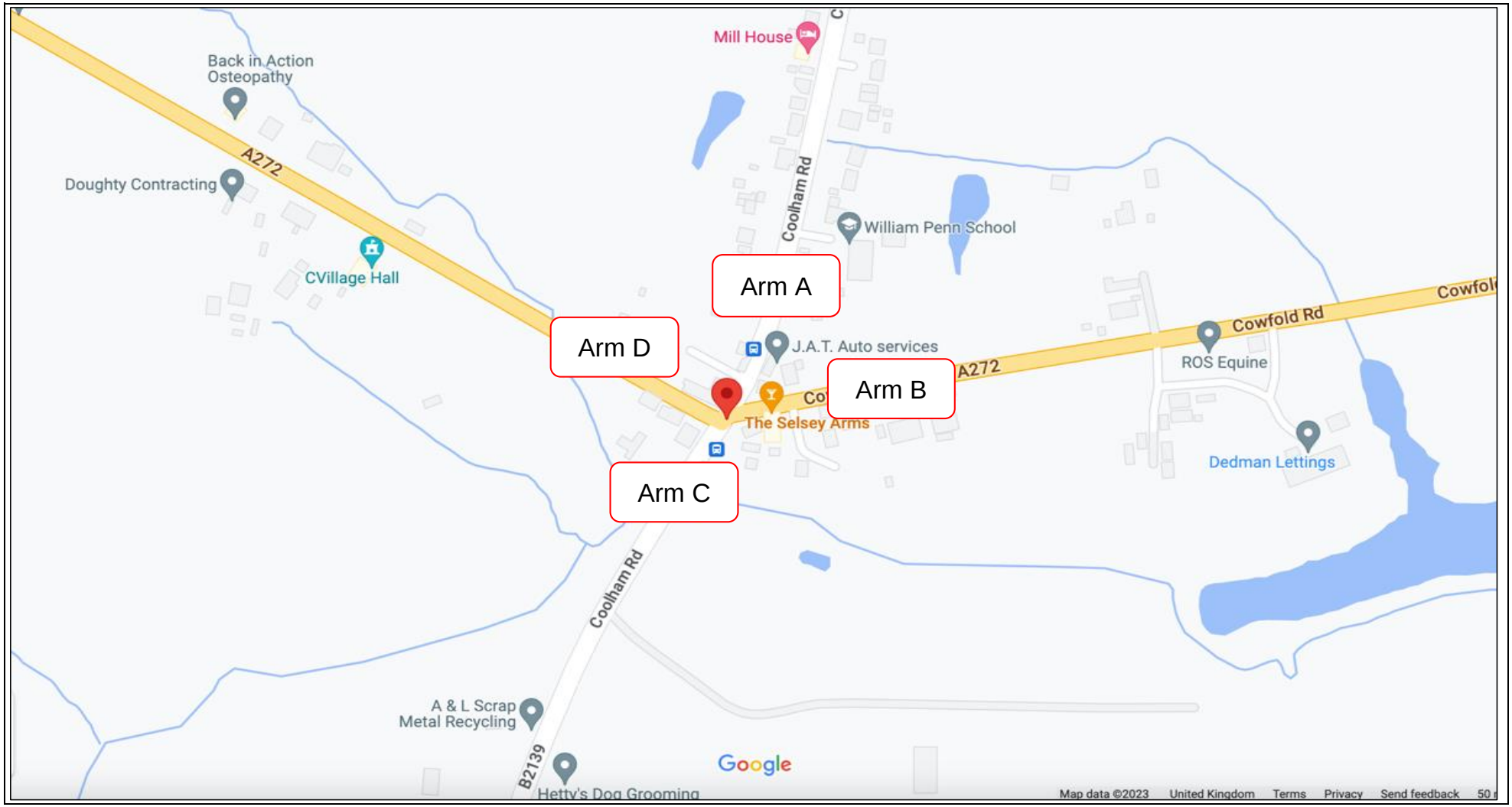
Survey Date: 06/07/2023
Survey Day: Thursday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
08:00	08:15	216	34	0	7	5	4	1	267	277.9
08:15	08:30	262	23	0	6	4	2	2	299	308
08:30	08:45	237	32	3	9	1	2	2	286	297.4
08:45	09:00	208	35	2	6	0	2	0	253	260.6

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:45	17:00	206	38	1	0	0	3	2	250	247.1
17:00	17:15	296	41	0	1	2	10	0	350	347.3
17:15	17:30	258	32	0	0	1	6	1	298	294.6
17:30	17:45	213	26	0	0	2	1	0	242	243.4


All movements (15-minute intervals)
350
300
250
200
150
100
50
0
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	Coolham Road / A272 Cowfold Road / A272 Billingshurst Road	50.993176, -0.405181	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

		Arm A (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	2	0	0	0	**2**	**2**
08:05	08:10	1	0	1	0	**2**	**3.3**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	1	0	0	0	**1**	**1**
08:30	08:35	0	0	0	0	**0**	**0**
08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	1	0	0	0	**1**	**1**
08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**
16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	0	0	0	0	**0**	**0**
17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	1	0	0	0	**1**	**1**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	1	0	0	0	**1**	**1**

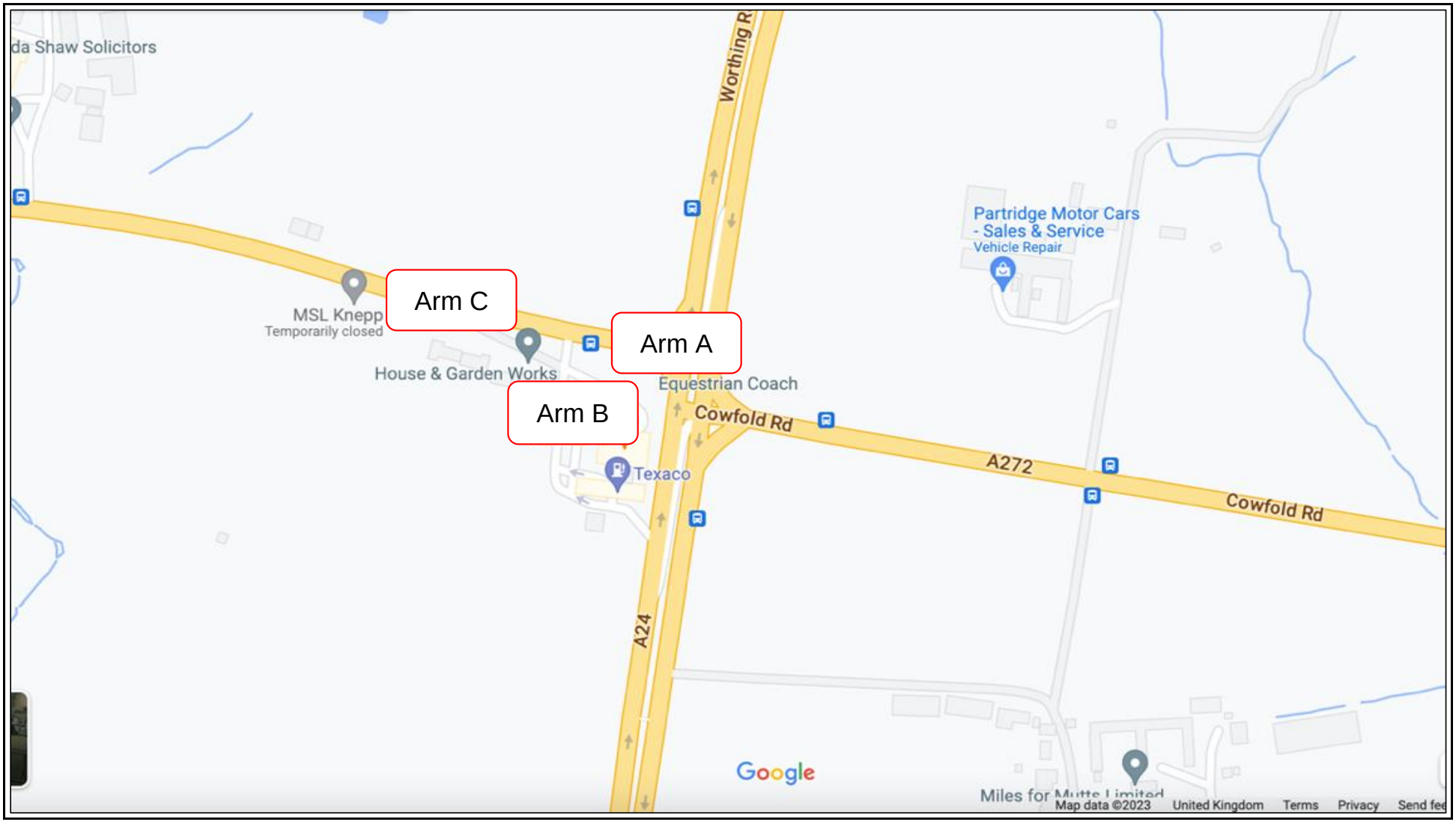
		Arm B (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	2	0	0	0	**2**	**2**
07:35	07:40	5	0	1	0	**6**	**7.3**
07:40	07:45	7	0	0	0	**7**	**7**
07:45	07:50	4	0	1	0	**5**	**6.3**
07:50	07:55	9	0	0	0	**9**	**9**
07:55	08:00	12	0	0	0	**12**	**12**
08:00	08:05	3	0	0	0	**3**	**3**
08:05	08:10	4	1	0	0	**5**	**5.5**
08:10	08:15	4	0	0	0	**4**	**4**
08:15	08:20	9	2	0	0	**11**	**12**
08:20	08:25	8	0	0	0	**8**	**8**
08:25	08:30	7	0	0	0	**7**	**7**
08:30	08:35	4	0	0	0	**4**	**4**
08:35	08:40	7	0	0	0	**7**	**7**
08:40	08:45	12	0	0	0	**12**	**12**
08:45	08:50	4	0	0	0	**4**	**4**
08:50	08:55	7	0	0	0	**7**	**7**
08:55	09:00	4	0	0	0	**4**	**4**
09:00	09:05	5	0	0	0	**5**	**5**
09:05	09:10	3	0	0	0	**3**	**3**
09:10	09:15	2	1	0	0	**3**	**3.5**
09:15	09:20	3	1	0	0	**4**	**4.5**
09:20	09:25	4	0	0	0	**4**	**4**
09:25	09:30	3	0	1	0	**4**	**5.3**
16:30	16:35	4	0	0	0	**4**	**4**
16:35	16:40	6	0	0	0	**6**	**6**
16:40	16:45	8	0	0	0	**8**	**8**
16:45	16:50	11	0	0	0	**11**	**11**
16:50	16:55	3	2	0	0	**5**	**6**
16:55	17:00	8	0	0	0	**8**	**8**
17:00	17:05	6	0	0	0	**6**	**6**
17:05	17:10	4	0	0	0	**4**	**4**
17:10	17:15	8	0	0	0	**8**	**8**
17:15	17:20	8	0	0	1	**9**	**10**
17:20	17:25	4	1	0	0	**5**	**5.5**
17:25	17:30	3	0	0	0	**3**	**3**
17:30	17:35	6	0	0	0	**6**	**6**
17:35	17:40	5	0	0	0	**5**	**5**
17:40	17:45	11	0	0	0	**11**	**11**
17:45	17:50	5	0	0	0	**5**	**5**
17:50	17:55	5	0	0	0	**5**	**5**
17:55	18:00	5	0	0	0	**5**	**5**
18:00	18:05	7	0	0	0	**7**	**7**
18:05	18:10	4	0	0	0	**4**	**4**
18:10	18:15	5	0	0	0	**5**	**5**
18:15	18:20	5	0	0	0	**5**	**5**
18:20	18:25	5	0	0	2	**7**	**9**
18:25	18:30	5	1	0	0	**6**	**6.5**

		Arm C (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	3	0	0	0	**3**	**3**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	3	0	0	0	**3**	**3**
08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	0	0	0	0	**0**	**0**
08:30	08:35	6	0	0	0	**6**	**6**
08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	2	0	0	0	**2**	**2**
08:45	08:50	7	0	0	0	**7**	**7**
08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	2	0	0	0	**2**	**2**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**
16:30	16:35	1	0	0	0	**1**	**1**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	0	0	0	0	**0**	**0**
17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	2	0	0	0	**2**	**2**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	3	0	0	0	**3**	**3**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	2	0	0	0	**2**	**2**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	1	**1**	**2**
18:20	18:25	1	0	0	1	**2**	**3**
18:25	18:30	0	0	0	0	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	5	0	0	0	**5**	**5**
07:35	07:40	4	0	0	0	**4**	**4**
07:40	07:45	3	0	0	0	**3**	**3**
07:45	07:50	3	1	0	1	**5**	**6.5**
07:50	07:55	8	0	1	0	**9**	**10.3**
07:55	08:00	4	0	0	1	**5**	**6**
08:00	08:05	6	0	0	0	**6**	**6**
08:05	08:10	4	0	0	0	**4**	**4**
08:10	08:15	9	0	0	0	**9**	**9**
08:15	08:20	10	0	0	0	**10**	**10**
08:20	08:25	6	0	0	0	**6**	**6**
08:25	08:30	9	0	0	0	**9**	**9**
08:30	08:35	4	0	0	0	**4**	**4**
08:35	08:40	8	0	0	0	**8**	**8**
08:40	08:45	11	0	0	0	**11**	**11**
08:45	08:50	8	1	1	0	**10**	**11.8**
08:50	08:55	6	0	0	0	**6**	**6**
08:55	09:00	4	0	0	0	**4**	**4**
09:00	09:05	5	0	0	0	**5**	**5**
09:05	09:10	5	0	0	0	**5**	**5**
09:10	09:15	4	0	0	0	**4**	**4**
09:15	09:20	1	1	0	0	**2**	**2.5**
09:20	09:25	4	0	1	0	**5**	**6.3**
09:25	09:30	8	0	0	0	**8**	**8**
16:30	16:35	5	0	0	0	**5**	**5**
16:35	16:40	8	0	0	0	**8**	**8**
16:40	16:45	8	0	0	0	**8**	**8**
16:45	16:50	6	0	0	0	**6**	**6**
16:50	16:55	8	0	0	0	**8**	**8**
16:55	17:00	5	0	0	1	**6**	**7**
17:00	17:05	6	0	0	0	**6**	**6**
17:05	17:10	3	0	0	0	**3**	**3**
17:10	17:15	10	0	0	0	**10**	**10**
17:15	17:20	10	0	0	0	**10**	**10**
17:20	17:25	12	0	0	0	**12**	**12**
17:25	17:30	11	0	0	0	**11**	**11**
17:30	17:35	4	1	0	0	**5**	**5.5**
17:35	17:40	6	0	0	0	**6**	**6**
17:40	17:45	12	0	0	0	**12**	**12**
17:45	17:50	8	0	0	0	**8**	**8**
17:50	17:55	10	0	0	0	**10**	**10**
17:55	18:00	3	0	0	0	**3**	**3**
18:00	18:05	3	0	0	0	**3**	**3**
18:05	18:10	3	0	0	0	**3**	**3**
18:10	18:15	4	0	0	0	**4**	**4**
18:15	18:20	2	0	0	0	**2**	**2**
18:20	18:25	5	0	0	0	**5**	**5**
18:25	18:30	3	0	0	0	**3**	**3**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	A272 / Services	50.992372, -0.341554	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: A272 / Services

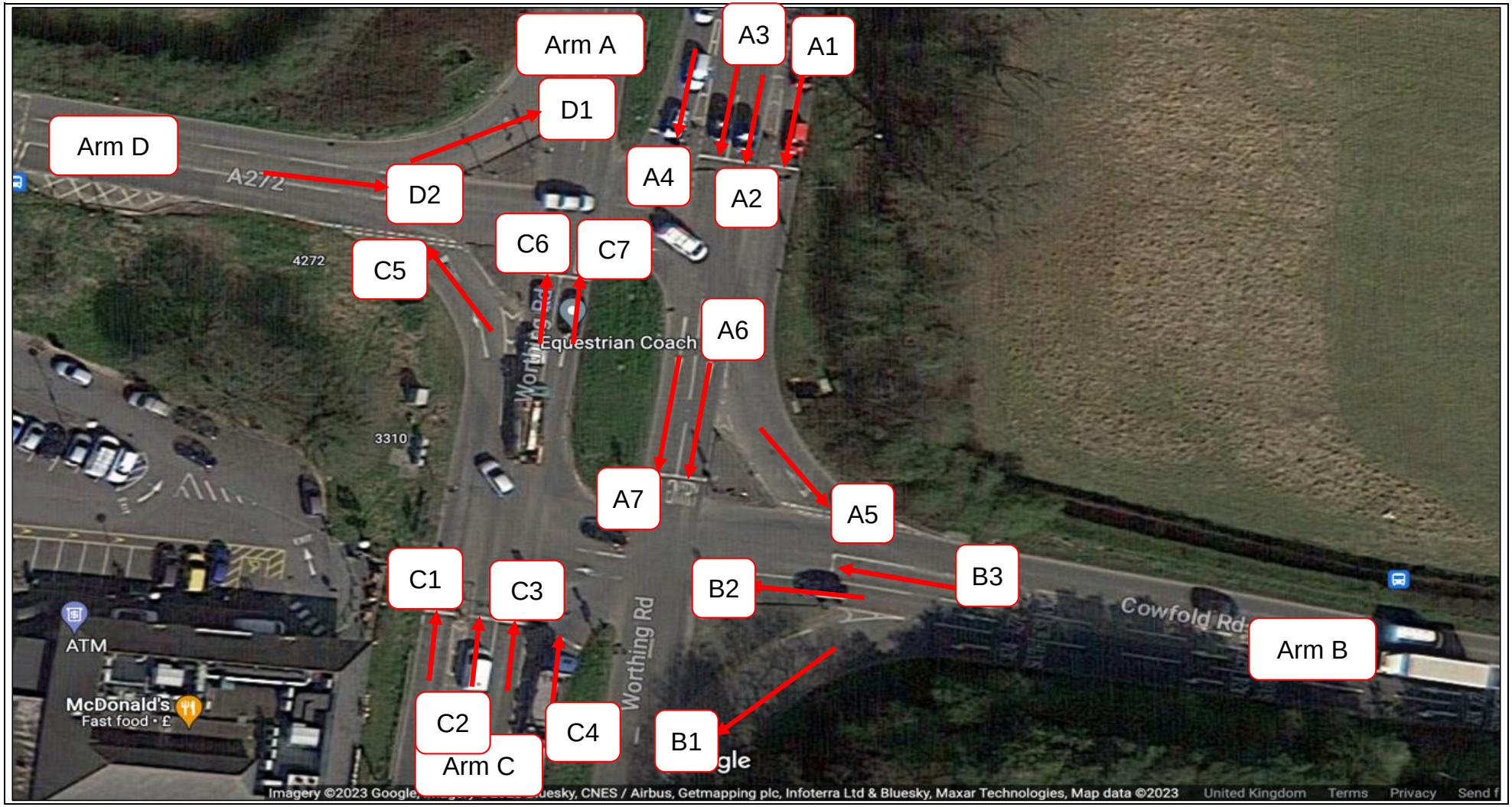
		Arm A (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	2	0	0	0	**2**	**2**
07:35	07:40	1	0	0	0	**1**	**1**
07:40	07:45	6	0	0	0	**6**	**6**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	2	0	0	0	**2**	**2**
07:55	08:00	2	0	0	0	**2**	**2**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	2	0	0	0	**2**	**2**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	1	0	0	0	**1**	**1**
08:30	08:35	2	1	0	0	**3**	**3.5**
08:35	08:40	2	0	0	0	**2**	**2**
08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	2	0	0	0	**2**	**2**
08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	2	0	0	0	**2**	**2**
09:00	09:05	0	0	1	0	**1**	**2.3**
09:05	09:10	1	0	0	0	**1**	**1**
09:10	09:15	1	0	1	0	**2**	**3.3**
09:15	09:20	2	0	1	0	**3**	**4.3**
09:20	09:25	5	1	0	1	**7**	**8.5**
09:25	09:30	3	0	0	0	**3**	**3**
16:30	16:35	1	0	0	0	**1**	**1**
16:35	16:40	3	0	0	0	**3**	**3**
16:40	16:45	3	0	0	0	**3**	**3**
16:45	16:50	3	2	0	0	**5**	**6**
16:50	16:55	3	0	0	0	**3**	**3**
16:55	17:00	1	0	0	0	**1**	**1**
17:00	17:05	1	0	0	0	**1**	**1**
17:05	17:10	3	0	0	0	**3**	**3**
17:10	17:15	3	0	0	0	**3**	**3**
17:15	17:20	1	1	0	0	**2**	**2.5**
17:20	17:25	1	0	0	0	**1**	**1**
17:25	17:30	3	0	0	0	**3**	**3**
17:30	17:35	3	0	0	0	**3**	**3**
17:35	17:40	2	0	0	0	**2**	**2**
17:40	17:45	3	0	0	0	**3**	**3**
17:45	17:50	1	0	0	0	**1**	**1**
17:50	17:55	1	0	0	0	**1**	**1**
17:55	18:00	3	0	0	0	**3**	**3**
18:00	18:05	2	0	0	0	**2**	**2**
18:05	18:10	4	0	0	0	**4**	**4**
18:10	18:15	3	0	0	0	**3**	**3**
18:15	18:20	1	0	0	0	**1**	**1**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	3	1	0	0	**4**	**4.5**

		Arm B (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	5	0	0	0	**5**	**5**
07:35	07:40	9	0	0	0	**9**	**9**
07:40	07:45	7	0	0	0	**7**	**7**
07:45	07:50	6	0	0	0	**6**	**6**
07:50	07:55	7	0	0	0	**7**	**7**
07:55	08:00	3	0	0	0	**3**	**3**
08:00	08:05	6	0	0	0	**6**	**6**
08:05	08:10	5	1	0	0	**6**	**6.5**
08:10	08:15	10	0	0	0	**10**	**10**
08:15	08:20	10	0	0	0	**10**	**10**
08:20	08:25	10	0	0	0	**10**	**10**
08:25	08:30	9	0	0	0	**9**	**9**
08:30	08:35	6	2	0	0	**8**	**9**
08:35	08:40	9	1	0	0	**10**	**10.5**
08:40	08:45	6	0	0	0	**6**	**6**
08:45	08:50	7	0	0	0	**7**	**7**
08:50	08:55	9	0	0	0	**9**	**9**
08:55	09:00	7	1	0	0	**8**	**8.5**
09:00	09:05	6	0	0	0	**6**	**6**
09:05	09:10	6	0	0	0	**6**	**6**
09:10	09:15	9	0	0	0	**9**	**9**
09:15	09:20	8	0	0	0	**8**	**8**
09:20	09:25	5	0	0	0	**5**	**5**
09:25	09:30	10	0	0	0	**10**	**10**
16:30	16:35	8	0	0	0	**8**	**8**
16:35	16:40	12	0	0	0	**12**	**12**
16:40	16:45	7	0	0	0	**7**	**7**
16:45	16:50	7	0	0	0	**7**	**7**
16:50	16:55	6	0	0	0	**6**	**6**
16:55	17:00	4	0	0	0	**4**	**4**
17:00	17:05	6	0	0	0	**6**	**6**
17:05	17:10	9	0	0	0	**9**	**9**
17:10	17:15	9	0	0	0	**9**	**9**
17:15	17:20	11	0	0	0	**11**	**11**
17:20	17:25	11	0	0	0	**11**	**11**
17:25	17:30	5	0	0	0	**5**	**5**
17:30	17:35	7	0	0	0	**7**	**7**
17:35	17:40	7	0	0	0	**7**	**7**
17:40	17:45	8	0	0	0	**8**	**8**
17:45	17:50	5	0	0	0	**5**	**5**
17:50	17:55	5	0	0	0	**5**	**5**
17:55	18:00	9	0	0	0	**9**	**9**
18:00	18:05	4	0	0	0	**4**	**4**
18:05	18:10	7	0	0	0	**7**	**7**
18:10	18:15	9	0	0	0	**9**	**9**
18:15	18:20	6	0	0	0	**6**	**6**
18:20	18:25	6	0	0	0	**6**	**6**
18:25	18:30	4	0	0	0	**4**	**4**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm C											
		Arm C - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm C - Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	**0**	**0**	8	0	0	0	**8**	**8**
07:35	07:40	0	0	0	0	**0**	**0**	9	0	0	0	**9**	**9**
07:40	07:45	1	0	0	0	**1**	**1**	5	0	0	0	**5**	**5**
07:45	07:50	1	0	0	0	**1**	**1**	7	0	0	0	**7**	**7**
07:50	07:55	2	0	0	0	**2**	**2**	4	0	0	0	**4**	**4**
07:55	08:00	1	0	0	0	**1**	**1**	8	0	0	0	**8**	**8**
08:00	08:05	0	0	0	0	**0**	**0**	5	0	0	0	**5**	**5**
08:05	08:10	0	0	0	0	**0**	**0**	6	0	0	0	**6**	**6**
08:10	08:15	1	0	0	0	**1**	**1**	6	0	0	1	**7**	**8**
08:15	08:20	1	0	0	0	**1**	**1**	8	3	1	0	**12**	**14.8**
08:20	08:25	0	0	0	0	**0**	**0**	12	2	0	0	**14**	**15**
08:25	08:30	0	0	0	0	**0**	**0**	13	2	0	0	**15**	**16**
08:30	08:35	1	0	0	0	**1**	**1**	14	1	0	0	**15**	**15.5**
08:35	08:40	0	1	0	0	**1**	**1.5**	12	1	1	0	**14**	**15.8**
08:40	08:45	1	0	0	0	**1**	**1**	14	1	0	0	**15**	**15.5**
08:45	08:50	2	0	0	0	**2**	**2**	14	0	1	0	**15**	**16.3**
08:50	08:55	2	0	0	0	**2**	**2**	12	0	0	0	**12**	**12**
08:55	09:00	1	0	0	0	**1**	**1**	12	1	0	0	**13**	**13.5**
09:00	09:05	0	0	0	0	**0**	**0**	7	0	0	1	**8**	**9**
09:05	09:10	1	0	0	0	**1**	**1**	9	0	0	0	**9**	**9**
09:10	09:15	2	0	0	0	**2**	**2**	11	0	0	0	**11**	**11**
09:15	09:20	2	0	0	0	**2**	**2**	9	0	0	0	**9**	**9**
09:20	09:25	1	0	0	0	**1**	**1**	5	0	0	0	**5**	**5**
09:25	09:30	3	0	0	0	**3**	**3**	8	0	1	0	**9**	**10.3**
16:30	16:35	3	0	0	0	**3**	**3**	7	0	0	0	**7**	**7**
16:35	16:40	2	0	0	0	**2**	**2**	12	0	0	0	**12**	**12**
16:40	16:45	1	0	0	0	**1**	**1**	13	0	0	0	**13**	**13**
16:45	16:50	1	0	0	0	**1**	**1**	7	0	0	0	**7**	**7**
16:50	16:55	0	0	0	0	**0**	**0**	5	0	0	0	**5**	**5**
16:55	17:00	1	0	0	0	**1**	**1**	6	0	0	0	**6**	**6**
17:00	17:05	1	0	0	0	**1**	**1**	8	0	0	0	**8**	**8**
17:05	17:10	1	0	0	0	**1**	**1**	13	0	0	0	**13**	**13**
17:10	17:15	2	0	0	0	**2**	**2**	12	0	0	0	**12**	**12**
17:15	17:20	1	0	0	0	**1**	**1**	13	0	0	0	**13**	**13**
17:20	17:25	2	0	0	0	**2**	**2**	11	0	0	0	**11**	**11**
17:25	17:30	2	0	0	0	**2**	**2**	11	1	0	0	**12**	**12.5**
17:30	17:35	1	0	0	0	**1**	**1**	10	0	1	0	**11**	**12.3**
17:35	17:40	1	0	0	0	**1**	**1**	4	0	0	0	**4**	**4**
17:40	17:45	0	0	0	0	**0**	**0**	9	1	0	0	**10**	**10.5**
17:45	17:50	1	0	0	0	**1**	**1**	12	0	0	0	**12**	**12**
17:50	17:55	3	0	0	0	**3**	**3**	4	0	0	0	**4**	**4**
17:55	18:00	1	0	0	0	**1**	**1**	4	0	0	0	**4**	**4**
18:00	18:05	0	0	0	0	**0**	**0**	4	0	0	0	**4**	**4**
18:05	18:10	4	0	0	0	**4**	**4**	3	0	0	0	**3**	**3**
18:10	18:15	2	0	0	0	**2**	**2**	7	0	0	0	**7**	**7**
18:15	18:20	0	0	0	0	**0**	**0**	3	0	0	0	**3**	**3**
18:20	18:25	2	0	0	0	**2**	**2**	4	0	0	0	**4**	**4**
18:25	18:30	1	0	0	0	**1**	**1**	2	0	0	0	**2**	**2**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	A24 / A272 Cowfold Road / A24 Worthing Road	50.992053, -0.340513	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Survey Date: 06/07/2023
Survey Day: Thursday

Arm A

Time Interval		A1 (Maximum Queue within the 5-minute interval)						Time Interval	A2 (Maximum Queue within the 5-minute interval)						Time Interval	A3 (Maximum Queue within the 5-minute interval)						Time Interval	A4 (Maximum Queue within the 5-minute interval)						Time Interval	A5 (Maximum Queue within the 5-minute interval)						Time Interval	A6 (Maximum Queue within the 5-minute interval)						A7 (Maximum Queue within the 5-minute interval)					
		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	4	0	0	0	4	4	07:30	07:35	13	0	0	0	13	13	07:30	07:35	16	0	0	0	16	16	07:30	07:35	6	0	0	0	6	6	07:30	07:35	0	0	0	0	0	0	07:30	07:35	2	0	0	0	2	2	1	0	0	0	1	1
07:35	07:40	6	0	0	0	6	6	07:35	07:40	15	1	0	0	16	16.5	10	0	0	0	10	10	07:35	07:40	6	0	0	0	6	6	07:35	07:40	0	0	0	0	0	0	07:35	07:40	2	1	0	0	3	3.5	2	0	0	0	2	2
07:40	07:45	8	1	0	0	9	9.5	07:40	07:45	10	0	0	0	10	10	13	0	0	0	13	13	07:40	07:45	4	0	0	0	4	4	07:40	07:45	0	0	0	0	0	0	07:40	07:45	1	0	0	0	1	1	1	0	0	0	1	1
07:45	07:50	11	1	0	0	12	12.5	07:45	07:50	11	1	0	0	12	12.5	10	0	0	0	10	10	07:45	07:50	5	0	0	0	5	5	07:45	07:50	0	0	0	0	0	0	07:45	07:50	2	0	0	0	2	2	1	0	0	0	1	1
07:50	07:55	10	0	0	0	10	10	07:50	07:55	15	0	0	0	15	15	20	0	0	0	20	20	07:50	07:55	5	0	0	0	5	5	07:50	07:55	0	0	0	0	0	0	07:50	07:55	1	0	0	0	1	1	1	0	0	0	1	1
07:55	08:00	4	0	0	0	4	4	07:55	08:00	13	1	0	0	14	14.5	14	0	0	0	14	14	07:55	08:00	5	0	0	0	5	5	07:55	08:00	0	0	0	0	0	0	07:55	08:00	2	0	0	0	2	2	0	0	0	0	0	0
08:00	08:05	6	0	0	0	6	6	08:00	08:05	15	1	0	0	16	16.5	17	0	0	0	17	17	08:00	08:05	3	1	0	0	4	4.5	08:00	08:05	0	0	0	0	0	0	08:00	08:05	1	0	0	0	1	1	1	0	0	0	1	1
08:05	08:10	7	0	0	0	7	7	08:05	08:10	8	1	0	0	9	9.5	12	0	0	0	12	12	08:05	08:10	3	1	0	0	4	4.5	08:05	08:10	0	0	0	0	0	0	08:05	08:10	1	0	0	0	1	1	0	0	0	0	0	0
08:10	08:15	5	0	0	0	5	5	08:10	08:15	18	0	0	0	18	18	24	0	0	0	24	24	08:10	08:15	7	0	0	0	7	7	08:10	08:15	0	0	0	0	0	0	08:10	08:15	2	1	0	0	3	3.5	0	0	0	0	0	0
08:15	08:20	5	0	0	0	5	5	08:15	08:20	20	0	0	0	20	20	25	0	0	0	25	25	08:15	08:20	5	0	0	0	5	5	08:15	08:20	0	0	0	0	0	0	08:15	08:20	3	0	0	0	3	3	2	0	0	0	2	2
08:20	08:25	4	0	0	0	4	4	08:20	08:25	13	0	1	0	14	15.3	15	0	0	0	15	15	08:20	08:25	5	0	0	0	5	5	08:20	08:25	0	0	0	0	0	0	08:20	08:25	0	1	0	0	1	1.5	2	0	0	0	2	2
08:25	08:30	3	0	0	0	3	3	08:25	08:30	11	1	0	1	13	14.5	14	0	0	0	14	14	08:25	08:30	5	0	0	0	5	5	08:25	08:30	0	0	0	0	0	0	08:25	08:30	2	1	0	0	3	3.5	3	0	0	0	3	3
08:30	08:35	5	1	0	0	6	6.5	08:30	08:35	10	2	1	1	14	17.3	18	0	0	0	18	18	08:30	08:35	3	0	0	0	3	3	08:30	08:35	0	0	0	0	0	0	08:30	08:35	3	0	0	0	3	3	1	0	0	0	1	1
08:35	08:40	7	1	0	0	8	8.5	08:35	08:40	15	0	1	0	16	17.3	16	0	0	0	16	16	08:35	08:40	5	0	0	0	5	5	08:35	08:40	0	0	0	0	0	0	08:35	08:40	0	0	1	0	1	2.3	3	0	0	0	3	3
08:40	08:45	6	1	1	0	8	9.8	08:40	08:45	10	0	1	0	11	12.3	10	0	0	0	10	10	08:40	08:45	6	0	1	0	7	8.3	08:40	08:45	0	0	0	0	0	0	08:40	08:45	2	0	0	0	2	2	1	0	0	0	1	1
08:45	08:50	2	0	0	0	2	2	08:45	08:50	3	0	3	0	6	9.9	11	0	0	0	11	11	08:45	08:50	6	0	0	0	6	6	08:45	08:50	0	0	0	0	0	0	08:45	08:50	2	0	0	0	2	2	1	0	0	0	1	1
08:50	08:55	2	0	0	0	2	2	08:50	08:55	5	1	0	0	6	6.5	8	0	0	0	8	8	08:50	08:55	11	0	0	0	11	11	08:50	08:55	0	0	0	0	0	0	08:50	08:55	2	0	1	0	3	4.3	0	0	0	0	0	0
08:55	09:00	4	0	0	0	4	4	08:55	09:00	6	0	1	0	7	8.3	8	0	0	0	8	8	08:55	09:00	6	0	0	0	6	6	08:55	09:00	0	0	0	0	0	0	08:55	09:00	1	0	0	0	1	1	1	0	0	0	1	1
09:00	09:05	3	1	0	0	4	4.5	09:00	09:05	9	0	0	0	9	9	7	0	0	0	7	7	09:00	09:05	2	0	0	0	2	2	09:00	09:05	0	0	0	0	0	0	09:00	09:05	1	0	1	0	2	3.3	1	0	0	0	1	1
09:05	09:10	2	0	0	0	2	2	09:05	09:10	4	0	0	0	4	4	2	0	0	0	2	2	09:05	09:10	1	0	0	0	1	1	09:05	09:10	0	0	0	0	0	0	09:05	09:10	1	0	1	0	2	3.3	1	0	0	0	1	1
09:10	09:15	10	0	0	0	10	10	09:10	09:15	7	2	1	0	10	12.3	9	0	0	0	9	9	09:10	09:15	6	0	0	0	6	6	09:10	09:15	0	0	0	0	0	0	09:10	09:15	1	0	0	0	1	1	2	0	0	0	2	2
09:15	09:20	5	0	0	0	5	5	09:15	09:20	6	0	1	0	7	8.3	10	0	0	0	10	10	09:15	09:20	8	0	0	0	8	8	09:15	09:20	0	0	0	0	0	0	09:15	09:20	3	0	0	0	3	3	2	0	0	0	2	2
09:20	09:25	2	0	0	0	2	2	09:20	09:25	11	0	0	0	11	11	10	0	0	0	10	10	09:20	09:25	5	0	0	0	5	5	09:20	09:25	0	0	0	0	0	0	09:20	09:25	0	0	1	0	1	2.3	0	0	0	0	0	0
09:25	09:30	3	0	0	0	3	3	09:25	09:30	14	0	2	0	16	18.6	16	0	1	0	17	18.3	09:25	09:30	5	1	0	0	6	6.5	09:25	09:30	0	0	0	0	0	0	09:25	09:30	2	0	0	0	2	2	1	0	0	0	1	1
16:30	16:35	4	0	0	0	4	4	16:30	16:35	18	0	0	0	18	18	20	0	0	0	20	20	16:30	16:35	10	0	0	0	10	10	16:30	16:35	0	0	0	0	0	0	16:30	16:35	1	0	0	0	1	1	1	0	0	0	1	1
16:35	16:40	5	0	0	0	5	5	16:35	16:40	22	0	1	0	23	24.3	24	0	0	0	24	24	16:35	16:40	17	1	0	0	18	18.5	16:35	16:40	0	0	0	0	0	0	16:35	16:40	3	0	0	0	3	3	3	0	0	0	3	3
16:40	16:45	3	0	0	0	3	3	16:40	16:45	24	0	0	0	24	24	22	0	1	0	23	24.3	16:40	16:45	9	0	0	0	9	9	16:40	16:45	0	0	0	0	0	0	16:40	16:45	1	0	0	0	1	1	2	0	0	0	2	2
16:45	16:50	4	0	0	0	4	4	16:45	16:50	15	0	0	0	15	15	18	0	0	0	18	18	16:45	16:50	11	0	0	0	11	11	16:45	16:50	0	0	0	0	0	0	16:45	16:50	2	0	0	0	2	2	1	0	0	0	1	1
16:50	16:55	5	0	0	0	5	5	16:50	16:55	10	0	2	0	12	14.6	14	0	0	0	14	14	16:50	16:55	4	0	0	0	4	4	16:50	16:55	0	0	0	0	0	0	16:50	16:55	2	0	0	0	2	2	1	0	0	0	1	1
16:55	17:00	2	1	0	0	3	3.5	16:55	17:00	20	2	0	0	22	23	20	1	0	0	21	21.5	16:55	17:00	6	0	0	0	6	6	16:55	17:00	0	0	0	0	0	0	16:55	17:00	4	0	0	0	4	4	2	0	0	0	2	2
17:00	17:05	6	0	0	0	6	6	17:00	17:05	13	1	0	0	14	14.5	14	0	0	0	14	14	17:00	17:05	5	0	0	0	5	5	17:00	17:05	0	0	0	0	0	0	17:00	17:05	1	0	0	0	1	1	1	0	0	0	1	1
17:05	17:10	3	0	0	0	3	3	17:05	17:10	13	1	0	0	14	14.5	13	0	0	0	13	13	17:05	17:10	11	0	0	0	11	11	17:05	17:10	0	0	0	0	0	0	17:05	17:10	2	0	0	0	2	2	4	0	0	0	4	4
17:10	17:15	8	0	0	0	8	8	17:10	17:15	16	0	0	0	16	16	12	0	0	0	12	12	17:10	17:15	5	0	0	0	5	5	17:10	17:15	0	0	0	0	0	0	17:10	17:15	2	0	0	0	2	2	2	0	0	0	2	2
17:15	17:20	7	0	0	0	7	7	17:15	17:20	22	0	0	1	23	24	24	0	0	0	24	24	17:15	17:20	22	0	0	0	22	22	17:15	17:20	0	0	0	0	0	0	17:15	17:20	3	0	0	0	3	3	3	0	0	0	3	3
17:20	17:25	5	0	0	0	5	5	17:20	17:25	24	0	0	0	24	24	24	0	0	0	24	24	17:20	17:25	9	0	0	0	9	9	17:20	17:25	0	0	0	0	0	0	17:20	17:25	1	0	0	0	1	1	0	0	0	0	0	0
17:25	17:30	7	0	0	0	7	7	17:25	17:30	24	0	0	0	24	24	24	0	0	0	24	24	17:25	17:30	6	0	0	0	6	6	17:25	17:30	0	0	0	0	0	0	17:25	17:30	2	0	0	0	2	2	0	0	0	0	0	0
17:30	17:35	4	0	0	0	4	4	17:30	17:35	24	0	0	0	24	24	24	0	0	0	24	24	17:30	17:35	9	0	0	0	9	9	17:30	17:35	0	0	0	0	0	0	17:30	17:35	4	0	0	0	4	4	1	0	0	0	1	1
17:35	17:40	4	0	0	0	4	4	17:35	17:40	16	0	0	0	16	16	18	0	0	0	18	18	17:35	17:40	6	0	0	0	6	6	17:35	17:40	0	0	0	0	0	0	17:35	17:40	1	0	0	0	1	1	0	0	0	0	0	0
17:40	17:45	5	0	0	0	5	5	17:40	17:45	8	0	0	0	8	8	14	0	0	0	14	14	17:40	17:45	6	0	0	0	6	6	17:40	17:45	0	0	0	0	0	0	17:40	17:45	1	0	0	0	1	1	3	0	0	0	3	3
17:45	17:50	4	0	0	0	4	4	17:45	17:50	10	0	0	0	10	10	12	0	0	0	12	12	17:45	17:50	6	0	0	0	6	6	17:45	17:50	0	0	0	0	0	0	17:45	17:50	3	0	0	0	3	3	0	0	0	0	0	0
17:50	17:55	3	0	0	0	3	3	17:50	17:55	10	0	0	0	10	10	15	0	0	0	15	15	17:50	17:55	8	0	0	0	8	8	17:50	17:55	0	0	0	0	0	0	17:50	17:55	3	0	0	0	3	3	0	0	0	0	0	0
17:55	18:00	2	0	0	0	2	2	17:55	18:00	6	0	0	0	6	6	10	0	0	0	10	10	17:55	18:00	4	0	0	0	4	4	17:55	18:00	0	0	0	0	0	0	17:55	18:00	2	0	0	0	2	2	2	0	0	0	2	2
18:00	18:05	2	0	0	0	2	2	18:00	18:05	7	0	1	0	8	9.3	11	0	0	0	11	11	18:00	18:05	6	0	0	0	6	6	18:00	18:05	0	0	0	0	0	0	18:00	18:05	2	0	0	0	2	2	1	0	0	0	1	1
18:05	18:10	4	0	0	0	4	4	18:05	18:10	8	0	1	0	9	10.3	9	0	0	0	9	9	18:05	18:10	3	0	0	0	3	3	18:05	18:10	0	0	0	0	0	0	18:05	18:10	2	0	0	0	2	2	1	0	0	0	1	1
18:10	18:15	5	0	0	0	5	5	18:10	18:15	8	0	0	0	8	8	11	0	0	0	11	11	18:10	18:15	4	0	0	0	4	4	18:10	18:15	0	0	0	0	0	0	18:10	18:15	2	0	0	0	2	2	1	0	0	0	1	1
18:15	18:20	2	0	0	0	2	2	18:15	18:20	6	0	2	0	8	10.6	11	0	0	0	11	11	18:15	18:20	5	0	0	0	5	5	18:15	18:20	0	0	0	0	0	0	18:15	18:20	3	0	0	0	3	3	2	0	0	0	2	2
18:20	18:25	4	0	0	0	4	4	18:20	18:25	8	0	1	0	9	10.3	9	0	0	0	9	9	18:20	18:25	7	0	0	0	7	7	18:20	18:25	0	0	0	0	0	0	18:20	18:25	3	0	0	0	3	3	1	0	0	0	1	1
18:25	18:30	5	0	0	0	5	5	18:25	18:30	10	0	0	0	10	10	6	0	0	0	6	6	18:25	18:30	2	0	0	0	2	2	18:25	18:30	0	0	0	0	0	0	18:25	18:30	1	0	0	0	1	1	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm B																			
		B1 (Maximum Queue within the 5-minute interval)							B2 (Maximum Queue within the 5-minute interval)							B3 (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0	07:30	07:35	6	1	0	0	7	7.5	5	0	1	0	6	7.3
07:35	07:40	1	1	0	0	2	2.5	07:35	07:40	6	0	0	0	6	6	8	1	0	0	9	9.5
07:40	07:45	1	0	0	0	1	1	07:40	07:45	2	0	1	0	3	4.3	9	1	0	0	10	10.5
07:45	07:50	6	2	1	0	9	11.3	07:45	07:50	5	0	0	0	5	5	13	0	0	0	13	13
07:50	07:55	1	0	0	0	1	1	07:50	07:55	5	1	0	0	6	6.5	11	0	0	0	11	11
07:55	08:00	1	0	0	0	1	1	07:55	08:00	8	0	1	0	9	10.3	9	0	0	0	9	9
08:00	08:05	0	0	0	0	0	0	08:00	08:05	6	0	0	0	6	6	6	0	0	0	6	6
08:05	08:10	2	0	0	0	2	2	08:05	08:10	3	0	0	0	3	3	9	0	0	0	9	9
08:10	08:15	0	0	0	0	0	0	08:10	08:15	9	1	0	0	10	10.5	10	0	0	0	10	10
08:15	08:20	1	0	1	0	2	3.3	08:15	08:20	7	0	0	0	7	7	14	0	0	0	14	14
08:20	08:25	0	0	0	0	0	0	08:20	08:25	8	1	0	0	9	9.5	11	0	0	0	11	11
08:25	08:30	1	0	0	0	1	1	08:25	08:30	2	0	0	0	2	2	7	0	0	0	7	7
08:30	08:35	3	0	0	0	3	3	08:30	08:35	4	0	0	0	4	4	12	1	0	0	13	13.5
08:35	08:40	6	0	0	0	6	6	08:35	08:40	10	0	0	0	10	10	11	0	0	0	11	11
08:40	08:45	3	0	0	0	3	3	08:40	08:45	6	0	0	0	6	6	13	0	1	0	14	15.3
08:45	08:50	0	0	0	0	0	0	08:45	08:50	4	0	0	0	4	4	4	0	0	0	4	4
08:50	08:55	2	0	0	0	2	2	08:50	08:55	7	0	0	1	8	9	5	1	0	0	6	6.5
08:55	09:00	0	0	0	0	0	0	08:55	09:00	8	0	0	0	8	8	8	0	1	0	9	10.3
09:00	09:05	0	0	0	0	0	0	09:00	09:05	2	1	0	0	3	3.5	6	0	0	0	6	6
09:05	09:10	2	0	0	0	2	2	09:05	09:10	6	1	0	0	7	7.5	5	0	0	0	5	5
09:10	09:15	5	0	0	0	5	5	09:10	09:15	4	1	0	0	5	5.5	7	0	0	0	7	7
09:15	09:20	2	0	0	1	3	4	09:15	09:20	6	0	0	0	6	6	8	1	0	0	9	9.5
09:20	09:25	1	1	0	0	2	2.5	09:20	09:25	5	0	0	1	6	7	7	0	0	1	8	9
09:25	09:30	4	0	0	0	4	4	09:25	09:30	7	0	0	0	7	7	8	0	0	1	9	10
16:30	16:35	0	0	0	0	0	0	16:30	16:35	7	0	0	0	7	7	9	0	0	0	9	9
16:35	16:40	3	0	0	0	3	3	16:35	16:40	12	0	0	0	12	12	8	0	0	0	8	8
16:40	16:45	0	0	0	0	0	0	16:40	16:45	12	0	0	0	12	12	10	0	0	0	10	10
16:45	16:50	0	0	0	0	0	0	16:45	16:50	8	0	0	0	8	8	7	0	0	0	7	7
16:50	16:55	0	0	0	0	0	0	16:50	16:55	6	1	0	0	7	7.5	6	1	0	0	7	7.5
16:55	17:00	3	0	0	0	3	3	16:55	17:00	9	0	0	0	9	9	9	0	0	0	9	9
17:00	17:05	2	0	1	0	3	4.3	17:00	17:05	7	0	0	0	7	7	2	0	0	0	2	2
17:05	17:10	8	0	0	1	9	10	17:05	17:10	7	0	0	0	7	7	9	0	1	0	10	11.3
17:10	17:15	0	0	0	0	0	0	17:10	17:15	7	1	0	0	8	8.5	8	0	0	0	8	8
17:15	17:20	0	0	0	0	0	0	17:15	17:20	12	0	0	0	12	12	13	0	0	0	13	13
17:20	17:25	0	0	0	0	0	0	17:20	17:25	7	0	0	0	7	7	12	0	0	0	12	12
17:25	17:30	5	0	0	0	5	5	17:25	17:30	10	0	0	0	10	10	12	0	0	0	12	12
17:30	17:35	0	0	0	0	0	0	17:30	17:35	6	0	0	0	6	6	14	0	0	0	14	14
17:35	17:40	0	0	0	0	0	0	17:35	17:40	5	0	0	0	5	5	12	0	0	0	12	12
17:40	17:45	4	0	0	0	4	4	17:40	17:45	9	0	0	0	9	9	9	0	0	0	9	9
17:45	17:50	4	0	0	0	4	4	17:45	17:50	5	0	0	0	5	5	9	0	0	0	9	9
17:50	17:55	5	0	0	0	5	5	17:50	17:55	2	0	0	0	2	2	5	0	0	0	5	5
17:55	18:00	4	0	0	0	4	4	17:55	18:00	3	0	0	0	3	3	4	0	0	0	4	4
18:00	18:05	3	0	0	0	3	3	18:00	18:05	5	0	0	0	5	5	8	0	0	0	8	8
18:05	18:10	5	0	0	0	5	5	18:05	18:10	5	0	0	0	5	5	3	0	0	0	3	3
18:10	18:15	0	0	0	0	0	0	18:10	18:15	6	0	0	0	6	6	9	0	0	0	9	9
18:15	18:20	0	0	0	0	0	0	18:15	18:20	6	0	0	0	6	6	9	0	0	0	9	9
18:20	18:25	0	0	0	0	0	0	18:20	18:25	3	0	0	0	3	3	6	0	0	0	6	6
18:25	18:30	2	0	0	0	2	2	18:25	18:30	5	0	0	0	5	5	4	0	0	0	4	4

INNOWISE WORKS

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Survey Date: 06/07/2023
Survey Day: Thursday

Arm C

C1 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	3	0	0	0	0	0
07:35	07:40	1	0	0	0	1	1
07:40	07:45	6	0	0	0	6	6
07:45	07:50	1	0	0	0	1	1
07:50	07:55	1	0	0	0	1	1
07:55	08:00	2	0	0	0	2	2
08:00	08:05	0	0	0	0	0	0
08:05	08:10	0	0	0	0	0	0
08:10	08:15	2	1	0	0	3	3.5
08:15	08:20	0	0	0	0	0	0
08:20	08:25	0	0	0	0	0	0
08:25	08:30	1	0	0	0	1	1
08:30	08:35	1	0	0	0	1	1
08:35	08:40	1	0	0	0	1	1
08:40	08:45	1	0	0	0	1	1
08:45	08:50	1	0	0	0	1	1
08:50	08:55	1	0	0	0	1	1
08:55	09:00	0	0	1	0	1	2.3
09:00	09:05	0	0	0	0	0	0
09:05	09:10	1	0	0	0	1	1
09:10	09:15	2	0	0	0	2	2
09:15	09:20	1	0	1	0	2	3.3
09:20	09:25	2	1	0	0	3	3.5
09:25	09:30	1	0	1	0	2	3.3
09:30	09:35	0	0	0	0	0	0
09:35	09:40	1	0	0	0	1	1
09:40	09:45	3	0	0	0	3	3
09:45	09:50	1	0	0	0	1	1
09:50	09:55	2	2	0	0	4	5
09:55	10:00	1	0	0	0	1	1
10:00	10:05	1	0	0	0	1	1
10:05	10:10	0	0	0	0	0	0
10:10	10:15	2	0	0	0	2	2
10:15	10:20	1	0	0	0	1	1
10:20	10:25	1	0	0	0	1	1
10:25	10:30	1	0	0	0	1	1
10:30	10:35	0	0	0	0	0	0
10:35	10:40	3	0	0	0	3	3
10:40	10:45	1	0	0	0	1	1
10:45	10:50	2	2	0	0	4	5
10:50	10:55	1	0	0	0	1	1
10:55	11:00	1	0	0	0	1	1
11:00	11:05	0	0	0	0	0	0
11:05	11:10	2	0	0	0	2	2
11:10	11:15	3	0	0	0	3	3
11:15	11:20	1	1	0	0	2	2.5
11:20	11:25	1	0	0	0	1	1
11:25	11:30	1	0	0	0	1	1
11:30	11:35	1	0	0	0	1	1
11:35	11:40	1	0	0	0	1	1
11:40	11:45	2	0	0	0	2	2
11:45	11:50	0	0	0	0	0	0
11:50	11:55	2	0	0	0	2	2
11:55	12:00	2	0	0	0	2	2
12:00	12:05	1	0	0	0	1	1
12:05	12:10	0	0	0	0	0	0
12:10	12:15	1	0	0	0	1	1
12:15	12:20	0	0	0	0	0	0
12:20	12:25	1	0	0	0	1	1
12:25	12:30	3	1	0	0	4	4.5

C2 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	9	0	0	1	10	11
07:35	07:40	9	0	0	0	9	9
07:40	07:45	9	1	0	0	10	10.5
07:45	07:50	14	0	0	0	14	14
07:50	07:55	10	0	0	0	10	10
07:55	08:00	13	0	0	0	13	13
08:00	08:05	6	0	1	0	7	8.3
08:05	08:10	7	1	0	0	8	8.5
08:10	08:15	9	1	0	0	10	10.5
08:15	08:20	14	0	0	0	14	14
08:20	08:25	10	0	0	0	10	10
08:25	08:30	8	0	0	0	8	8
08:30	08:35	9	0	0	0	9	9
08:35	08:40	13	0	0	0	13	13
08:40	08:45	9	0	0	0	9	9
08:45	08:50	8	0	0	0	8	8
08:50	08:55	9	0	0	0	9	9
08:55	09:00	8	0	0	2	10	12
09:00	09:05	6	0	1	0	7	8.3
09:05	09:10	6	0	0	0	6	6
09:10	09:15	9	0	0	0	9	9
09:15	09:20	10	0	0	0	10	10
09:20	09:25	9	0	0	0	9	9
09:25	09:30	11	0	0	0	11	11
09:30	09:35	12	0	0	0	12	12
09:35	09:40	11	0	0	0	11	11
09:40	09:45	11	0	1	0	12	12.3
09:45	09:50	8	1	0	0	9	9.5
09:50	09:55	7	0	0	0	7	7
09:55	10:00	10	0	1	0	11	12.3
10:00	10:05	7	1	0	0	8	8
10:05	10:10	7	0	0	0	7	7
10:10	10:15	9	0	0	0	9	9
10:15	10:20	12	0	0	0	12	12
10:20	10:25	8	0	0	0	8	8
10:25	10:30	9	0	0	0	9	9
10:30	10:35	12	0	0	0	12	12
10:35	10:40	8	0	0	0	8	8
10:40	10:45	8	0	0	0	8	8
10:45	10:50	7	0	0	0	7	7
10:50	10:55	8	0	0	0	8	8
10:55	11:00	6	0	0	0	6	6
11:00	11:05	7	0	0	0	7	7
11:05	11:10	7	0	0	0	7	7
11:10	11:15	4	0	0	0	4	4
11:15	11:20	3	0	0	0	3	3
11:20	11:25	5	0	0	0	5	5
11:25	11:30	6	0	0	0	6	6

C3 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	8	0	0	0	8	8
07:35	07:40	10	0	0	0	10	10
07:40	07:45	12	0	0	0	12	12
07:45	07:50	8	0	0	0	8	8
07:50	07:55	7	0	0	0	7	7
07:55	08:00	9	0	0	0	9	9
08:00	08:05	5	0	0	0	5	5
08:05	08:10	8	0	0	0	8	8
08:10	08:15	10	0	0	0	10	10
08:15	08:20	12	1	0	0	13	13.5
08:20	08:25	13	0	0	0	13	13
08:25	08:30	6	0	1	0	7	8.3
08:30	08:35	8	0	0	0	8	8
08:35	08:40	16	0	0	0	16	16
08:40	08:45	11	0	0	0	11	11
08:45	08:50	9	0	0	0	9	9
08:50	08:55	8	1	0	0	9	9.5
08:55	09:00	9	0	0	0	9	9
09:00	09:05	5	0	0	0	5	5
09:05	09:10	5	0	0	0	5	5
09:10	09:15	8	0	0	0	8	8
09:15	09:20	8	0	0	0	8	8
09:20	09:25	6	0	0	0	6	6
09:25	09:30	9	0	0	0	9	9
09:30	09:35	10	0	0	0	10	10
09:35	09:40	8	0	0	0	8	8
09:40	09:45	7	0	0	0	7	7
09:45	09:50	8	0	0	0	8	8
09:50	09:55	5	0	0	0	5	5
09:55	10:00	8	0	0	0	8	8
10:00	10:05	5	0	0	0	5	5
10:05	10:10	8	0	0	0	8	8
10:10	10:15	7	0	0	0	7	7
10:15	10:20	8	0	0	0	8	8
10:20	10:25	7	0	0	0	7	7
10:25	10:30	8	0	0	0	8	8
10:30	10:35	10	0	0	0	10	10
10:35	10:40	8	0	0	0	8	8
10:40	10:45	9	0	0	0	9	9
10:45	10:50	6	0	0	0	6	6
10:50	10:55	7	0	0	0	7	7
10:55	11:00	7	0	0	0	7	7
11:00	11:05	4	0	0	0	4	4
11:05	11:10	3	0	0	0	3	3
11:10	11:15	5	0	0	0	5	5
11:15	11:20	6	0	0	0	6	6

C4 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	25	0	0	0	25	25
07:35	07:40	19	0	0	0	19	19
07:40	07:45	11	0	0	0	11	11
07:45	07:50	17	0	0	0	17	17
07:50	07:55	13	1	0	0	14	14.5
07:55	08:00	16	0	0	0	16	16
08:00	08:05	11	1	1	0	13	14.8
08:05	08:10	10	0	0	0	10	10
08:10	08:15	12	2	0	0	14	15
08:15	08:20	19	0	1	0	20	21.3
08:20	08:25	11	0	0	0	11	11
08:25	08:30	14	0	0	0	14	14
08:30	08:35	17	0	0	0	17	17
08:35	08:40	13	0	3	0	16	19.9
08:40	08:45	15	0	0	0	15	15
08:45	08:50	13	0	0	0	13	13
08:50	08:55	12	0	0	0	12	12
08:55	09:00	13	1	0	0	14	14.5
09:00	09:05	13	0	0	0	13	13
09:05	09:10	8	2	1	0	11	13.3
09:10	09:15	16	0	0	0	16	16
09:15	09:20	7	0	0	0	7	7
09:20	09:25	11	3	0	0	14	15.5
09:25	09:30	20	1	0	0	21	21.5
09:30	09:35	13	0	1	0	14	15.3
09:35	09:40	15	0	0	0	15	15
09:40	09:45	11	0	0	0	11	11
09:45	09:50	11	0	0	0	11	11
09:50	09:55	10	1	1	0	12	13.8
09:55	10:00	11	0	1	0	12	13.2
10:00	10:05	9	0	2	1	12	15.6
10:05	10:10	14	0	0	0	14	14
10:10	10:15	15	0	1	0	16	17.3
10:15	10:20	12	0	0	0	12	12
10:20	10:25	16	0	0	0	16	16
10:25	10:30	14	0	0	0	14	14
10:30	10:35	15	0	0	0	15	15
10:35	10:40	15	0	0	0	15	15
10:40	10:45	8	0	0	0	8	8
10:45	10:50	13	0	0	0	13	13
10:50	10:55	10	0	0	0	10	10
10:55	11:00	11	0	0	0	11	11
11:00	11:05	6	0	1	0	7	8.3
11:05	11:10	5	0	0	0	5	5
11:10	11:15	7	0	0	0	7	7
11:15	11:20	8	0	0	0	8	8
11:20	11:25	7	0	1	0	8	9.3
11:25	11:30	7	0	0	0	7	7

C5 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0
07:35	07:40	0	0	0	0	0	0
07:40	07:45	0	0	0	0	0	0
07:45	07:50	0	0	0	0	0	0
07:50	07:55	0	0	0	0	0	0
07:55	08:00	0	0	0	0	0	0
08:00	08:05	0	0	0	0	0	0
08:05	08:10	0	0	0	0	0	0
08:10	08:15	0	0	0	0	0	0
08:15	08:20	0	0	0	0	0	0
08:20	08:25	0	0	0	0	0	0
08:25	08:30	0	0	0	0	0	0
08:30	08:35	0	0	0	0	0	0
08:35	08:40	0	0	0	0	0	0
08:40	08:45	0	0	0	0	0	0
08:45	08:50	0	0	0	0	0	0
08:50	08:55	0	0	0	0	0	0
08:55	09:00	0	0	0	0	0	0
09:00	09:05	0	0	0	0	0	0
09:05	09:10	0	0	0	0	0	0
09:10	09:15	0	0	0	0	0	0
09:15	09:20	0	0	0	0	0	0
09:20	09:25	0	0	0	0	0	0
09:25	09:30	0	0	0	0	0	0
09:30	09:35	0	0	0	0	0	0
09:35	09:40	0	0	0	0	0	0
09:40	09:45	0	0	0	0	0	0
09:45	09:50	0	0	0	0	0	0
09:50	09:55	0	0	0	0	0	0
09:55	10:00	0	0	0	0	0	0
10:00	10:05	0	0	0	0	0	0
10:05	10:10	0	0	0	0	0	0
10:10	10:15	0	0	0	0	0	0
10:15	10:20	0	0	0	0	0	0
10:20	10:25	0	0	0	0	0	0
10:25	10:30	0	0	0	0	0	0
10:30	10:35	0	0	0	0	0	0
10:35	10:40	0	0	0	0	0	0
10:40	10:45	0	0	0	0	0	0
10:45	10:50	0	0	0	0	0	0
10:50	10:55	0	0	0	0	0	0
10:55	11:00	0	0	0	0	0	0
11:00	11:05	0	0	0	0	0	0
11:05	11:10	0	0	0	0	0	0
11:10	11:15	0	0	0	0	0	0
11:15	11:20	0	0	0	0	0	0
11:20	11:25	0	0	0	0	0	0
11:25	11:30	0	0	0	0	0	0

C6 (Maximum Queue within the 5-minute interval)

Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	3	0	0	0	3	3
07:35	07:40	3	0	0	0	3	3
07:40	07:45	4	0	0	0	4	4
07:45	07:50	3	0	0	0	3	3
07:50	07:55	4	0	0	0	4	4
07:55	08:00	4	0	0	0	4	4
08:00	08:05	3	0	0	0	3	3
08:05	08:10	4	0	0	0	4	4
08:10	08:15	5	0	0	0	5	5
08:15	08:20	3	0	0	0	3	3
08:20	08:25	5	0	0	0	5	5
08:25	08:30	5	0	0	0	5	5
08:30	08:35	5	1	0	0	6	6.5
08:35	08:40	6	0	0	0	6	6
08:40	08:45	3	0	0	0	3	3
08:45	08:50	5	0	0	0	5	5
08:50	08:55	3	0	0	0	3	3
08:55	09:00	3	1	0	0	4	4.5
09:00	09:05	3	0	0	0	3	3
09:05	09:10	3	0	0	0	3	3
09:10	09:15	2	0	0	0	2	2
09:15	09:20	2	1	0	0	3	3.5
09:20	09:25	3	0	0	0	3	3
09:25	09:30	4	0	0	1	5	6
09:30	09:35	3	0	0	0	3	3
09:35	09:40	4	0	0	0	4	4
09:40	09:45	5	0	0	0	5	5
09:45	09:50	5	0	0	0	5	5
09:50	09:55	4	0	0	0	4	4
09:55	10:00	5	0	0	0	5	5
10:00	10:05	3	0	0	0	3	3
10:05	10:10	2	0	0	0	2	2
10:10	10:15	4	0	0	0	4	4
10:15	10:20	3	0	0	0	3	3
10:20	10:25	5	0	0	0	5	5
10:25	10:30	4	0	0	0	4	4
10:30	10:35	3	0	0	0	3	3
10:35	10:40	5	0	0	0	5	5
10:40	10:45	4	0	0	0	4	4
10:45	10:50	3	0	0	0	3	3
10:50	10:55	3	0	0	0	3	3
10:55	11:00	4	0	0	0	4	4
11:00	11:05	3	0	0	0	3	3
11:05	11:10	4	0	0	0	4	4
11:10	11:15	3	0	0	0	3	3
11:15	11:20	2	0	0	0	2	2
11:20	11:25	4	0	0	0	4	4
11:25	11:30	5	0	0	0	5	5

C7 (Maximum Queue within the 5-minute interval)

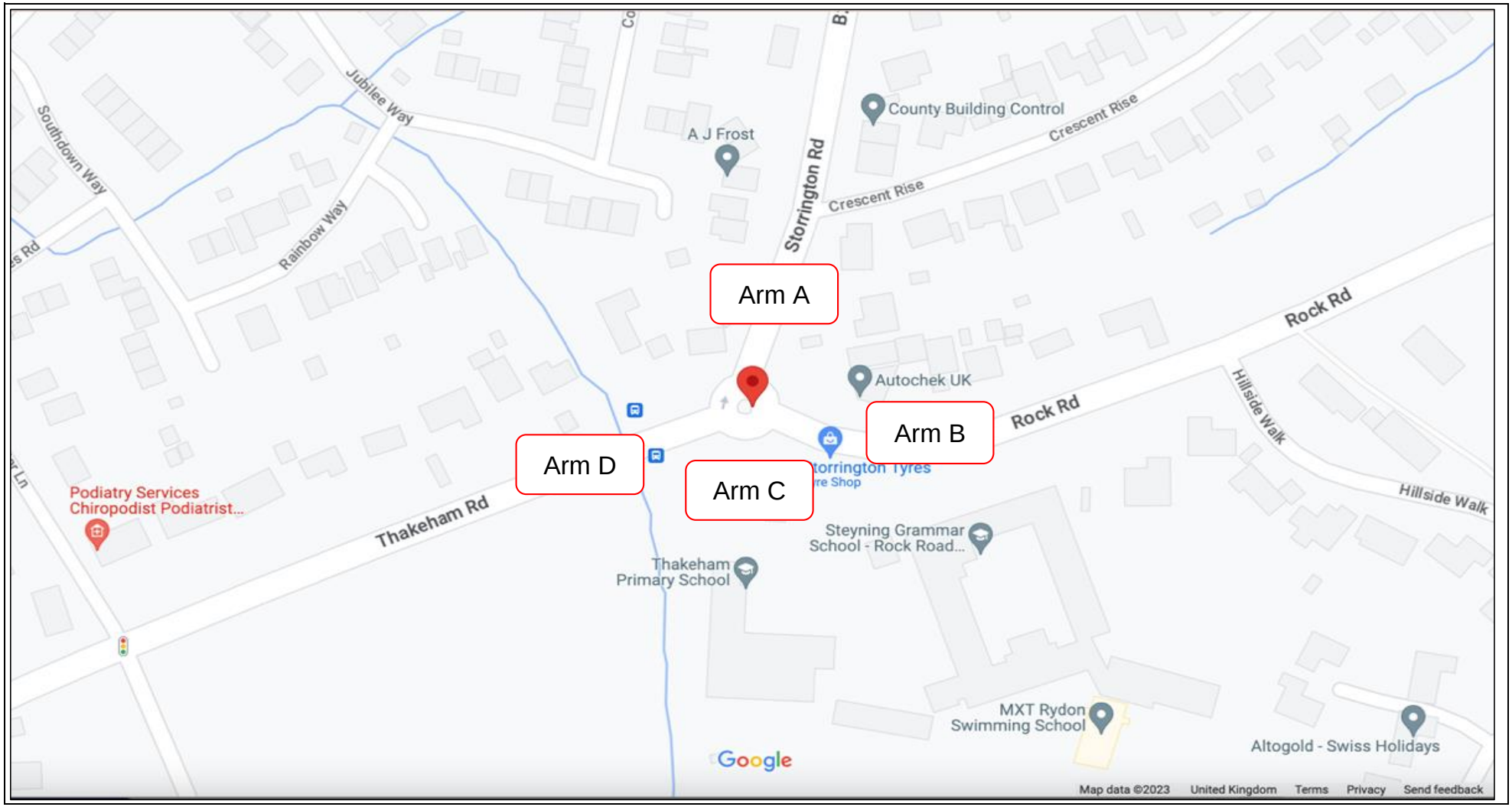
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	3	0	0	0	3	3
07:35	07:40	4	0	0	0	4	4
07:40	07:45	3	0	0	0	3	3
07:45	07:50	4	0	0	0	4	4
07:50	07:55	4	0	0	0	4	4
07:55	08:00	4	0	0	0	4	4
08:00	08:05	4	0	0	0	4	4
08:05	08:10	4	0	0	0	4	4
08:10	08:15	6	0	0	0	6	6
08:15	08:20	6	0	0	0	6	6
08:20	08:25	5	0	0	0	5	5
08:25	08:30	5	0	0	0	5	5
08:30	08:35	5	0	0	0	5	5
08:35	08:40	6	0	0	0	6	6
08:40	08:45	6	0	0	0	6	6
08:45	08:50	4	0	0	0	4	4
08:50	08:55	4	0	0	0	4	4
08:55	09:00	5	0	0	0	5	5
09:00	09:05	3	1	0	1	5	6.5
09:05	09:10	3	0	0	0	3	3
09:10	09:15	5	0	0	0	5	5
09:15	09:20	5	0	0	0	5	5
09:20	09:25	4	0	0	0	4	4
09:25	09:30	5	0	0	0	5	5
09:30	09:35	5	0	0	0	5	5
09:35	09:40	5	0	0	0	5	5
09:40	09:45	5	0	0	0	5	5
09:45	09:50	5	0	0	0	5	5
09:50	09:55	4	0	0	0	4	4
09:55	10:00	4	0	0	0	4	4
10:00	10:05	5	0	0	0	5	5
10:05	10:10	5	0	0	0	5	5
10:10	10:15	5	0	0	0	5	5
10:15	10:20	5	0	0	0	5	5
10:20	10:25	5	0	0	0	5	5
10:25	10:30	5	0	0	0	5	5
10:30	10:35	5	0	0	0	5	5
10:35	10:40	5	0	0	0	5	5
10:40	10:45	5	0	0	0	5	5
10:45	10:50	5	0	0	0	5	5
10:50	10:55	5	0	0	0	5	5
10:55	11:00	5	0	0	0	5	5
11:00	11:05	5	0	0	0	5	5
11:05	11:10	5	0	0	0	5	5
11:10	11:15	5	0	0	0	5	5
11:15	11:20	5	0	0	0	5	5
11:20	11:25	5	0	0	0	5	5
11:25	11:30	5	0	0	0	5	5

Project ID and Name: IW0147 Thakeham
Junction name: A24 / A272 Cowfold Road / A24 Worthing Road

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D											
		D1 (Maximum Queue within the 5-minute interval)						D2 (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	0	0	5	0	0	0	5	5
07:35	07:40	2	0	0	0	2	2	6	0	0	0	6	6
07:40	07:45	0	0	0	0	0	0	5	0	0	0	5	5
07:45	07:50	0	0	0	0	0	0	6	0	0	0	6	6
07:50	07:55	0	0	0	0	0	0	6	0	0	0	6	6
07:55	08:00	0	0	0	0	0	0	4	1	0	0	5	5.5
08:00	08:05	0	0	0	0	0	0	5	0	0	0	5	5
08:05	08:10	0	0	0	0	0	0	5	0	0	0	5	5
08:10	08:15	0	0	0	0	0	0	6	0	0	0	6	6
08:15	08:20	0	0	0	0	0	0	5	1	0	0	6	6.5
08:20	08:25	0	0	0	0	0	0	3	1	1	0	5	6.8
08:25	08:30	0	0	0	0	0	0	5	1	0	0	6	6.5
08:30	08:35	0	0	0	0	0	0	4	2	0	0	6	7
08:35	08:40	0	0	0	0	0	0	5	0	1	0	6	7.3
08:40	08:45	0	0	0	0	0	0	6	0	0	0	6	6
08:45	08:50	0	0	0	0	0	0	6	0	0	0	6	6
08:50	08:55	2	0	0	0	2	2	6	0	1	0	7	8.3
08:55	09:00	0	0	0	0	0	0	4	1	0	0	5	5.5
09:00	09:05	0	0	0	0	0	0	5	0	1	0	6	7.3
09:05	09:10	0	0	0	0	0	0	4	1	0	0	5	5.5
09:10	09:15	5	0	0	0	5	5	6	0	0	0	6	6
09:15	09:20	0	0	0	0	0	0	6	0	0	0	6	6
09:20	09:25	0	0	0	0	0	0	6	0	0	0	6	6
09:25	09:30	0	0	0	0	0	0	6	0	0	0	6	6
16:30	16:35	0	0	0	0	0	0	4	0	0	1	5	6
16:35	16:40	0	0	0	0	0	0	7	0	0	0	7	7
16:40	16:45	0	0	0	0	0	0	7	0	0	0	7	7
16:45	16:50	0	0	0	0	0	0	7	0	0	0	7	7
16:50	16:55	0	0	0	0	0	0	7	0	0	0	7	7
16:55	17:00	0	0	0	0	0	0	6	0	0	0	6	6
17:00	17:05	0	0	0	0	0	0	4	1	0	0	5	5.5
17:05	17:10	0	0	0	0	0	0	6	0	0	0	6	6
17:10	17:15	0	0	0	0	0	0	6	0	0	0	6	6
17:15	17:20	0	0	0	0	0	0	6	0	0	0	6	6
17:20	17:25	0	0	0	0	0	0	7	0	0	0	7	7
17:25	17:30	0	0	0	0	0	0	7	0	0	0	7	7
17:30	17:35	0	0	0	0	0	0	3	0	1	0	4	5.3
17:35	17:40	3	0	0	0	3	3	6	0	0	0	6	6
17:40	17:45	0	0	0	0	0	0	4	0	0	0	4	4
17:45	17:50	0	0	0	0	0	0	7	0	0	0	7	7
17:50	17:55	0	0	0	0	0	0	5	0	0	0	5	5
17:55	18:00	0	0	0	0	0	0	7	0	0	0	7	7
18:00	18:05	0	0	0	0	0	0	6	0	0	0	6	6
18:05	18:10	0	0	0	0	0	0	5	0	0	0	5	5
18:10	18:15	0	0	0	0	0	0	6	0	0	0	6	6
18:15	18:20	0	0	0	0	0	0	6	0	0	0	6	6
18:20	18:25	0	0	0	0	0	0	5	0	0	0	5	5
18:25	18:30	0	0	0	0	0	0	3	0	0	0	3	3

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	B2139 Storrington Road / Rock Road / School Access / Thakeham Road	50.923932, -0.436203	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: B2139 Storrington Road / Rock Road / School Access / Thakeham Roa

		Arm A (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	1	0	0	0	**1**	**1**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	1	0	0	0	**1**	**1**
07:45	07:50	1	0	0	0	**1**	**1**
07:50	07:55	2	0	0	0	**2**	**2**
07:55	08:00	1	0	0	0	**1**	**1**
08:00	08:05	2	0	0	0	**2**	**2**
08:05	08:10	1	0	0	0	**1**	**1**
08:10	08:15	1	0	0	0	**1**	**1**
08:15	08:20	1	0	0	0	**1**	**1**
08:20	08:25	3	0	0	0	**3**	**3**
08:25	08:30	1	0	0	0	**1**	**1**
08:30	08:35	2	0	1	0	**3**	**4.3**
08:35	08:40	3	0	0	0	**3**	**3**
08:40	08:45	4	0	0	0	**4**	**4**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	4	0	0	0	**4**	**4**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	1	0	0	0	**1**	**1**
09:05	09:10	1	0	0	0	**1**	**1**
09:10	09:15	1	0	0	0	**1**	**1**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	1	0	0	0	**1**	**1**
16:30	16:35	1	0	0	0	**1**	**1**
16:35	16:40	3	0	0	0	**3**	**3**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	1	0	0	0	**1**	**1**
16:50	16:55	2	0	0	0	**2**	**2**
16:55	17:00	1	0	0	0	**1**	**1**
17:00	17:05	3	0	0	1	**4**	**5**
17:05	17:10	1	0	0	0	**1**	**1**
17:10	17:15	2	0	0	0	**2**	**2**
17:15	17:20	2	0	0	0	**2**	**2**
17:20	17:25	3	0	0	0	**3**	**3**
17:25	17:30	4	0	0	0	**4**	**4**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	3	0	0	0	**3**	**3**
17:40	17:45	3	0	0	0	**3**	**3**
17:45	17:50	3	0	0	0	**3**	**3**
17:50	17:55	4	0	0	0	**4**	**4**
17:55	18:00	1	0	0	0	**1**	**1**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	1	0	0	0	**1**	**1**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	1	0	0	0	**1**	**1**

.d

		Arm B (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	1	0	0	0	**1**	**1**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	1	0	0	0	**1**	**1**
07:50	07:55	1	0	0	0	**1**	**1**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	2	0	0	0	**2**	**2**
08:25	08:30	0	0	0	0	**0**	**0**
08:30	08:35	0	0	0	0	**0**	**0**
08:35	08:40	2	0	0	0	**2**	**2**
08:40	08:45	2	0	0	0	**2**	**2**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	1	0	0	0	**1**	**1**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	1	0	0	0	**1**	**1**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**
16:30	16:35	1	0	0	0	**1**	**1**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	2	0	0	0	**2**	**2**
16:45	16:50	1	0	0	0	**1**	**1**
16:50	16:55	1	0	0	0	**1**	**1**
16:55	17:00	4	0	0	0	**4**	**4**
17:00	17:05	1	0	0	0	**1**	**1**
17:05	17:10	1	0	0	0	**1**	**1**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	1	0	0	0	**1**	**1**
17:25	17:30	2	0	0	0	**2**	**2**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	2	0	0	0	**2**	**2**
17:40	17:45	3	0	0	0	**3**	**3**
17:45	17:50	1	0	0	0	**1**	**1**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	1	0	0	0	**1**	**1**
18:00	18:05	1	0	0	0	**1**	**1**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	1	0	0	0	**1**	**1**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	0	0	0	0	**0**	**0**

		Arm C (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	1	0	0	0	**1**	**1**
08:05	08:10	1	0	0	1	**2**	**3**
08:10	08:15	1	0	0	1	**2**	**3**
08:15	08:20	1	0	0	1	**2**	**3**
08:20	08:25	2	0	0	1	**3**	**4**
08:25	08:30	6	0	0	0	**6**	**6**
08:30	08:35	1	0	0	0	**1**	**1**
08:35	08:40	1	0	0	0	**1**	**1**
08:40	08:45	1	0	0	0	**1**	**1**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	1	0	0	0	**1**	**1**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**
16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	1	0	0	0	**1**	**1**
17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	0	0	0	0	**0**	**0**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	0	0	0	0	**0**	**0**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	4	0	0	1	**5**	**6**
08:25	08:30	3	0	0	0	**3**	**3**
08:30	08:35	1	0	0	0	**1**	**1**
08:35	08:40	2	0	1	0	**3**	**4.3**
08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	6	0	0	0	**6**	**6**
08:55	09:00	2	0	0	0	**2**	**2**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	3	0	0	0	**3**	**3**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**
16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	1	0	0	0	**1**	**1**
16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	4	0	0	0	**4**	**4**
17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	0	0	0	0	**0**	**0**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	0	0	0	0	**0**	**0**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0147	Thakeham	Thakeham Road / Water Lane	50.923214, -0.438954	06/07/2023	Thursday	0730-0930 & 1630-1830hrs	Sunny Intervals	Sunny



Project ID and Name: IW0147 Thakeham
Junction name: Thakeham Road / Water Lane

		Arm A (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	2	0	0	0	**2**	**2**
07:35	07:40	2	0	0	0	**2**	**2**
07:40	07:45	3	0	0	0	**3**	**3**
07:45	07:50	3	0	0	0	**3**	**3**
07:50	07:55	2	0	1	0	**3**	**4.3**
07:55	08:00	5	0	0	0	**5**	**5**
08:00	08:05	2	0	0	0	**2**	**2**
08:05	08:10	6	0	0	0	**6**	**6**
08:10	08:15	7	0	0	0	**7**	**7**
08:15	08:20	6	0	1	0	**7**	**8.3**
08:20	08:25	8	0	1	0	**9**	**10.3**
08:25	08:30	7	0	0	0	**7**	**7**
08:30	08:35	10	0	0	0	**10**	**10**
08:35	08:40	5	0	1	0	**6**	**7.3**
08:40	08:45	6	0	1	0	**7**	**8.3**
08:45	08:50	6	0	0	0	**6**	**6**
08:50	08:55	3	0	0	0	**3**	**3**
08:55	09:00	6	0	1	0	**7**	**8.3**
09:00	09:05	2	0	1	0	**3**	**4.3**
09:05	09:10	2	0	0	0	**2**	**2**
09:10	09:15	2	0	0	0	**2**	**2**
09:15	09:20	2	0	0	0	**2**	**2**
09:20	09:25	1	0	1	0	**2**	**3.3**
09:25	09:30	2	0	0	0	**2**	**2**
16:30	16:35	8	0	0	0	**8**	**8**
16:35	16:40	3	0	0	0	**3**	**3**
16:40	16:45	4	0	0	0	**4**	**4**
16:45	16:50	3	0	0	0	**3**	**3**
16:50	16:55	3	0	0	0	**3**	**3**
16:55	17:00	6	0	0	0	**6**	**6**
17:00	17:05	10	0	0	0	**10**	**10**
17:05	17:10	12	0	0	0	**12**	**12**
17:10	17:15	6	0	0	0	**6**	**6**
17:15	17:20	10	0	0	0	**10**	**10**
17:20	17:25	7	0	0	0	**7**	**7**
17:25	17:30	8	0	0	0	**8**	**8**
17:30	17:35	5	0	0	0	**5**	**5**
17:35	17:40	4	0	0	0	**4**	**4**
17:40	17:45	4	0	0	0	**4**	**4**
17:45	17:50	4	0	0	0	**4**	**4**
17:50	17:55	4	0	0	0	**4**	**4**
17:55	18:00	4	0	0	0	**4**	**4**
18:00	18:05	4	0	0	0	**4**	**4**
18:05	18:10	3	0	0	0	**3**	**3**
18:10	18:15	2	0	0	0	**2**	**2**
18:15	18:20	1	0	0	0	**1**	**1**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	3	0	0	0	**3**	**3**

		Arm B (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	3	0	0	0	**3**	**3**
07:35	07:40	1	0	0	0	**1**	**1**
07:40	07:45	3	0	0	0	**3**	**3**
07:45	07:50	2	0	0	0	**2**	**2**
07:50	07:55	6	0	0	0	**6**	**6**
07:55	08:00	2	1	0	1	**4**	**5.5**
08:00	08:05	3	0	0	0	**3**	**3**
08:05	08:10	7	0	0	1	**8**	**9**
08:10	08:15	6	0	0	1	**7**	**8**
08:15	08:20	10	0	0	0	**10**	**10**
08:20	08:25	6	0	0	1	**7**	**8**
08:25	08:30	12	0	0	0	**12**	**12**
08:30	08:35	6	0	1	0	**7**	**8.3**
08:35	08:40	9	0	0	0	**9**	**9**
08:40	08:45	5	0	1	0	**6**	**7.3**
08:45	08:50	4	0	0	0	**4**	**4**
08:50	08:55	10	0	0	0	**10**	**10**
08:55	09:00	11	0	0	0	**11**	**11**
09:00	09:05	2	0	0	0	**2**	**2**
09:05	09:10	3	0	0	0	**3**	**3**
09:10	09:15	3	1	0	0	**4**	**4.5**
09:15	09:20	4	1	0	0	**5**	**5.5**
09:20	09:25	3	0	0	0	**3**	**3**
09:25	09:30	1	1	0	0	**2**	**2.5**
16:30	16:35	9	0	0	0	**9**	**9**
16:35	16:40	7	0	0	0	**7**	**7**
16:40	16:45	8	0	0	0	**8**	**8**
16:45	16:50	8	0	0	0	**8**	**8**
16:50	16:55	6	0	0	0	**6**	**6**
16:55	17:00	6	0	0	0	**6**	**6**
17:00	17:05	11	0	0	1	**12**	**13**
17:05	17:10	11	0	0	0	**11**	**11**
17:10	17:15	8	0	0	0	**8**	**8**
17:15	17:20	11	0	0	0	**11**	**11**
17:20	17:25	11	0	0	0	**11**	**11**
17:25	17:30	12	0	0	0	**12**	**12**
17:30	17:35	12	0	0	0	**12**	**12**
17:35	17:40	8	0	0	0	**8**	**8**
17:40	17:45	9	0	0	0	**9**	**9**
17:45	17:50	5	0	0	0	**5**	**5**
17:50	17:55	10	0	0	0	**10**	**10**
17:55	18:00	9	0	0	0	**9**	**9**
18:00	18:05	7	0	0	0	**7**	**7**
18:05	18:10	4	0	0	0	**4**	**4**
18:10	18:15	4	0	0	0	**4**	**4**
18:15	18:20	3	0	0	0	**3**	**3**
18:20	18:25	4	0	0	0	**4**	**4**
18:25	18:30	4	0	0	0	**4**	**4**

		Arm C (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	4	0	0	0	**4**	**4**
07:35	07:40	3	0	0	0	**3**	**3**
07:40	07:45	2	0	0	0	**2**	**2**
07:45	07:50	5	0	0	0	**5**	**5**
07:50	07:55	6	0	0	0	**6**	**6**
07:55	08:00	2	0	1	0	**3**	**4.3**
08:00	08:05	5	0	0	0	**5**	**5**
08:05	08:10	7	0	1	0	**8**	**9.3**
08:10	08:15	10	0	1	0	**11**	**12.3**
08:15	08:20	6	0	0	0	**6**	**6**
08:20	08:25	11	0	0	0	**11**	**11**
08:25	08:30	11	0	0	0	**11**	**11**
08:30	08:35	7	0	1	0	**8**	**9.3**
08:35	08:40	5	2	0	1	**8**	**10**
08:40	08:45	4	0	0	0	**4**	**4**
08:45	08:50	3	0	0	0	**3**	**3**
08:50	08:55	5	0	1	0	**6**	**7.3**
08:55	09:00	6	0	0	0	**6**	**6**
09:00	09:05	3	0	0	0	**3**	**3**
09:05	09:10	2	0	0	0	**2**	**2**
09:10	09:15	2	0	0	0	**2**	**2**
09:15	09:20	3	0	1	0	**4**	**5.3**
09:20	09:25	2	0	0	0	**2**	**2**
09:25	09:30	2	0	0	0	**2**	**2**
16:30	16:35	1	0	0	0	**1**	**1**
16:35	16:40	4	0	0	0	**4**	**4**
16:40	16:45	3	0	0	0	**3**	**3**
16:45	16:50	3	0	0	0	**3**	**3**
16:50	16:55	4	0	0	0	**4**	**4**
16:55	17:00	5	0	0	0	**5**	**5**
17:00	17:05	7	0	0	0	**7**	**7**
17:05	17:10	4	0	0	0	**4**	**4**
17:10	17:15	5	0	0	0	**5**	**5**
17:15	17:20	4	0	0	0	**4**	**4**
17:20	17:25	2	0	0	0	**2**	**2**
17:25	17:30	5	0	0	0	**5**	**5**
17:30	17:35	1	0	0	1	**2**	**3**
17:35	17:40	2	0	0	0	**2**	**2**
17:40	17:45	4	0	0	0	**4**	**4**
17:45	17:50	2	0	0	0	**2**	**2**
17:50	17:55	3	0	0	0	**3**	**3**
17:55	18:00	3	0	0	1	**4**	**5**
18:00	18:05	5	0	0	0	**5**	**5**
18:05	18:10	2	0	0	0	**2**	**2**
18:10	18:15	2	0	0	0	**2**	**2**
18:15	18:20	6	0	0	0	**6**	**6**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	4	0	0	0	**4**	**4**

Survey Date: 06/07/2023
Survey Day: Thursday

		Arm D (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	4	0	0	0	**4**	**4**
07:35	07:40	3	0	0	0	**3**	**3**
07:40	07:45	6	0	0	0	**6**	**6**
07:45	07:50	9	0	0	0	**9**	**9**
07:50	07:55	3	0	0	0	**3**	**3**
07:55	08:00	6	0	0	1	**7**	**8**
08:00	08:05	5	0	0	1	**6**	**7**
08:05	08:10	14	0	0	0	**14**	**14**
08:10	08:15	14	0	0	0	**14**	**14**
08:15	08:20	9	0	0	1	**10**	**11**
08:20	08:25	14	0	0	0	**14**	**14**
08:25	08:30	12	0	0	1	**13**	**14**
08:30	08:35	14	0	0	0	**14**	**14**
08:35	08:40	11	0	0	0	**11**	**11**
08:40	08:45	7	0	0	0	**7**	**7**
08:45	08:50	11	0	0	0	**11**	**11**
08:50	08:55	6	0	0	0	**6**	**6**
08:55	09:00	12	0	0	0	**12**	**12**
09:00	09:05	4	0	0	0	**4**	**4**
09:05	09:10	4	0	0	0	**4**	**4**
09:10	09:15	4	0	0	0	**4**	**4**
09:15	09:20	2	0	0	0	**2**	**2**
09:20	09:25	2	0	0	0	**2**	**2**
09:25	09:30	4	0	0	0	**4**	**4**
16:30	16:35	6	0	0	0	**6**	**6**
16:35	16:40	9	0	0	0	**9**	**9**
16:40	16:45	3	0	0	0	**3**	**3**
16:45	16:50	6	0	0	0	**6**	**6**
16:50	16:55	3	0	0	0	**3**	**3**
16:55	17:00	3	0	0	0	**3**	**3**
17:00	17:05	4	0	0	0	**4**	**4**
17:05	17:10	7	0	0	0	**7**	**7**
17:10	17:15	10	0	0	0	**10**	**10**
17:15	17:20	6	0	0	0	**6**	**6**
17:20	17:25	2	0	0	0	**2**	**2**
17:25	17:30	10	0	0	0	**10**	**10**
17:30	17:35	3	0	0	1	**4**	**5**
17:35	17:40	5	0	0	0	**5**	**5**
17:40	17:45	3	0	0	0	**3**	**3**
17:45	17:50	2	0	0	0	**2**	**2**
17:50	17:55	2	0	0	0	**2**	**2**
17:55	18:00	6	0	0	0	**6**	**6**
18:00	18:05	3	0	0	0	**3**	**3**
18:05	18:10	4	0	0	0	**4**	**4**
18:10	18:15	2	0	0	0	**2**	**2**
18:15	18:20	2	0	0	0	**2**	**2**
18:20	18:25	2	0	0	0	**2**	**2**
18:25	18:30	3	0	0	0	**3**	**3**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0168	Storrington	A283 Washington Road / Water Lane / Sullington Lane	50.914189, -0.438004	26/09/2023	Tuesday	0730-0930 & 1630-1830hrs	Dry	Dry



Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		A - A (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total (AM & PM)		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - A (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	26	4	1	5	0	1	0	**37**	**43.4**
07:45	08:00	28	6	1	0	2	0	0	**37**	**39.5**
08:00	08:15	34	4	0	2	2	0	0	**42**	**46.6**
08:15	08:30	43	7	1	0	1	0	0	**52**	**53.5**
08:30	08:45	26	3	0	0	0	0	0	**29**	**29**
08:45	09:00	29	5	0	1	0	0	0	**35**	**36.3**
09:00	09:15	22	5	1	0	0	0	0	**28**	**28.5**
09:15	09:30	17	5	0	3	1	0	0	**26**	**30.9**
16:30	16:45	37	7	0	0	0	0	0	**44**	**44**
16:45	17:00	36	8	1	0	0	0	0	**45**	**45.5**
17:00	17:15	85	11	0	0	0	2	0	**98**	**96.8**
17:15	17:30	42	7	0	0	0	2	0	**51**	**49.8**
17:30	17:45	38	3	0	0	1	1	0	**43**	**43.4**
17:45	18:00	25	2	0	0	0	0	0	**27**	**27**
18:00	18:15	33	1	0	0	0	0	0	**34**	**34**
18:15	18:30	18	3	0	0	0	0	0	**21**	**21**
Total		**539**	**81**	**5**	**11**	**7**	**6**	**0**	**649**	**669.2**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**131**	**21**	**3**	**7**	**5**	**1**	**0**	**168**	**183**
07:45	08:45	131	20	2	2	5	0	0	160	168.6
08:00	09:00	132	19	1	3	3	0	0	158	165.4
08:15	09:15	120	20	2	1	1	0	0	144	147.3
08:30	**09:30**	**94**	**18**	**1**	**4**	**1**	**0**	**0**	**118**	**124.7**
08:45	09:45	68	15	1	4	1	0	0	89	95.7
09:00	10:00	39	10	1	3	1	0	0	54	59.4
09:15	10:15	17	5	0	3	1	0	0	26	30.9
16:30	**17:30**	**200**	**33**	**1**	**0**	**0**	**4**	**0**	**238**	**236.1**
16:45	17:45	201	29	1	0	1	5	0	237	235.5
17:00	18:00	190	23	0	0	1	5	0	219	217
17:15	18:15	138	13	0	0	1	3	0	155	154.2
17:30	**18:30**	**114**	**9**	**0**	**0**	**1**	**1**	**0**	**125**	**125.4**
17:45	18:45	76	6	0	0	0	0	0	82	82
18:00	19:00	51	4	0	0	0	0	0	55	55
18:15	19:15	18	3	0	0	0	0	0	21	21
TOTAL		**539**	**81**	**5**	**11**	**7**	**6**	**0**	**649**	**669.2**

		A - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	1	0	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	2	0	0	0	0	0	0	**2**	**2**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**

		A - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:45	09:45	1	0	0	0	0	0	0	1	1
09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	1	0	0	0	0	0	0	1	1
16:30	**17:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:45	17:45	2	0	0	0	0	0	0	2	2
17:00	18:00	2	0	0	0	0	0	0	2	2
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**

Survey Date: 26/09/2023
Survey Day: Tuesday

		A - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	1	0	0	0	**1**	**2.3**
07:45	08:00	1	0	0	0	0	0	0	**1**	**1**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	1	0	0	0	**1**	**2.3**
08:30	08:45	2	1	0	0	0	0	0	**3**	**3**
08:45	09:00	2	0	0	0	0	0	0	**2**	**2**
09:00	09:15	1	0	0	0	0	0	0	**1**	**1**
09:15	09:30	0	1	1	0	0	0	0	**2**	**2.5**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**7**	**2**	**1**	**2**	**0**	**0**	**0**	**12**	**15.1**

		A - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**5.6**
07:45	08:45	3	1	0	1	0	0	0	5	6.3
08:00	09:00	4	1	0	1	0	0	0	6	7.3
08:15	09:15	5	1	0	1	0	0	0	7	8.3
08:30	**09:30**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**8.5**
08:45	09:45	3	1	1	0	0	0	0	5	5.5
09:00	10:00	1	1	1	0	0	0	0	3	3.5
09:15	10:15	0	1	1	0	0	0	0	2	2.5
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**7**	**2**	**1**	**2**	**0**	**0**	**0**	**12**	**15.1**

Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		B - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	23	3	0	2	1	1	0	**30**	**33**
07:45	08:00	20	5	0	2	0	0	0	**27**	**29.6**
08:00	08:15	39	3	0	0	1	2	0	**45**	**44.8**
08:15	08:30	45	8	0	2	0	1	0	**56**	**58**
08:30	08:45	44	18	3	1	1	0	0	**67**	**70.8**
08:45	09:00	40	29	3	1	2	1	0	**76**	**80.2**
09:00	09:15	24	14	1	0	0	0	0	**39**	**39.5**
09:15	09:30	17	2	0	3	0	0	0	**22**	**25.9**
16:30	16:45	33	3	0	0	0	0	0	**36**	**36**
16:45	17:00	33	5	0	0	1	1	0	**40**	**40.4**
17:00	17:15	36	3	0	0	0	2	0	**41**	**39.8**
17:15	17:30	29	12	0	0	1	0	0	**42**	**43**
17:30	17:45	39	6	0	0	1	0	0	**46**	**47**
17:45	18:00	41	0	0	0	1	0	0	**42**	**43**
18:00	18:15	31	2	0	0	0	0	0	**33**	**33**
18:15	18:30	27	2	0	0	1	0	0	**30**	**31**
Total		**521**	**115**	**7**	**11**	**10**	**8**	**0**	**672**	**695**

		B - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**127**	**19**	**0**	**6**	**2**	**4**	**0**	**158**	**165.4**
07:45	08:45	148	34	3	5	2	3	0	195	203.2
08:00	09:00	168	58	6	4	4	4	0	244	253.8
08:15	09:15	153	69	7	4	3	2	0	238	248.5
08:30	**09:30**	**125**	**63**	**7**	**5**	**3**	**1**	**0**	**204**	**216.4**
08:45	09:45	81	45	4	4	2	1	0	137	145.6
09:00	10:00	41	16	1	3	0	0	0	61	65.4
09:15	10:15	17	2	0	3	0	0	0	22	25.9
16:30	**17:30**	**131**	**23**	**0**	**0**	**2**	**3**	**0**	**159**	**159.2**
16:45	17:45	137	26	0	0	3	3	0	169	170.2
17:00	18:00	145	21	0	0	3	2	0	171	172.8
17:15	18:15	140	20	0	0	3	0	0	163	166
17:30	**18:30**	**138**	**10**	**0**	**0**	**3**	**0**	**0**	**151**	**154**
17:45	18:45	99	4	0	0	2	0	0	105	107
18:00	19:00	58	4	0	0	1	0	0	63	64
18:15	19:15	27	2	0	0	1	0	0	30	31
TOTAL		**521**	**115**	**7**	**11**	**10**	**8**	**0**	**672**	**695**

		B - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	1	0	0	0	0	0	0	**1**	**1**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	1	1	0	0	0	0	**2**	**2.5**
09:15	09:30	1	0	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	1	0	0	0	0	0	0	**1**	**1**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	1	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**4**	**2**	**1**	**0**	**0**	**0**	**0**	**7**	**7.5**

		B - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	1	1	0	0	0	0	2	2.5
08:30	**09:30**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**3.5**
08:45	09:45	1	1	1	0	0	0	0	3	3.5
09:00	10:00	1	1	1	0	0	0	0	3	3.5
09:15	10:15	1	0	0	0	0	0	0	1	1
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	0	1	0	0	0	0	0	1	1
17:15	18:15	0	1	0	0	0	0	0	1	1
17:30	**18:30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:45	18:45	1	1	0	0	0	0	0	2	2
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**4**	**2**	**1**	**0**	**0**	**0**	**0**	**7**	**7.5**

Survey Date: 26/09/2023
Survey Day: Tuesday

		B - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	126	55	2	2	0	0	0	**185**	**188.6**
07:45	08:00	108	56	3	2	2	2	0	**173**	**177.9**
08:00	08:15	131	33	3	1	0	1	0	**169**	**171.2**
08:15	08:30	128	47	3	4	0	1	0	**183**	**189.1**
08:30	08:45	108	35	3	2	1	0	0	**149**	**154.1**
08:45	09:00	100	29	3	1	2	1	0	**136**	**140.2**
09:00	09:15	94	28	3	2	2	1	0	**130**	**135.5**
09:15	09:30	105	28	4	2	0	0	0	**139**	**143.6**
16:30	16:45	129	52	0	0	1	3	0	**185**	**184.2**
16:45	17:00	155	32	0	0	1	1	0	**189**	**189.4**
17:00	17:15	134	40	1	0	0	2	0	**177**	**176.3**
17:15	17:30	113	31	1	1	0	0	0	**146**	**147.8**
17:30	17:45	124	23	0	0	0	0	0	**147**	**147**
17:45	18:00	136	16	0	0	1	3	0	**156**	**155.2**
18:00	18:15	137	24	0	0	0	3	0	**164**	**162.2**
18:15	18:30	148	27	0	0	1	1	0	**177**	**177.4**
Total		**1976**	**556**	**26**	**17**	**11**	**19**	**0**	**2605**	**2639.7**

		B - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**493**	**191**	**11**	**9**	**2**	**4**	**0**	**710**	**726.8**
07:45	08:45	475	171	12	9	3	4	0	674	692.3
08:00	09:00	467	144	12	8	3	3	0	637	654.6
08:15	09:15	430	139	12	9	5	3	0	598	618.9
08:30	**09:30**	**407**	**120**	**13**	**7**	**5**	**2**	**0**	**554**	**573.4**
08:45	09:45	299	85	10	5	4	2	0	405	419.3
09:00	10:00	199	56	7	4	2	1	0	269	279.1
09:15	10:15	105	28	4	2	0	0	0	139	143.6
16:30	**17:30**	**531**	**155**	**2**	**1**	**2**	**6**	**0**	**697**	**697.7**
16:45	17:45	526	126	2	1	1	3	0	659	660.5
17:00	18:00	507	110	2	1	1	5	0	626	626.3
17:15	18:15	510	94	1	1	1	6	0	613	612.2
17:30	**18:30**	**545**	**90**	**0**	**0**	**2**	**7**	**0**	**644**	**641.8**
17:45	18:45	421	67	0	0	2	7	0	497	494.8
18:00	19:00	285	51	0	0	1	4	0	341	339.6
18:15	19:15	148	27	0	0	1	1	0	177	177.4
TOTAL		**1976**	**556**	**26**	**17**	**11**	**19**	**0**	**2605**	**2639.7**

Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		C - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	1	1	0	0	0	0	0	**2**	**2**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		C - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	1	1	0	0	0	0	0	2	2
08:30	**09:30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:45	09:45	1	1	0	0	0	0	0	2	2
09:00	10:00	1	1	0	0	0	0	0	2	2
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**

		C - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	2	0	0	0	0	0	0	**2**	**2**
16:45	17:00	1	0	0	0	0	0	0	**1**	**1**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	2	0	0	0	0	0	0	**2**	**2**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**

		C - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	2	0	0	0	0	0	0	2	2
17:15	18:15	2	0	0	0	0	0	0	2	2
17:30	**18:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:45	18:45	2	0	0	0	0	0	0	2	2
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**

		C - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		C - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Survey Date: 26/09/2023
Survey Day: Tuesday

		C - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	1	**1**	**0.2**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	1	0	0	0	0	0	0	**1**	**1**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	2	0	0	0	0	0	0	**2**	**2**
16:30	16:45	1	0	0	0	0	0	0	**1**	**1**
16:45	17:00	1	0	0	0	0	0	0	**1**	**1**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	1	0	0	0	0	0	**1**	**1**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**7**	**1**	**0**	**0**	**0**	**0**	**1**	**9**	**8.2**

		C - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1.2**
07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:45	09:45	2	0	0	0	0	0	0	2	2
09:00	10:00	2	0	0	0	0	0	0	2	2
09:15	10:15	2	0	0	0	0	0	0	2	2
16:30	**17:30**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:45	17:45	2	0	0	0	0	0	0	2	2
17:00	18:00	1	1	0	0	0	0	0	2	2
17:15	18:15	1	1	0	0	0	0	0	2	2
17:30	**18:30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
17:45	18:45	1	1	0	0	0	0	0	2	2
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**7**	**1**	**0**	**0**	**0**	**0**	**1**	**9**	**8.2**

Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		D - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	1	0	0	0	0	0	0	**1**	**1**
07:45	08:00	0	1	0	0	0	0	0	**1**	**1**
08:00	08:15	4	0	0	1	0	0	0	**5**	**6.3**
08:15	08:30	2	0	0	0	0	0	0	**2**	**2**
08:30	08:45	4	0	0	0	0	0	0	**4**	**4**
08:45	09:00	2	0	0	0	0	0	0	**2**	**2**
09:00	09:15	5	2	0	0	0	0	0	**7**	**7**
09:15	09:30	2	1	0	1	0	0	0	**4**	**5.3**
16:30	16:45	1	0	0	0	0	0	0	**1**	**1**
16:45	17:00	1	0	0	1	0	0	0	**2**	**3.3**
17:00	17:15	2	0	0	0	0	0	0	**2**	**2**
17:15	17:30	3	1	0	0	0	0	0	**4**	**4**
17:30	17:45	4	1	0	0	0	1	0	**6**	**5.4**
17:45	18:00	1	1	0	0	0	0	0	**2**	**2**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	5	0	0	0	0	1	0	**6**	**5.4**
Total		**38**	**7**	**0**	**3**	**0**	**2**	**0**	**50**	**52.7**

		D - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**9**	**10.3**
07:45	08:45	10	1	0	1	0	0	0	12	13.3
08:00	09:00	12	0	0	1	0	0	0	13	14.3
08:15	09:15	13	2	0	0	0	0	0	15	15
08:30	**09:30**	**13**	**3**	**0**	**1**	**0**	**0**	**0**	**17**	**18.3**
08:45	09:45	9	3	0	1	0	0	0	13	14.3
09:00	10:00	7	3	0	1	0	0	0	11	12.3
09:15	10:15	2	1	0	1	0	0	0	4	5.3
16:30	**17:30**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**9**	**10.3**
16:45	17:45	10	2	0	1	0	1	0	14	14.7
17:00	18:00	10	3	0	0	0	1	0	14	13.4
17:15	18:15	9	3	0	0	0	1	0	13	12.4
17:30	**18:30**	**11**	**2**	**0**	**0**	**0**	**2**	**0**	**15**	**13.8**
17:45	18:45	7	1	0	0	0	1	0	9	8.4
18:00	19:00	6	0	0	0	0	1	0	7	6.4
18:15	19:15	5	0	0	0	0	1	0	6	5.4
TOTAL		**38**	**7**	**0**	**3**	**0**	**2**	**0**	**50**	**52.7**

		D - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	145	54	1	3	0	1	0	**204**	**207.8**
07:45	08:00	143	41	0	2	1	0	0	**187**	**190.6**
08:00	08:15	132	35	2	2	1	1	0	**173**	**177**
08:15	08:30	131	39	3	3	1	0	1	**178**	**183.6**
08:30	08:45	126	34	2	0	4	0	0	**166**	**171**
08:45	09:00	117	22	1	2	0	0	0	**142**	**145.1**
09:00	09:15	103	28	1	1	1	0	0	**134**	**136.8**
09:15	09:30	112	36	1	2	0	1	0	**152**	**154.5**
16:30	16:45	131	49	1	0	0	1	0	**182**	**181.9**
16:45	17:00	143	37	0	0	1	3	0	**184**	**183.2**
17:00	17:15	138	33	1	0	1	1	0	**174**	**174.9**
17:15	17:30	145	27	0	0	2	1	0	**175**	**176.4**
17:30	17:45	142	31	0	1	2	1	0	**177**	**179.7**
17:45	18:00	130	32	1	0	1	2	0	**166**	**166.3**
18:00	18:15	131	17	1	0	1	0	0	**150**	**151.5**
18:15	18:30	112	20	0	1	0	2	0	**135**	**135.1**
Total		**2081**	**535**	**15**	**17**	**16**	**14**	**1**	**2679**	**2715.4**

		D - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**551**	**169**	**6**	**10**	**3**	**2**	**1**	**742**	**759**
07:45	08:45	532	149	7	7	7	1	1	704	722.2
08:00	09:00	506	130	8	7	6	1	1	659	676.7
08:15	09:15	477	123	7	6	6	0	1	620	636.5
08:30	**09:30**	**458**	**120**	**5**	**5**	**5**	**1**	**0**	**594**	**607.4**
08:45	09:45	332	86	3	5	1	1	0	428	436.4
09:00	10:00	215	64	2	3	1	1	0	286	291.3
09:15	10:15	112	36	1	2	0	1	0	152	154.5
16:30	**17:30**	**557**	**146**	**2**	**0**	**4**	**6**	**0**	**715**	**716.4**
16:45	17:45	568	128	1	1	6	6	0	710	714.2
17:00	18:00	555	123	2	1	6	5	0	692	697.3
17:15	18:15	548	107	2	1	6	4	0	668	673.9
17:30	**18:30**	**515**	**100**	**2**	**2**	**4**	**5**	**0**	**628**	**632.6**
17:45	18:45	373	69	2	1	2	4	0	451	452.9
18:00	19:00	243	37	1	1	1	2	0	285	286.6
18:15	19:15	112	20	0	1	0	2	0	135	135.1
TOTAL		**2081**	**535**	**15**	**17**	**16**	**14**	**1**	**2679**	**2715.4**

		D - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	1	0	0	0	0	0	0	**1**	**1**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	1	1	0	0	0	0	0	**2**	**2**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	1	0	0	0	0	0	**1**	**1**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**

		D - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	1	0	0	0	0	0	0	1	1
08:30	**09:30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:45	09:45	1	1	0	0	0	0	0	2	2
09:00	10:00	1	1	0	0	0	0	0	2	2
09:15	10:15	1	1	0	0	0	0	0	2	2
16:30	**17:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:45	17:45	2	1	0	0	0	0	0	3	3
17:00	18:00	0	1	0	0	0	0	0	1	1
17:15	18:15	0	1	0	0	0	0	0	1	1
17:30	**18:30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**

Survey Date: 26/09/2023
Survey Day: Tuesday

		D - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		D - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		Arm A - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	26	4	1	6	0	1	0	**38**	**45.7**
07:45	08:00	29	6	1	0	2	0	0	**38**	**40.5**
08:00	08:15	34	4	0	2	2	0	0	**42**	**46.6**
08:15	08:30	43	7	1	1	1	0	0	**53**	**55.8**
08:30	08:45	28	4	0	0	0	0	0	**32**	**32**
08:45	09:00	31	5	0	1	0	0	0	**37**	**38.3**
09:00	09:15	23	5	1	0	0	0	0	**29**	**29.5**
09:15	09:30	18	6	1	3	1	0	0	**29**	**34.4**
16:30	16:45	37	7	0	0	0	0	0	**44**	**44**
16:45	17:00	36	8	1	0	0	0	0	**45**	**45.5**
17:00	17:15	88	11	0	0	0	2	0	**101**	**99.8**
17:15	17:30	42	7	0	0	0	2	0	**51**	**49.8**
17:30	17:45	38	3	0	0	1	1	0	**43**	**43.4**
17:45	18:00	25	2	0	0	0	0	0	**27**	**27**
18:00	18:15	33	1	0	0	0	0	0	**34**	**34**
18:15	18:30	18	3	0	0	0	0	0	**21**	**21**
Total		**549**	**83**	**6**	**13**	**7**	**6**	**0**	**664**	**687.3**

		Arm A - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**132**	**21**	**3**	**9**	**5**	**1**	**0**	**171**	**188.6**
07:45	08:45	134	21	2	3	5	0	0	165	174.9
08:00	09:00	136	20	1	4	3	0	0	164	172.7
08:15	09:15	125	21	2	2	1	0	0	151	155.6
08:30	**09:30**	**100**	**20**	**2**	**4**	**1**	**0**	**0**	**127**	**134.2**
08:45	09:45	72	16	2	4	1	0	0	95	102.2
09:00	10:00	41	11	2	3	1	0	0	58	63.9
09:15	10:15	18	6	1	3	1	0	0	29	34.4
16:30	**17:30**	**203**	**33**	**1**	**0**	**0**	**4**	**0**	**241**	**239.1**
16:45	17:45	204	29	1	0	1	5	0	240	238.5
17:00	18:00	193	23	0	0	1	5	0	222	220
17:15	18:15	138	13	0	0	1	3	0	155	154.2
17:30	**18:30**	**114**	**9**	**0**	**0**	**1**	**1**	**0**	**125**	**125.4**
17:45	18:45	76	6	0	0	0	0	0	82	82
18:00	19:00	51	4	0	0	0	0	0	55	55
18:15	19:15	18	3	0	0	0	0	0	21	21
TOTAL		**549**	**83**	**6**	**13**	**7**	**6**	**0**	**664**	**687.3**

		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	24	3	0	2	1	1	0	**31**	**34**
07:45	08:00	20	6	0	2	0	0	0	**28**	**30.6**
08:00	08:15	43	3	0	1	1	2	0	**50**	**51.1**
08:15	08:30	47	8	0	2	0	1	0	**58**	**60**
08:30	08:45	48	18	3	1	1	0	0	**71**	**74.8**
08:45	09:00	42	29	3	1	2	1	0	**78**	**82.2**
09:00	09:15	30	17	1	0	0	0	0	**48**	**48.5**
09:15	09:30	19	3	0	4	0	0	0	**26**	**31.2**
16:30	16:45	34	3	0	0	0	0	0	**37**	**37**
16:45	17:00	34	5	0	1	1	1	0	**42**	**43.7**
17:00	17:15	38	3	0	0	0	2	0	**43**	**41.8**
17:15	17:30	32	13	0	0	1	0	0	**46**	**47**
17:30	17:45	43	7	0	0	1	1	0	**52**	**52.4**
17:45	18:00	42	1	0	0	1	0	0	**44**	**45**
18:00	18:15	32	2	0	0	0	0	0	**34**	**34**
18:15	18:30	32	2	0	0	1	1	0	**36**	**36.4**
Total		**560**	**123**	**7**	**14**	**10**	**10**	**0**	**724**	**749.7**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**134**	**20**	**0**	**7**	**2**	**4**	**0**	**167**	**175.7**
07:45	08:45	158	35	3	6	2	3	0	207	216.5
08:00	09:00	180	58	6	5	4	4	0	257	268.1
08:15	09:15	167	72	7	4	3	2	0	255	265.5
08:30	**09:30**	**139**	**67**	**7**	**6**	**3**	**1**	**0**	**223**	**236.7**
08:45	09:45	91	49	4	5	2	1	0	152	161.9
09:00	10:00	49	20	1	4	0	0	0	74	79.7
09:15	10:15	19	3	0	4	0	0	0	26	31.2
16:30	**17:30**	**138**	**24**	**0**	**1**	**2**	**3**	**0**	**168**	**169.5**
16:45	17:45	147	28	0	1	3	4	0	183	184.9
17:00	18:00	155	24	0	0	3	3	0	185	186.2
17:15	18:15	149	23	0	0	3	1	0	176	178.4
17:30	**18:30**	**149**	**12**	**0**	**0**	**3**	**2**	**0**	**166**	**167.8**
17:45	18:45	106	5	0	0	2	1	0	114	115.4
18:00	19:00	64	4	0	0	1	1	0	70	70.4
18:15	19:15	32	2	0	0	1	1	0	36	36.4
TOTAL		**560**	**123**	**7**	**14**	**10**	**10**	**0**	**724**	**749.7**

		Arm B - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	149	58	2	4	1	1	0	**215**	**221.6**
07:45	08:00	129	61	3	4	2	2	0	**201**	**208.5**
08:00	08:15	170	36	3	1	1	3	0	**214**	**216**
08:15	08:30	173	55	3	6	0	2	0	**239**	**247.1**
08:30	08:45	152	53	6	3	2	0	0	**216**	**224.9**
08:45	09:00	140	58	6	2	4	2	0	**212**	**220.4**
09:00	09:15	118	43	5	2	2	1	0	**171**	**177.5**
09:15	09:30	123	30	4	5	0	0	0	**162**	**170.5**
16:30	16:45	162	55	0	0	1	3	0	**221**	**220.2**
16:45	17:00	189	37	0	0	2	2	0	**230**	**230.8**
17:00	17:15	170	43	1	0	0	4	0	**218**	**216.1**
17:15	17:30	142	43	1	1	1	0	0	**188**	**190.8**
17:30	17:45	163	29	0	0	1	0	0	**193**	**194**
17:45	18:00	177	17	0	0	2	3	0	**199**	**199.2**
18:00	18:15	168	26	0	0	0	3	0	**197**	**195.2**
18:15	18:30	176	29	0	0	2	1	0	**208**	**209.4**
Total		**2501**	**673**	**34**	**28**	**21**	**27**	**0**	**3284**	**3342.2**

		Arm B - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**621**	**210**	**11**	**15**	**4**	**8**	**0**	**869**	**893.2**
07:45	08:45	624	205	15	14	5	7	0	870	896.5
08:00	09:00	635	202	18	12	7	7	0	881	908.4
08:15	09:15	583	209	20	13	8	5	0	838	869.9
08:30	**09:30**	**533**	**184**	**21**	**12**	**8**	**3**	**0**	**761**	**793.3**
08:45	09:45	381	131	15	9	6	3	0	545	568.4
09:00	10:00	241	73	9	7	2	1	0	333	348
09:15	10:15	123	30	4	5	0	0	0	162	170.5
16:30	**17:30**	**663**	**178**	**2**	**1**	**4**	**9**	**0**	**857**	**857.9**
16:45	17:45	664	152	2	1	4	6	0	829	831.7
17:00	18:00	652	132	2	1	4	7	0	798	800.1
17:15	18:15	650	115	1	1	4	6	0	777	779.2
17:30	**18:30**	**684**	**101**	**0**	**0**	**5**	**7**	**0**	**797**	**797.8**
17:45	18:45	521	72	0	0	4	7	0	604	603.8
18:00	19:00	344	55	0	0	2	4	0	405	404.6
18:15	19:15	176	29	0	0	2	1	0	208	209.4
TOTAL		**2501**	**673**	**34**	**28**	**21**	**27**	**0**	**3284**	**3342.2**

		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	171	58	2	8	0	2	0	**241**	**251.2**
07:45	08:00	171	47	1	2	3	0	0	**224**	**230.1**
08:00	08:15	166	39	2	4	3	1	0	**215**	**223.6**
08:15	08:30	174	46	4	3	2	0	1	**230**	**237.1**
08:30	08:45	152	37	2	0	4	0	0	**195**	**200**
08:45	09:00	146	27	1	3	0	0	0	**177**	**181.4**
09:00	09:15	125	33	2	1	1	0	0	**162**	**165.3**
09:15	09:30	129	41	1	5	1	1	0	**178**	**185.4**
16:30	16:45	170	56	1	0	0	1	0	**228**	**227.9**
16:45	17:00	180	45	1	0	1	3	0	**230**	**229.7**
17:00	17:15	223	44	1	0	1	3	0	**272**	**271.7**
17:15	17:30	187	34	0	0	2	3	0	**226**	**226.2**
17:30	17:45	180	34	0	1	3	2	0	**220**	**223.1**
17:45	18:00	157	34	1	0	1	2	0	**195**	**195.3**
18:00	18:15	164	18	1	0	1	0	0	**184**	**185.5**
18:15	18:30	130	23	0	1	0	2	0	**156**	**156.1**
Total		**2625**	**616**	**20**	**28**	**23**	**20**	**1**	**3333**	**3389.6**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**682**	**190**	**9**	**17**	**8**	**3**	**1**	**910**	**942**
07:45	08:45	663	169	9	9	12	1	1	864	890.8
08:00	09:00	638	149	9	10	9	1	1	817	842.1
08:15	09:15	597	143	9	7	7	0	1	764	783.8
08:30	**09:30**	**552**	**138**	**6**	**9**	**6**	**1**	**0**	**712**	**732.1**
08:45	09:45	400	101	4	9	2	1	0	517	532.1
09:00	10:00	254	74	3	6	2	1	0	340	350.7
09:15	10:15	129	41	1	5	1	1	0	178	185.4
16:30	**17:30**	**760**	**179**	**3**	**0**	**4**	**10**	**0**	**956**	**955.5**
16:45	17:45	770	157	2	1	7	11	0	948	950.7
17:00	18:00	747	146	2	1	7	10	0	913	916.3
17:15	18:15	688	120	2	1	7	7	0	825	830.1
17:30	**18:30**	**631**	**109**	**2**	**2**	**5**	**6**	**0**	**755**	**760**
17:45	18:45	451	75	2	1	2	4	0	535	536.9
18:00	19:00	294	41	1	1	1	2	0	340	341.6
18:15	19:15	130	23	0	1	0	2	0	156	156.1
TOTAL		**2625**	**616**	**20**	**28**	**23**	**20**	**1**	**3333**	**3389.6**

		Arm C - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	0	0	0	0	0	0	1	**1**	**0.2**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	1	0	0	0	0	0	0	**1**	**1**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	1	1	0	0	0	0	0	**2**	**2**
09:15	09:30	2	0	0	0	0	0	0	**2**	**2**
16:30	16:45	3	0	0	0	0	0	0	**3**	**3**
16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	2	1	0	0	0	0	0	**3**	**3**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**13**	**2**	**0**	**0**	**0**	**0**	**1**	**16**	**15.2**

		Arm C - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1.2**
07:45	08:45	1	0	0	0	0	0	0	1	1
08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	1	1	0	0	0	0	0	2	2
08:30	**09:30**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
08:45	09:45	3	1	0	0	0	0	0	4	4
09:00	10:00	3	1	0	0	0	0	0	4	4
09:15	10:15	2	0	0	0	0	0	0	2	2
16:30	**17:30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
16:45	17:45	3	0	0	0	0	0	0	3	3
17:00	18:00	3	1	0	0	0	0	0	4	4
17:15	18:15	3	1	0	0	0	0	0	4	4
17:30	**18:30**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
17:45	18:45	3	1	0	0	0	0	0	4	4
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**13**	**2**	**0**	**0**	**0**	**0**	**1**	**16**	**15.2**

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		Arm C - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	1	0	0	0	0	0	0	**1**	**1**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	1	0	0	0	0	0	0	**1**	**1**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	1	1	0	0	0	0	**2**	**2.5**
09:15	09:30	3	1	0	0	0	0	0	**4**	**4**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	3	0	0	0	0	0	0	**3**	**3**
17:00	17:15	2	0	0	0	0	0	0	**2**	**2**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	1	0	0	0	0	0	**1**	**1**
17:45	18:00	0	1	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**11**	**4**	**1**	**0**	**0**	**0**	**0**	**16**	**16.5**

		Arm C - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
07:45	08:45	2	0	0	0	0	0	0	2	2
08:00	09:00	1	0	0	0	0	0	0	1	1
08:15	09:15	1	1	1	0	0	0	0	3	3.5
08:30	**09:30**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**6.5**
08:45	09:45	3	2	1	0	0	0	0	6	6.5
09:00	10:00	3	2	1	0	0	0	0	6	6.5
09:15	10:15	3	1	0	0	0	0	0	4	4
16:30	**17:30**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
16:45	17:45	5	1	0	0	0	0	0	6	6
17:00	18:00	2	2	0	0	0	0	0	4	4
17:15	18:15	0	2	0	0	0	0	0	2	2
17:30	**18:30**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
17:45	18:45	1	1	0	0	0	0	0	2	2
18:00	19:00	1	0	0	0	0	0	0	1	1
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**11**	**4**	**1**	**0**	**0**	**0**	**0**	**16**	**16.5**

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		Arm D - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	146	54	1	3	0	1	0	**205**	**208.8**
07:45	08:00	143	42	0	2	1	0	0	**188**	**191.6**
08:00	08:15	136	35	2	3	1	1	0	**178**	**183.3**
08:15	08:30	134	39	3	3	1	0	1	**181**	**186.6**
08:30	08:45	130	34	2	0	4	0	0	**170**	**175**
08:45	09:00	119	22	1	2	0	0	0	**144**	**147.1**
09:00	09:15	108	30	1	1	1	0	0	**141**	**143.8**
09:15	09:30	115	38	1	3	0	1	0	**158**	**161.8**
16:30	16:45	132	49	1	0	0	1	0	**183**	**182.9**
16:45	17:00	146	37	0	1	1	3	0	**188**	**188.5**
17:00	17:15	140	33	1	0	1	1	0	**176**	**176.9**
17:15	17:30	148	28	0	0	2	1	0	**179**	**180.4**
17:30	17:45	146	33	0	1	2	2	0	**184**	**186.1**
17:45	18:00	131	33	1	0	1	2	0	**168**	**168.3**
18:00	18:15	132	17	1	0	1	0	0	**151**	**152.5**
18:15	18:30	117	20	0	1	0	3	0	**141**	**140.5**
Total		**2123**	**544**	**15**	**20**	**16**	**16**	**1**	**2735**	**2774.1**

		Arm D - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**559**	**170**	**6**	**11**	**3**	**2**	**1**	**752**	**770.3**
07:45	08:45	543	150	7	8	7	1	1	717	736.5
08:00	09:00	519	130	8	8	6	1	1	673	692
08:15	09:15	491	125	7	6	6	0	1	636	652.5
08:30	**09:30**	**472**	**124**	**5**	**6**	**5**	**1**	**0**	**613**	**627.7**
08:45	09:45	342	90	3	6	1	1	0	443	452.7
09:00	10:00	223	68	2	4	1	1	0	299	305.6
09:15	10:15	115	38	1	3	0	1	0	158	161.8
16:30	**17:30**	**566**	**147**	**2**	**1**	**4**	**6**	**0**	**726**	**728.7**
16:45	17:45	580	131	1	2	6	7	0	727	731.9
17:00	18:00	565	127	2	1	6	6	0	707	711.7
17:15	18:15	557	111	2	1	6	5	0	682	687.3
17:30	**18:30**	**526**	**103**	**2**	**2**	**4**	**7**	**0**	**644**	**647.4**
17:45	18:45	380	70	2	1	2	5	0	460	461.3
18:00	19:00	249	37	1	1	1	3	0	292	293
18:15	19:15	117	20	0	1	0	3	0	141	140.5
TOTAL		**2123**	**544**	**15**	**20**	**16**	**16**	**1**	**2735**	**2774.1**

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		Arm D - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	126	55	2	3	0	0	1	**187**	**191.1**
07:45	08:00	109	56	3	2	2	2	0	**174**	**178.9**
08:00	08:15	132	33	3	1	0	1	0	**170**	**172.2**
08:15	08:30	128	47	3	5	0	1	0	**184**	**191.4**
08:30	08:45	110	36	3	2	1	0	0	**152**	**157.1**
08:45	09:00	102	29	3	1	2	1	0	**138**	**142.2**
09:00	09:15	95	28	3	2	2	1	0	**131**	**136.5**
09:15	09:30	107	29	5	2	0	0	0	**143**	**148.1**
16:30	16:45	130	52	0	0	1	3	0	**186**	**185.2**
16:45	17:00	156	32	0	0	1	1	0	**190**	**190.4**
17:00	17:15	136	40	1	0	0	2	0	**179**	**178.3**
17:15	17:30	113	31	1	1	0	0	0	**146**	**147.8**
17:30	17:45	124	23	0	0	0	0	0	**147**	**147**
17:45	18:00	136	17	0	0	1	3	0	**157**	**156.2**
18:00	18:15	138	24	0	0	0	3	0	**165**	**163.2**
18:15	18:30	148	27	0	0	1	1	0	**177**	**177.4**
Total		**1990**	**559**	**27**	**19**	**11**	**19**	**1**	**2626**	**2663**

		Arm D - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**495**	**191**	**11**	**11**	**2**	**4**	**1**	**715**	**733.6**
07:45	08:45	479	172	12	10	3	4	0	680	699.6
08:00	09:00	472	145	12	9	3	3	0	644	662.9
08:15	09:15	435	140	12	10	5	3	0	605	627.2
08:30	**09:30**	**414**	**122**	**14**	**7**	**5**	**2**	**0**	**564**	**583.9**
08:45	09:45	304	86	11	5	4	2	0	412	426.8
09:00	10:00	202	57	8	4	2	1	0	274	284.6
09:15	10:15	107	29	5	2	0	0	0	143	148.1
16:30	**17:30**	**535**	**155**	**2**	**1**	**2**	**6**	**0**	**701**	**701.7**
16:45	17:45	529	126	2	1	1	3	0	662	663.5
17:00	18:00	509	111	2	1	1	5	0	629	629.3
17:15	18:15	511	95	1	1	1	6	0	615	614.2
17:30	**18:30**	**546**	**91**	**0**	**0**	**2**	**7**	**0**	**646**	**643.8**
17:45	18:45	422	68	0	0	2	7	0	499	496.8
18:00	19:00	286	51	0	0	1	4	0	342	340.6
18:15	19:15	148	27	0	0	1	1	0	177	177.4
TOTAL		**1990**	**559**	**27**	**19**	**11**	**19**	**1**	**2626**	**2663**

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		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	321	116	4	13	1	3	1	**459**	**476.3**
07:45	08:00	301	109	4	6	5	2	0	**427**	**440.6**
08:00	08:15	341	75	5	6	4	4	0	**435**	**446.9**
08:15	08:30	350	101	7	10	2	2	1	**473**	**489.5**
08:30	08:45	310	91	8	3	6	0	0	**418**	**431.9**
08:45	09:00	290	85	7	5	4	2	0	**393**	**405.8**
09:00	09:15	250	79	7	3	3	1	0	**343**	**352.8**
09:15	09:30	258	74	6	11	1	1	0	**351**	**368.7**
16:30	16:45	334	111	1	0	1	4	0	**451**	**450.1**
16:45	17:00	373	82	1	1	3	5	0	**465**	**466.8**
17:00	17:15	399	87	2	0	1	7	0	**496**	**493.8**
17:15	17:30	332	78	1	1	3	3	0	**418**	**421**
17:30	17:45	347	65	0	1	4	3	0	**420**	**423.5**
17:45	18:00	335	53	1	0	3	5	0	**397**	**397.5**
18:00	18:15	334	44	1	0	1	3	0	**383**	**382.7**
18:15	18:30	311	52	0	1	2	4	0	**370**	**370.9**
Total		**5186**	**1302**	**55**	**61**	**44**	**49**	**2**	**6699**	**6818.8**

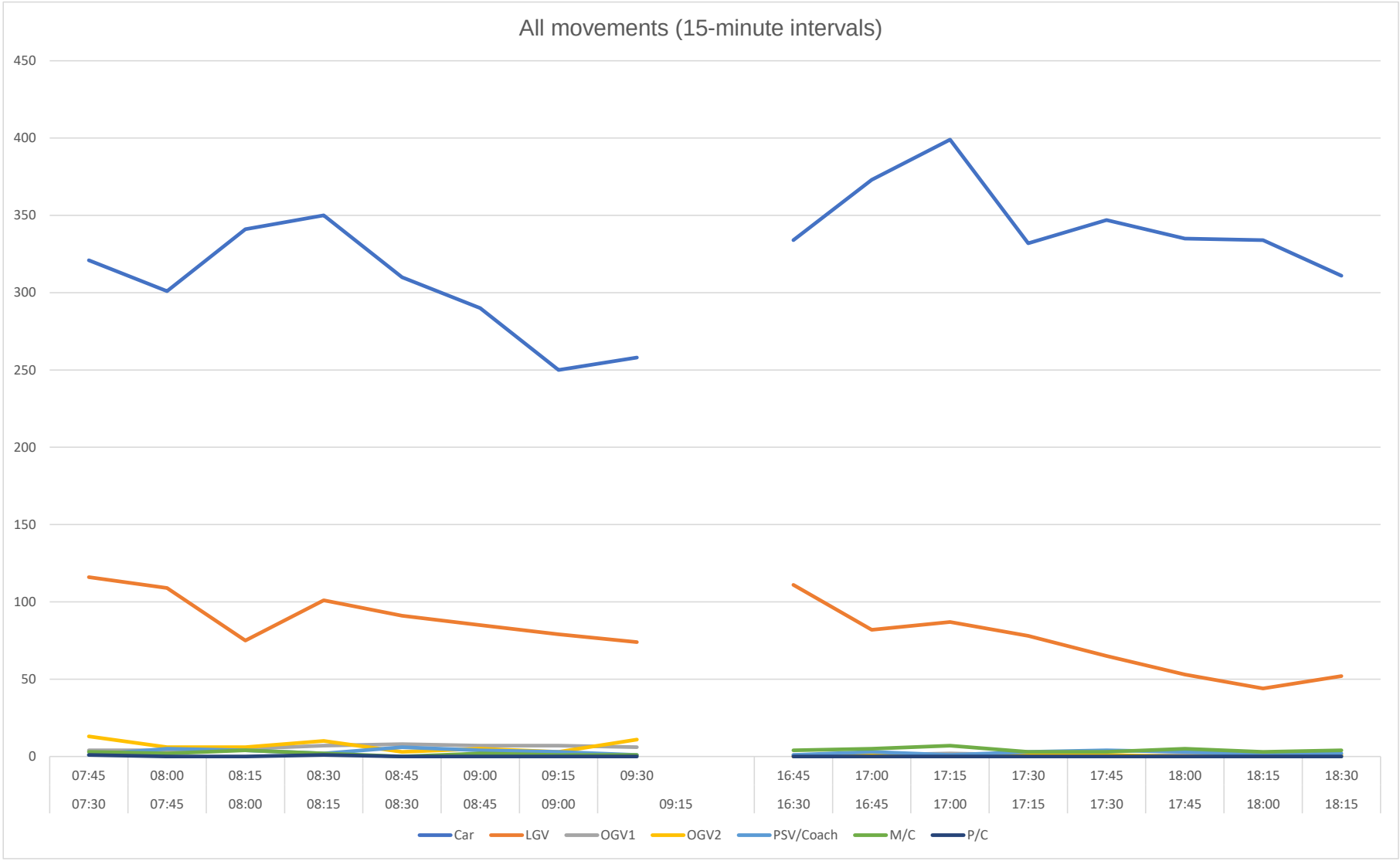
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**1313**	**401**	**20**	**35**	**12**	**11**	**2**	**1794**	**1853.3**
07:45	08:45	1302	376	24	25	17	8	1	1753	1808.9
08:00	09:00	1291	352	27	24	16	8	1	1719	1774.1
08:15	09:15	1200	356	29	21	15	5	1	1627	1680
08:30	**09:30**	**1108**	**329**	**28**	**22**	**14**	**4**	**0**	**1505**	**1559.2**
08:45	09:45	798	238	20	19	8	4	0	1087	1127.3
09:00	10:00	508	153	13	14	4	2	0	694	721.5
09:15	10:15	258	74	6	11	1	1	0	351	368.7
16:30	**17:30**	**1438**	**358**	**5**	**2**	**8**	**19**	**0**	**1830**	**1831.7**
16:45	17:45	1451	312	4	3	11	18	0	1799	1805.1
17:00	18:00	1413	283	4	2	11	18	0	1731	1735.8
17:15	18:15	1348	240	3	2	11	14	0	1618	1624.7
17:30	**18:30**	**1327**	**214**	**2**	**2**	**10**	**15**	**0**	**1570**	**1574.6**
17:45	18:45	980	149	2	1	6	12	0	1150	1151.1
18:00	19:00	645	96	1	1	3	7	0	753	753.6
18:15	19:15	311	52	0	1	2	4	0	370	370.9
TOTAL		**5186**	**1302**	**55**	**61**	**44**	**49**	**2**	**6699**	**6818.8**

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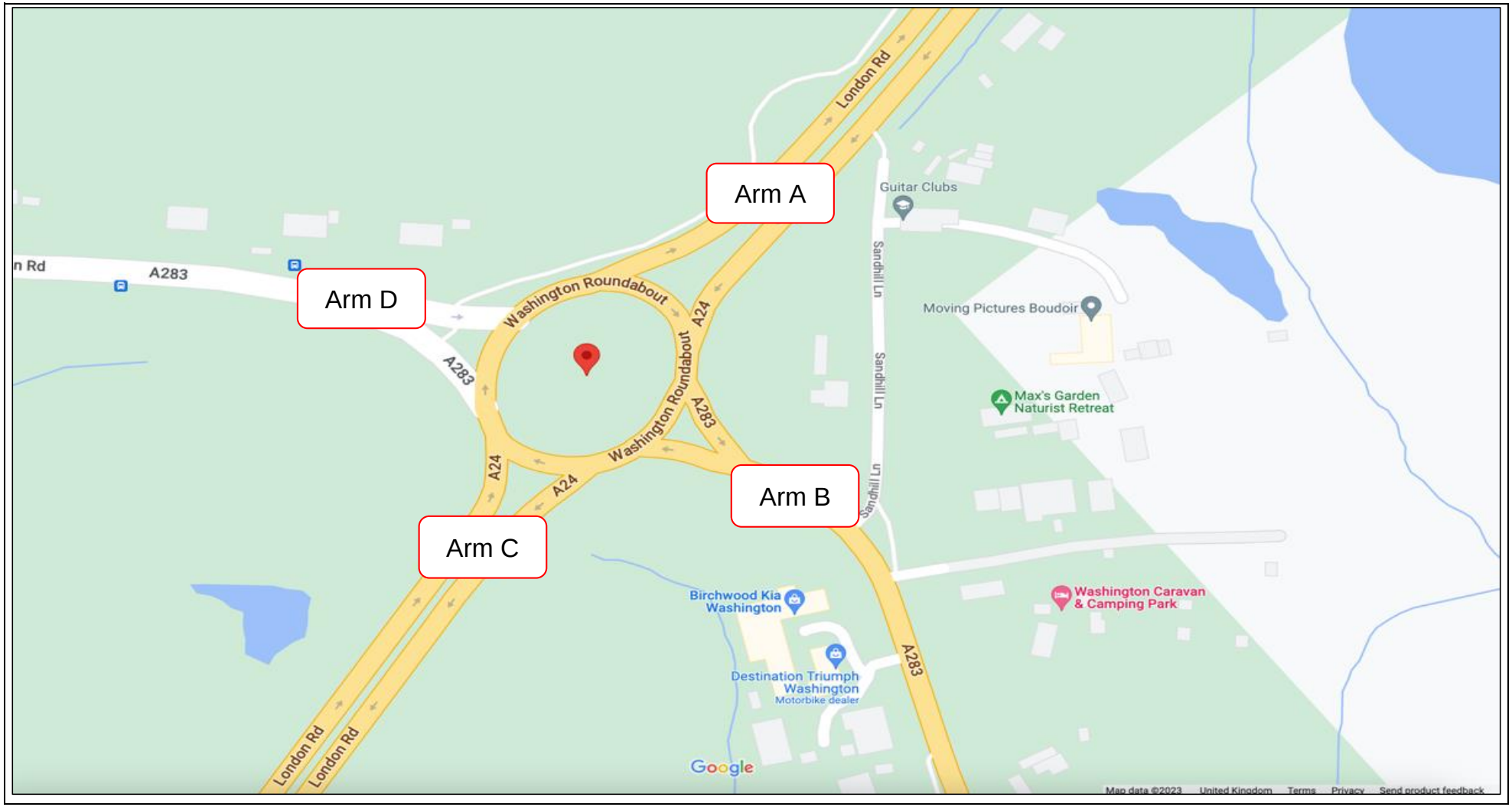
Survey Date: 26/09/2023
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	321	116	4	13	1	3	1	459	476.3
07:45	08:00	301	109	4	6	5	2	0	427	440.6
08:00	08:15	341	75	5	6	4	4	0	435	446.9
08:15	08:30	350	101	7	10	2	2	1	473	489.5

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	334	111	1	0	1	4	0	451	450.1
16:45	17:00	373	82	1	1	3	5	0	465	466.8
17:00	17:15	399	87	2	0	1	7	0	496	493.8
17:15	17:30	332	78	1	1	3	3	0	418	421


All movements (15-minute intervals)
450
400
350
300
250
200
150
100
50
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16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0168	Storrington	Washington Roundabout (A24 London Road / A283 / A283 Washington Road)	50.909521, -0.407898	26/09/2023	Tuesday	0730-0930 & 1630-1830hrs	Dry	Dry



Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		A - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	9	5	1	0	0	0	0	**15**	**15.5**
07:45	08:00	11	6	0	0	0	0	0	**17**	**17**
08:00	08:15	12	2	1	0	0	0	0	**15**	**15.5**
08:15	08:30	17	5	0	0	0	0	0	**22**	**22**
08:30	08:45	16	3	1	0	0	0	0	**20**	**20.5**
08:45	09:00	28	2	0	0	0	0	0	**30**	**30**
09:00	09:15	18	0	0	0	0	0	0	**18**	**18**
09:15	09:30	4	4	0	2	0	0	0	**10**	**12.6**
16:30	16:45	11	4	0	1	0	0	0	**16**	**17.3**
16:45	17:00	8	0	1	0	0	0	0	**9**	**9.5**
17:00	17:15	12	1	0	0	0	1	0	**14**	**13.4**
17:15	17:30	10	1	0	0	0	0	0	**11**	**11**
17:30	17:45	14	2	0	0	0	0	0	**16**	**16**
17:45	18:00	7	1	0	0	0	0	0	**8**	**8**
18:00	18:15	10	1	1	0	0	0	0	**12**	**12.5**
18:15	18:30	5	0	0	0	0	0	0	**5**	**5**
Total (AM & PM)		**192**	**37**	**5**	**3**	**0**	**1**	**0**	**238**	**243.8**

		A - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**49**	**18**	**2**	**0**	**0**	**0**	**0**	**69**	**70**
07:45	08:45	56	16	2	0	0	0	0	74	75
08:00	09:00	73	12	2	0	0	0	0	87	88
08:15	09:15	79	10	1	0	0	0	0	90	90.5
08:30	**09:30**	**66**	**9**	**1**	**2**	**0**	**0**	**0**	**78**	**81.1**
08:45	09:45	50	6	0	2	0	0	0	58	60.6
09:00	10:00	22	4	0	2	0	0	0	28	30.6
09:15	10:15	4	4	0	2	0	0	0	10	12.6
16:30	**17:30**	**41**	**6**	**1**	**1**	**0**	**1**	**0**	**50**	**51.2**
16:45	17:45	44	4	1	0	0	1	0	50	49.9
17:00	18:00	43	5	0	0	0	1	0	49	48.4
17:15	18:15	41	5	1	0	0	0	0	47	47.5
17:30	**18:30**	**36**	**4**	**1**	**0**	**0**	**0**	**0**	**41**	**41.5**
17:45	18:45	22	2	1	0	0	0	0	25	25.5
18:00	19:00	15	1	1	0	0	0	0	17	17.5
18:15	19:15	5	0	0	0	0	0	0	5	5
TOTAL		**192**	**37**	**5**	**3**	**0**	**1**	**0**	**238**	**243.8**

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	4	4	4	0	1	1	0	**14**	**16.4**
07:45	08:00	9	4	1	1	0	1	0	**16**	**17.2**
08:00	08:15	15	3	1	2	0	0	0	**21**	**24.1**
08:15	08:30	12	5	1	0	1	0	0	**19**	**20.5**
08:30	08:45	11	2	1	2	0	0	0	**16**	**19.1**
08:45	09:00	9	6	2	2	1	1	0	**21**	**25**
09:00	09:15	3	0	2	2	0	0	0	**7**	**10.6**
09:15	09:30	6	3	2	0	0	0	0	**11**	**12**
16:30	16:45	7	2	0	0	0	0	0	**9**	**9**
16:45	17:00	5	5	0	0	2	0	0	**12**	**14**
17:00	17:15	5	4	0	0	0	0	0	**9**	**9**
17:15	17:30	13	1	1	0	0	0	0	**15**	**15.5**
17:30	17:45	15	1	0	0	1	0	0	**17**	**18**
17:45	18:00	14	1	0	0	0	1	0	**16**	**15.4**
18:00	18:15	11	2	1	0	0	0	0	**14**	**14.5**
18:15	18:30	10	0	0	0	0	0	0	**10**	**10**
Total		**149**	**43**	**16**	**9**	**6**	**4**	**0**	**227**	**250.3**

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**40**	**16**	**7**	**3**	**2**	**2**	**0**	**70**	**78.2**
07:45	08:45	47	14	4	5	1	1	0	72	80.9
08:00	09:00	47	16	5	6	2	1	0	77	88.7
08:15	09:15	35	13	6	6	2	1	0	63	75.2
08:30	**09:30**	**29**	**11**	**7**	**6**	**1**	**1**	**0**	**55**	**66.7**
08:45	09:45	18	9	6	4	1	1	0	39	47.6
09:00	10:00	9	3	4	2	0	0	0	18	22.6
09:15	10:15	6	3	2	0	0	0	0	11	12
16:30	**17:30**	**30**	**12**	**1**	**0**	**2**	**0**	**0**	**45**	**47.5**
16:45	17:45	38	11	1	0	3	0	0	53	56.5
17:00	18:00	47	7	1	0	1	1	0	57	57.9
17:15	18:15	53	5	2	0	1	1	0	62	63.4
17:30	**18:30**	**50**	**4**	**1**	**0**	**1**	**1**	**0**	**57**	**57.9**
17:45	18:45	35	3	1	0	0	1	0	40	39.9
18:00	19:00	21	2	1	0	0	0	0	24	24.5
18:15	19:15	10	0	0	0	0	0	0	10	10
TOTAL		**149**	**43**	**16**	**9**	**6**	**4**	**0**	**227**	**250.3**

		A - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	92	41	10	3	0	1	0	**147**	**155.3**
07:45	08:00	156	45	5	18	0	0	0	**224**	**249.9**
08:00	08:15	127	24	11	5	1	0	0	**168**	**181**
08:15	08:30	108	44	8	6	0	2	0	**168**	**178.6**
08:30	08:45	127	24	10	4	1	0	0	**166**	**177.2**
08:45	09:00	95	44	12	4	0	0	0	**155**	**166.2**
09:00	09:15	100	38	5	5	4	0	0	**152**	**165**
09:15	09:30	117	32	6	4	3	1	0	**163**	**173.6**
16:30	16:45	222	53	5	1	1	2	0	**284**	**287.6**
16:45	17:00	255	67	1	1	0	1	0	**325**	**326.2**
17:00	17:15	242	54	0	1	0	3	0	**300**	**299.5**
17:15	17:30	252	47	4	1	0	2	0	**306**	**308.1**
17:30	17:45	281	62	5	3	0	2	0	**353**	**358.2**
17:45	18:00	299	40	2	2	1	3	0	**347**	**349.8**
18:00	18:15	275	49	1	1	1	2	0	**329**	**330.6**
18:15	18:30	225	33	2	2	1	3	0	**266**	**268.8**
Total		**2973**	**697**	**87**	**61**	**13**	**22**	**0**	**3853**	**3975.6**

		A - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**483**	**154**	**34**	**32**	**1**	**3**	**0**	**707**	**764.8**
07:45	08:45	518	137	34	33	2	2	0	726	786.7
08:00	09:00	457	136	41	19	2	2	0	657	703
08:15	09:15	430	150	35	19	5	2	0	641	687
08:30	**09:30**	**439**	**138**	**33**	**17**	**8**	**1**	**0**	**636**	**682**
08:45	09:45	312	114	23	13	7	1	0	470	504.8
09:00	10:00	217	70	11	9	7	1	0	315	338.6
09:15	10:15	117	32	6	4	3	1	0	163	173.6
16:30	**17:30**	**971**	**221**	**10**	**4**	**1**	**8**	**0**	**1215**	**1221.4**
16:45	17:45	1030	230	10	6	0	8	0	1284	1292
17:00	18:00	1074	203	11	7	1	10	0	1306	1315.6
17:15	18:15	1107	198	12	7	2	9	0	1335	1346.7
17:30	**18:30**	**1080**	**184**	**10**	**8**	**3**	**10**	**0**	**1295**	**1307.4**
17:45	18:45	799	122	5	5	3	8	0	942	949.2
18:00	19:00	500	82	3	3	2	5	0	595	599.4
18:15	19:15	225	33	2	2	1	3	0	266	268.8
TOTAL		**2973**	**697**	**87**	**61**	**13**	**22**	**0**	**3853**	**3975.6**

Survey Date: 26/09/2023
Survey Day: Tuesday

		A - D (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	75	34	1	1	0	1	0	**112**	**113.2**
07:45	08:00	67	35	1	4	0	0	0	**107**	**112.7**
08:00	08:15	65	21	2	0	1	0	0	**89**	**91**
08:15	08:30	95	31	2	0	0	0	0	**128**	**129**
08:30	08:45	60	19	4	2	0	0	0	**85**	**89.6**
08:45	09:00	51	15	3	1	0	0	0	**70**	**72.8**
09:00	09:15	57	23	2	1	0	0	0	**83**	**85.3**
09:15	09:30	59	9	4	2	0	0	0	**74**	**78.6**
16:30	16:45	76	24	0	0	0	1	0	**101**	**100.4**
16:45	17:00	100	13	0	0	1	2	0	**116**	**115.8**
17:00	17:15	63	18	1	0	0	1	0	**83**	**82.9**
17:15	17:30	77	21	0	1	0	0	0	**99**	**100.3**
17:30	17:45	75	8	0	0	1	0	0	**84**	**85**
17:45	18:00	78	6	0	0	0	2	0	**86**	**84.8**
18:00	18:15	97	14	0	0	0	1	0	**112**	**111.4**
18:15	18:30	82	15	0	0	1	0	0	**98**	**99**
Total		**1177**	**306**	**20**	**12**	**4**	**8**	**0**	**1527**	**1551.8**

		A - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**302**	**121**	**6**	**5**	**1**	**1**	**0**	**436**	**445.9**
07:45	08:45	287	106	9	6	1	0	0	409	422.3
08:00	09:00	271	86	11	3	1	0	0	372	382.4
08:15	09:15	263	88	11	4	0	0	0	366	376.7
08:30	**09:30**	**227**	**66**	**13**	**6**	**0**	**0**	**0**	**312**	**326.3**
08:45	09:45	167	47	9	4	0	0	0	227	236.7
09:00	10:00	116	32	6	3	0	0	0	157	163.9
09:15	10:15	59	9	4	2	0	0	0	74	78.6
16:30	**17:30**	**316**	**76**	**1**	**1**	**1**	**4**	**0**	**399**	**399.4**
16:45	17:45	315	60	1	1	2	3	0	382	384
17:00	18:00	293	53	1	1	1	3	0	352	353
17:15	18:15	327	49	0	1	1	3	0	381	381.5
17:30	**18:30**	**332**	**43**	**0**	**0**	**2**	**3**	**0**	**380**	**380.2**
17:45	18:45	257	35	0	0	1	3	0	296	295.2
18:00	19:00	179	29	0	0	1	1	0	210	210.4
18:15	19:15	82	15	0	0	1	0	0	98	99
TOTAL		**1177**	**306**	**20**	**12**	**4**	**8**	**0**	**1527**	**1551.8**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		B - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	47	25	2	1	0	1	0	**76**	**77.7**
07:45	08:00	45	15	1	1	1	0	0	**63**	**65.8**
08:00	08:15	40	14	1	0	3	0	0	**58**	**61.5**
08:15	08:30	62	14	1	0	0	0	0	**77**	**77.5**
08:30	08:45	45	11	0	2	0	1	0	**59**	**61**
08:45	09:00	48	5	1	2	2	0	0	**58**	**63.1**
09:00	09:15	23	9	1	0	0	0	0	**33**	**33.5**
09:15	09:30	24	9	2	2	0	0	0	**37**	**40.6**
16:30	16:45	31	6	1	0	0	2	0	**40**	**39.3**
16:45	17:00	16	1	0	0	0	0	0	**17**	**17**
17:00	17:15	24	5	0	0	2	0	0	**31**	**33**
17:15	17:30	32	11	0	0	0	1	0	**44**	**43.4**
17:30	17:45	30	7	0	0	0	0	0	**37**	**37**
17:45	18:00	33	4	0	1	0	1	0	**39**	**39.7**
18:00	18:15	22	1	0	0	1	0	0	**24**	**25**
18:15	18:30	11	2	0	0	0	0	0	**13**	**13**
Total		**533**	**139**	**10**	**9**	**9**	**6**	**0**	706	**728.1**

		B - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**194**	**68**	**5**	**2**	**4**	**1**	**0**	**274**	**282.5**
07:45	08:45	192	54	3	3	4	1	0	257	265.8
08:00	09:00	195	44	3	4	5	1	0	252	263.1
08:15	09:15	178	39	3	4	2	1	0	227	235.1
08:30	**09:30**	**140**	**34**	**4**	**6**	**2**	**1**	**0**	**187**	**198.2**
08:45	09:45	95	23	4	4	2	0	0	128	137.2
09:00	10:00	47	18	3	2	0	0	0	70	74.1
09:15	10:15	24	9	2	2	0	0	0	37	40.6
16:30	**17:30**	**103**	**23**	**1**	**0**	**2**	**3**	**0**	**132**	**132.7**
16:45	17:45	102	24	0	0	2	1	0	129	130.4
17:00	18:00	119	27	0	1	2	2	0	151	153.1
17:15	18:15	117	23	0	1	1	2	0	144	145.1
17:30	**18:30**	**96**	**14**	**0**	**1**	**1**	**1**	**0**	**113**	**114.7**
17:45	18:45	66	7	0	1	1	1	0	76	77.7
18:00	19:00	33	3	0	0	1	0	0	37	38
18:15	19:15	11	2	0	0	0	0	0	13	13
TOTAL		**533**	**139**	**10**	**9**	**9**	**6**	**0**	706	**728.1**

		B - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	0	0	0	0	0	0	0	**0**	**0**
08:00	08:15	0	0	0	0	0	0	0	**0**	**0**
08:15	08:30	0	0	0	0	0	0	0	**0**	**0**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	0	0	0	0	**0**	**0**
09:15	09:30	0	0	0	0	0	0	0	**0**	**0**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	0	0	0	0	0	0	0	**0**	**0**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	0	0	0	0	0	0	0	**0**	**0**
18:00	18:15	0	0	0	0	0	0	0	**0**	**0**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	**09:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
16:30	**17:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	**18:30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

		B - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	16	3	0	0	1	0	0	**20**	**21**
07:45	08:00	13	2	0	0	0	0	0	**15**	**15**
08:00	08:15	10	2	0	1	0	0	0	**13**	**14.3**
08:15	08:30	7	1	2	0	0	0	0	**10**	**11**
08:30	08:45	17	2	1	1	0	0	0	**21**	**22.8**
08:45	09:00	19	3	2	0	2	0	0	**26**	**29**
09:00	09:15	9	0	0	0	0	0	0	**9**	**9**
09:15	09:30	15	6	0	1	0	1	0	**23**	**23.7**
16:30	16:45	21	3	0	0	0	1	0	**25**	**24.4**
16:45	17:00	25	1	0	1	1	0	0	**28**	**30.3**
17:00	17:15	24	4	0	0	0	0	0	**28**	**28**
17:15	17:30	25	2	0	0	0	1	0	**28**	**27.4**
17:30	17:45	22	2	0	1	0	0	0	**25**	**26.3**
17:45	18:00	22	1	0	0	0	0	0	**23**	**23**
18:00	18:15	28	7	0	0	0	0	0	**35**	**35**
18:15	18:30	22	2	0	0	1	0	0	**25**	**26**
Total		**295**	**41**	**5**	**5**	**5**	**3**	**0**	**354**	**366.2**

		B - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**46**	**8**	**2**	**1**	**1**	**0**	**0**	**58**	**61.3**
07:45	08:45	47	7	3	2	0	0	0	59	63.1
08:00	09:00	53	8	5	2	2	0	0	70	77.1
08:15	09:15	52	6	5	1	2	0	0	66	71.8
08:30	**09:30**	**60**	**11**	**3**	**2**	**2**	**1**	**0**	**79**	**84.5**
08:45	09:45	43	9	2	1	2	1	0	58	61.7
09:00	10:00	24	6	0	1	0	1	0	32	32.7
09:15	10:15	15	6	0	1	0	1	0	23	23.7
16:30	**17:30**	**95**	**10**	**0**	**1**	**1**	**2**	**0**	**109**	**110.1**
16:45	17:45	96	9	0	2	1	1	0	109	112
17:00	18:00	93	9	0	1	0	1	0	104	104.7
17:15	18:15	97	12	0	1	0	1	0	111	111.7
17:30	**18:30**	**94**	**12**	**0**	**1**	**1**	**0**	**0**	**108**	**110.3**
17:45	18:45	72	10	0	0	1	0	0	83	84
18:00	19:00	50	9	0	0	1	0	0	60	61
18:15	19:15	22	2	0	0	1	0	0	25	26
TOTAL		**295**	**41**	**5**	**5**	**5**	**3**	**0**	**354**	**366.2**

Survey Date: 26/09/2023
Survey Day: Tuesday

		B - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	59	22	2	1	2	0	0	**86**	**90.3**
07:45	08:00	60	21	3	1	0	0	0	**85**	**87.8**
08:00	08:15	43	4	0	1	2	2	0	**52**	**54.1**
08:15	08:30	65	24	1	4	3	0	0	**97**	**105.7**
08:30	08:45	73	18	1	1	3	0	0	**96**	**100.8**
08:45	09:00	47	7	1	2	2	1	0	**60**	**64.5**
09:00	09:15	47	12	2	0	2	1	0	**64**	**66.4**
09:15	09:30	47	10	0	1	0	2	0	**60**	**60.1**
16:30	16:45	51	22	0	0	1	3	0	**77**	**76.2**
16:45	17:00	71	15	0	0	2	0	0	**88**	**90**
17:00	17:15	67	24	0	0	0	1	0	**92**	**91.4**
17:15	17:30	58	8	0	0	3	0	0	**69**	**72**
17:30	17:45	62	12	0	0	0	0	0	**74**	**74**
17:45	18:00	63	10	0	0	2	3	0	**78**	**78.2**
18:00	18:15	61	7	0	0	0	0	0	**68**	**68**
18:15	18:30	49	11	0	0	2	0	0	**62**	**64**
Total		**923**	**227**	**10**	**11**	**24**	**13**	**0**	**1208**	**1243.5**

		B - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**227**	**71**	**6**	**7**	**7**	**2**	**0**	**320**	**337.9**
07:45	08:45	241	67	5	7	8	2	0	330	348.4
08:00	09:00	228	53	3	8	10	3	0	305	325.1
08:15	09:15	232	61	5	7	10	2	0	317	337.4
08:30	**09:30**	**214**	**47**	**4**	**4**	**7**	**4**	**0**	**280**	**291.8**
08:45	09:45	141	29	3	3	4	4	0	184	191
09:00	10:00	94	22	2	1	2	3	0	124	126.5
09:15	10:15	47	10	0	1	0	2	0	60	60.1
16:30	**17:30**	**247**	**69**	**0**	**0**	**6**	**4**	**0**	**326**	**329.6**
16:45	17:45	258	59	0	0	5	1	0	323	327.4
17:00	18:00	250	54	0	0	5	4	0	313	315.6
17:15	18:15	244	37	0	0	5	3	0	289	292.2
17:30	**18:30**	**235**	**40**	**0**	**0**	**4**	**3**	**0**	**282**	**284.2**
17:45	18:45	173	28	0	0	4	3	0	208	210.2
18:00	19:00	110	18	0	0	2	0	0	130	132
18:15	19:15	49	11	0	0	2	0	0	62	64
TOTAL		**923**	**227**	**10**	**11**	**24**	**13**	**0**	**1208**	**1243.5**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		C - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	178	53	0	5	1	4	0	**241**	**246.1**
07:45	08:00	189	57	3	5	0	2	0	**256**	**262.8**
08:00	08:15	230	56	4	6	2	2	1	**301**	**310.8**
08:15	08:30	134	28	8	5	0	1	0	**176**	**185.9**
08:30	08:45	197	31	1	10	0	1	0	**240**	**252.9**
08:45	09:00	234	49	12	11	0	1	0	**307**	**326.7**
09:00	09:15	167	35	5	9	0	1	0	**217**	**230.6**
09:15	09:30	158	33	7	9	0	1	0	**208**	**222.6**
16:30	16:45	156	40	6	5	0	1	0	**208**	**216.9**
16:45	17:00	147	41	4	3	0	1	0	**196**	**201.3**
17:00	17:15	141	29	3	6	0	1	0	**180**	**188.7**
17:15	17:30	171	34	1	2	0	2	0	**210**	**211.9**
17:30	17:45	145	19	2	3	0	2	0	**171**	**174.7**
17:45	18:00	157	19	1	3	0	1	0	**181**	**184.8**
18:00	18:15	108	19	2	3	0	1	0	**133**	**137.3**
18:15	18:30	103	10	4	0	0	0	0	**117**	**119**
Total		**2615**	**553**	**63**	**85**	**3**	**22**	**1**	**3342**	**3473**

		C - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**731**	**194**	**15**	**21**	**3**	**9**	**1**	**974**	**1005.6**
07:45	08:45	750	172	16	26	2	6	1	973	1012.4
08:00	09:00	795	164	25	32	2	5	1	1024	1076.3
08:15	09:15	732	143	26	35	0	4	0	940	996.1
08:30	**09:30**	**756**	**148**	**25**	**39**	**0**	**4**	**0**	**972**	**1032.8**
08:45	09:45	559	117	24	29	0	3	0	732	779.9
09:00	10:00	325	68	12	18	0	2	0	425	453.2
09:15	10:15	158	33	7	9	0	1	0	208	222.6
16:30	**17:30**	**615**	**144**	**14**	**16**	**0**	**5**	**0**	**794**	**818.8**
16:45	17:45	604	123	10	14	0	6	0	757	776.6
17:00	18:00	614	101	7	14	0	6	0	742	760.1
17:15	18:15	581	91	6	11	0	6	0	695	708.7
17:30	**18:30**	**513**	**67**	**9**	**9**	**0**	**4**	**0**	**602**	**615.8**
17:45	18:45	368	48	7	6	0	2	0	431	441.1
18:00	19:00	211	29	6	3	0	1	0	250	256.3
18:15	19:15	103	10	4	0	0	0	0	117	119
TOTAL		**2615**	**553**	**63**	**85**	**3**	**22**	**1**	**3342**	**3473**

		C - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	26	8	1	0	0	1	0	**36**	**35.9**
07:45	08:00	26	8	1	0	0	0	0	**35**	**35.5**
08:00	08:15	21	9	0	0	0	0	0	**30**	**30**
08:15	08:30	12	4	2	1	0	0	0	**19**	**21.3**
08:30	08:45	32	10	1	1	0	0	0	**44**	**45.8**
08:45	09:00	32	8	0	0	1	0	0	**41**	**42**
09:00	09:15	29	7	0	0	0	0	0	**36**	**36**
09:15	09:30	32	7	0	0	0	0	0	**39**	**39**
16:30	16:45	33	10	0	1	1	0	0	**45**	**47.3**
16:45	17:00	29	6	0	0	0	0	0	**35**	**35**
17:00	17:15	38	4	1	0	0	1	0	**44**	**43.9**
17:15	17:30	20	8	2	1	0	0	0	**31**	**33.3**
17:30	17:45	36	4	0	0	1	0	0	**41**	**42**
17:45	18:00	25	6	1	0	0	0	0	**32**	**32.5**
18:00	18:15	22	2	0	0	0	0	0	**24**	**24**
18:15	18:30	16	2	0	0	0	0	0	**18**	**18**
Total		**429**	**103**	**9**	**4**	**3**	**2**	**0**	**550**	**561.5**

		C - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**85**	**29**	**4**	**1**	**0**	**1**	**0**	**120**	**122.7**
07:45	08:45	91	31	4	2	0	0	0	128	132.6
08:00	09:00	97	31	3	2	1	0	0	134	139.1
08:15	09:15	105	29	3	2	1	0	0	140	145.1
08:30	**09:30**	**125**	**32**	**1**	**1**	**1**	**0**	**0**	**160**	**162.8**
08:45	09:45	93	22	0	0	1	0	0	116	117
09:00	10:00	61	14	0	0	0	0	0	75	75
09:15	10:15	32	7	0	0	0	0	0	39	39
16:30	**17:30**	**120**	**28**	**3**	**2**	**1**	**1**	**0**	**155**	**159.5**
16:45	17:45	123	22	3	1	1	1	0	151	154.2
17:00	18:00	119	22	4	1	1	1	0	148	151.7
17:15	18:15	103	20	3	1	1	0	0	128	131.8
17:30	**18:30**	**99**	**14**	**1**	**0**	**1**	**0**	**0**	**115**	**116.5**
17:45	18:45	63	10	1	0	0	0	0	74	74.5
18:00	19:00	38	4	0	0	0	0	0	42	42
18:15	19:15	16	2	0	0	0	0	0	18	18
TOTAL		**429**	**103**	**9**	**4**	**3**	**2**	**0**	**550**	**561.5**

		C - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	0	0	**0**	**0**
07:45	08:00	1	1	0	0	0	0	0	**2**	**2**
08:00	08:15	1	1	0	0	0	0	0	**2**	**2**
08:15	08:30	2	0	0	0	0	0	0	**2**	**2**
08:30	08:45	1	0	0	0	0	0	0	**1**	**1**
08:45	09:00	1	1	0	0	0	0	0	**2**	**2**
09:00	09:15	2	0	0	0	0	0	0	**2**	**2**
09:15	09:30	1	1	0	0	0	0	0	**2**	**2**
16:30	16:45	2	0	0	0	0	0	0	**2**	**2**
16:45	17:00	2	0	0	0	0	0	0	**2**	**2**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	1	0	0	0	0	0	0	**1**	**1**
17:45	18:00	2	0	0	0	0	0	0	**2**	**2**
18:00	18:15	1	0	0	0	0	0	0	**1**	**1**
18:15	18:30	1	0	0	0	0	0	0	**1**	**1**
Total		**19**	**4**	**0**	**0**	**0**	**0**	**0**	**23**	**23**

		C - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
07:45	08:45	5	2	0	0	0	0	0	7	7
08:00	09:00	5	2	0	0	0	0	0	7	7
08:15	09:15	6	1	0	0	0	0	0	7	7
08:30	**09:30**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
08:45	09:45	4	2	0	0	0	0	0	6	6
09:00	10:00	3	1	0	0	0	0	0	4	4
09:15	10:15	1	1	0	0	0	0	0	2	2
16:30	**17:30**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
16:45	17:45	4	0	0	0	0	0	0	4	4
17:00	18:00	4	0	0	0	0	0	0	4	4
17:15	18:15	4	0	0	0	0	0	0	4	4
17:30	**18:30**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
17:45	18:45	4	0	0	0	0	0	0	4	4
18:00	19:00	2	0	0	0	0	0	0	2	2
18:15	19:15	1	0	0	0	0	0	0	1	1
TOTAL		**19**	**4**	**0**	**0**	**0**	**0**	**0**	**23**	**23**

Survey Date: 26/09/2023
Survey Day: Tuesday

		C - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	29	9	0	1	0	0	0	**39**	**40.3**
07:45	08:00	29	7	0	0	0	1	0	**37**	**36.4**
08:00	08:15	50	12	1	0	0	2	0	**65**	**64.3**
08:15	08:30	22	9	1	0	0	1	0	**33**	**32.9**
08:30	08:45	30	11	2	0	0	0	0	**43**	**44**
08:45	09:00	41	12	0	0	0	0	0	**53**	**53**
09:00	09:15	39	11	0	0	0	0	0	**50**	**50**
09:15	09:30	42	13	0	0	1	0	0	**56**	**57**
16:30	16:45	38	11	0	0	0	0	0	**49**	**49**
16:45	17:00	43	4	0	0	0	2	0	**49**	**47.8**
17:00	17:15	33	6	0	0	0	1	0	**40**	**39.4**
17:15	17:30	37	6	0	0	0	0	0	**43**	**43**
17:30	17:45	32	5	0	0	0	0	0	**37**	**37**
17:45	18:00	38	4	0	0	0	0	0	**42**	**42**
18:00	18:15	49	2	0	0	0	1	0	**52**	**51.4**
18:15	18:30	22	3	0	0	0	0	0	**25**	**25**
Total		**574**	**125**	**4**	**1**	**1**	**8**	**0**	**713**	**712.5**

		C - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**130**	**37**	**2**	**1**	**0**	**4**	**0**	**174**	**173.9**
07:45	08:45	131	39	4	0	0	4	0	178	177.6
08:00	09:00	143	44	4	0	0	3	0	194	194.2
08:15	09:15	132	43	3	0	0	1	0	179	179.9
08:30	**09:30**	**152**	**47**	**2**	**0**	**1**	**0**	**0**	**202**	**204**
08:45	09:45	122	36	0	0	1	0	0	159	160
09:00	10:00	81	24	0	0	1	0	0	106	107
09:15	10:15	42	13	0	0	1	0	0	56	57
16:30	**17:30**	**151**	**27**	**0**	**0**	**0**	**3**	**0**	**181**	**179.2**
16:45	17:45	145	21	0	0	0	3	0	169	167.2
17:00	18:00	140	21	0	0	0	1	0	162	161.4
17:15	18:15	156	17	0	0	0	1	0	174	173.4
17:30	**18:30**	**141**	**14**	**0**	**0**	**0**	**1**	**0**	**156**	**155.4**
17:45	18:45	109	9	0	0	0	1	0	119	118.4
18:00	19:00	71	5	0	0	0	1	0	77	76.4
18:15	19:15	22	3	0	0	0	0	0	25	25
TOTAL		**574**	**125**	**4**	**1**	**1**	**8**	**0**	**713**	**712.5**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		D - A (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	79	43	0	1	0	1	0	**124**	**124.7**
07:45	08:00	66	24	1	2	0	0	0	**93**	**96.1**
08:00	08:15	61	24	2	2	0	0	0	**89**	**92.6**
08:15	08:30	86	18	0	1	0	1	0	**106**	**106.7**
08:30	08:45	64	21	2	0	1	0	0	**88**	**90**
08:45	09:00	62	11	0	2	0	0	0	**75**	**77.6**
09:00	09:15	68	16	1	3	0	1	0	**89**	**92.8**
09:15	09:30	64	20	1	3	0	0	0	**88**	**92.4**
16:30	16:45	66	29	0	0	0	1	0	**96**	**95.4**
16:45	17:00	71	17	0	0	0	0	0	**88**	**88**
17:00	17:15	74	19	0	0	0	0	0	**93**	**93**
17:15	17:30	59	17	0	0	0	0	0	**76**	**76**
17:30	17:45	65	14	0	0	0	0	0	**79**	**79**
17:45	18:00	60	12	1	0	0	1	0	**74**	**73.9**
18:00	18:15	55	7	1	0	0	0	0	**63**	**63.5**
18:15	18:30	75	12	0	0	0	0	0	**87**	**87**
Total		**1075**	**304**	**9**	**14**	**1**	**5**	**0**	**1408**	**1428.7**

		D - A (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**292**	**109**	**3**	**6**	**0**	**2**	**0**	**412**	**420.1**
07:45	08:45	277	87	5	5	1	1	0	376	385.4
08:00	09:00	273	74	4	5	1	1	0	358	366.9
08:15	09:15	280	66	3	6	1	2	0	358	367.1
08:30	**09:30**	**258**	**68**	**4**	**8**	**1**	**1**	**0**	**340**	**352.8**
08:45	09:45	194	47	2	8	0	1	0	252	262.8
09:00	10:00	132	36	2	6	0	1	0	177	185.2
09:15	10:15	64	20	1	3	0	0	0	88	92.4
16:30	**17:30**	**270**	**82**	**0**	**0**	**0**	**1**	**0**	**353**	**352.4**
16:45	17:45	269	67	0	0	0	0	0	336	336
17:00	18:00	258	62	1	0	0	1	0	322	321.9
17:15	18:15	239	50	2	0	0	1	0	292	292.4
17:30	**18:30**	**255**	**45**	**2**	**0**	**0**	**1**	**0**	**303**	**303.4**
17:45	18:45	190	31	2	0	0	1	0	224	224.4
18:00	19:00	130	19	1	0	0	0	0	150	150.5
18:15	19:15	75	12	0	0	0	0	0	87	87
TOTAL		**1075**	**304**	**9**	**14**	**1**	**5**	**0**	**1408**	**1428.7**

		D - B (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	59	16	0	3	0	1	0	**79**	**82.3**
07:45	08:00	69	19	1	0	0	0	0	**89**	**89.5**
08:00	08:15	81	17	2	1	0	0	0	**101**	**103.3**
08:15	08:30	89	18	1	1	0	0	0	**109**	**110.8**
08:30	08:45	82	13	0	0	6	0	0	**101**	**107**
08:45	09:00	60	12	1	1	0	0	0	**74**	**75.8**
09:00	09:15	71	12	0	-1	0	-1	0	**81**	**80.3**
09:15	09:30	46	15	0	1	2	1	0	**65**	**67.7**
16:30	16:45	78	16	0	0	0	1	0	**95**	**94.4**
16:45	17:00	54	22	0	0	0	3	0	**79**	**77.2**
17:00	17:15	71	13	0	0	3	1	0	**88**	**90.4**
17:15	17:30	55	11	0	0	1	1	0	**68**	**68.4**
17:30	17:45	56	8	0	0	2	2	0	**68**	**68.8**
17:45	18:00	57	15	0	0	2	0	0	**74**	**76**
18:00	18:15	55	6	0	0	1	1	0	**63**	**63.4**
18:15	18:30	31	10	0	1	1	1	0	**44**	**45.7**
Total		**1014**	**223**	**5**	**7**	**18**	**11**	**0**	**1278**	**1301**

		D - B (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**298**	**70**	**4**	**5**	**0**	**1**	**0**	**378**	**385.9**
07:45	08:45	321	67	4	2	6	0	0	400	410.6
08:00	09:00	312	60	4	3	6	0	0	385	396.9
08:15	09:15	302	55	2	1	6	-1	0	365	373.9
08:30	**09:30**	**259**	**52**	**1**	**1**	**8**	**0**	**0**	**321**	**330.8**
08:45	09:45	177	39	1	1	2	0	0	220	223.8
09:00	10:00	117	27	0	0	2	0	0	146	148
09:15	10:15	46	15	0	1	2	1	0	65	67.7
16:30	**17:30**	**258**	**62**	**0**	**0**	**4**	**6**	**0**	**330**	**330.4**
16:45	17:45	236	54	0	0	6	7	0	303	304.8
17:00	18:00	239	47	0	0	8	4	0	298	303.6
17:15	18:15	223	40	0	0	6	4	0	273	276.6
17:30	**18:30**	**199**	**39**	**0**	**1**	**6**	**4**	**0**	**249**	**253.9**
17:45	18:45	143	31	0	1	4	2	0	181	185.1
18:00	19:00	86	16	0	1	2	2	0	107	109.1
18:15	19:15	31	10	0	1	1	1	0	44	45.7
TOTAL		**1014**	**223**	**5**	**7**	**18**	**11**	**0**	**1278**	**1301**

		D - C (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	38	5	0	1	0	0	0	**44**	**45.3**
07:45	08:00	47	3	0	0	1	1	0	**52**	**52.4**
08:00	08:15	51	4	0	0	1	0	0	**56**	**57**
08:15	08:30	58	6	1	0	1	0	0	**66**	**67.5**
08:30	08:45	38	8	0	0	0	0	0	**46**	**46**
08:45	09:00	35	6	0	0	0	0	0	**41**	**41**
09:00	09:15	29	10	2	0	0	0	0	**41**	**42**
09:15	09:30	29	3	0	1	0	0	0	**33**	**34.3**
16:30	16:45	45	19	0	1	0	0	0	**65**	**66.3**
16:45	17:00	41	9	1	0	1	0	0	**52**	**53.5**
17:00	17:15	82	15	1	0	0	2	0	**100**	**99.3**
17:15	17:30	84	11	0	0	1	2	0	**98**	**97.8**
17:30	17:45	52	10	0	0	0	0	0	**62**	**62**
17:45	18:00	57	10	0	0	0	0	0	**67**	**67**
18:00	18:15	53	4	0	0	0	0	0	**57**	**57**
18:15	18:30	41	4	0	0	0	1	0	**46**	**45.4**
Total		**780**	**127**	**5**	**3**	**5**	**6**	**0**	**926**	**933.8**

		D - C (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**194**	**18**	**1**	**1**	**3**	**1**	**0**	**218**	**222.2**
07:45	08:45	194	21	1	0	3	1	0	220	222.9
08:00	09:00	182	24	1	0	2	0	0	209	211.5
08:15	09:15	160	30	3	0	1	0	0	194	196.5
08:30	**09:30**	**131**	**27**	**2**	**1**	**0**	**0**	**0**	**161**	**163.3**
08:45	09:45	93	19	2	1	0	0	0	115	117.3
09:00	10:00	58	13	2	1	0	0	0	74	76.3
09:15	10:15	29	3	0	1	0	0	0	33	34.3
16:30	**17:30**	**252**	**54**	**2**	**1**	**2**	**4**	**0**	**315**	**316.9**
16:45	17:45	259	45	2	0	2	4	0	312	312.6
17:00	18:00	275	46	1	0	1	4	0	327	326.1
17:15	18:15	246	35	0	0	1	2	0	284	283.8
17:30	**18:30**	**203**	**28**	**0**	**0**	**0**	**1**	**0**	**232**	**231.4**
17:45	18:45	151	18	0	0	0	1	0	170	169.4
18:00	19:00	94	8	0	0	0	1	0	103	102.4
18:15	19:15	41	4	0	0	0	1	0	46	45.4
TOTAL		**780**	**127**	**5**	**3**	**5**	**6**	**0**	**926**	**933.8**

Survey Date: 26/09/2023
Survey Day: Tuesday

		D - D (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	0	0	0	0	0	1	0	**1**	**0.4**
07:45	08:00	1	0	0	0	0	0	0	**1**	**1**
08:00	08:15	2	0	0	0	0	0	0	**2**	**2**
08:15	08:30	1	0	0	1	0	0	0	**2**	**3.3**
08:30	08:45	0	0	0	0	0	0	0	**0**	**0**
08:45	09:00	0	0	0	0	0	0	0	**0**	**0**
09:00	09:15	0	0	0	1	0	0	0	**1**	**2.3**
09:15	09:30	0	1	0	0	0	0	0	**1**	**1**
16:30	16:45	0	0	0	0	0	0	0	**0**	**0**
16:45	17:00	0	0	0	0	0	0	0	**0**	**0**
17:00	17:15	1	0	0	0	0	0	0	**1**	**1**
17:15	17:30	0	0	0	0	0	0	0	**0**	**0**
17:30	17:45	0	0	0	0	0	0	0	**0**	**0**
17:45	18:00	1	0	0	0	0	0	0	**1**	**1**
18:00	18:15	0	0	0	0	0	1	0	**1**	**0.4**
18:15	18:30	0	0	0	0	0	0	0	**0**	**0**
Total		**6**	**1**	**0**	**2**	**0**	**2**	**0**	**11**	**12.4**

		D - D (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**4**	**0**	**0**	**1**	**0**	**1**	**0**	**6**	**6.7**
07:45	08:45	4	0	0	1	0	0	0	5	6.3
08:00	09:00	3	0	0	1	0	0	0	4	5.3
08:15	09:15	1	0	0	2	0	0	0	3	5.6
08:30	**09:30**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**3.3**
08:45	09:45	0	1	0	1	0	0	0	2	3.3
09:00	10:00	0	1	0	1	0	0	0	2	3.3
09:15	10:15	0	1	0	0	0	0	0	1	1
16:30	**17:30**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:45	17:45	1	0	0	0	0	0	0	1	1
17:00	18:00	2	0	0	0	0	0	0	2	2
17:15	18:15	1	0	0	0	0	1	0	2	1.4
17:30	**18:30**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**1.4**
17:45	18:45	1	0	0	0	0	1	0	2	1.4
18:00	19:00	0	0	0	0	0	1	0	1	0.4
18:15	19:15	0	0	0	0	0	0	0	0	0
TOTAL		**6**	**1**	**0**	**2**	**0**	**2**	**0**	**11**	**12.4**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		Arm A - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	180	84	16	4	1	3	0	**288**	**300.4**
07:45	08:00	243	90	7	23	0	1	0	**364**	**396.8**
08:00	08:15	219	50	15	7	2	0	0	**293**	**311.6**
08:15	08:30	232	85	11	6	1	2	0	**337**	**350.1**
08:30	08:45	214	48	16	8	1	0	0	**287**	**306.4**
08:45	09:00	183	67	17	7	1	1	0	**276**	**294**
09:00	09:15	178	61	9	8	4	0	0	**260**	**278.9**
09:15	09:30	186	48	12	8	3	1	0	**258**	**276.8**
16:30	16:45	316	83	5	2	1	3	0	**410**	**414.3**
16:45	17:00	368	85	2	1	3	3	0	**462**	**465.5**
17:00	17:15	322	77	1	1	0	5	0	**406**	**404.8**
17:15	17:30	352	70	5	2	0	2	0	**431**	**434.9**
17:30	17:45	385	73	5	3	2	2	0	**470**	**477.2**
17:45	18:00	398	48	2	2	1	6	0	**457**	**458**
18:00	18:15	393	66	3	1	1	3	0	**467**	**469**
18:15	18:30	322	48	2	2	2	3	0	**379**	**382.8**
Total		**4491**	**1083**	**128**	**85**	**23**	**35**	**0**	**5845**	**6021.5**

		Arm A - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**874**	**309**	**49**	**40**	**4**	**6**	**0**	**1282**	**1358.9**
07:45	08:45	908	273	49	44	4	3	0	1281	1364.9
08:00	09:00	848	250	59	28	5	3	0	1193	1262.1
08:15	09:15	807	261	53	29	7	3	0	1160	1229.4
08:30	**09:30**	**761**	**224**	**54**	**31**	**9**	**2**	**0**	**1081**	**1156.1**
08:45	09:45	547	176	38	23	8	2	0	794	849.7
09:00	10:00	364	109	21	16	7	1	0	518	555.7
09:15	10:15	186	48	12	8	3	1	0	258	276.8
16:30	**17:30**	**1358**	**315**	**13**	**6**	**4**	**13**	**0**	**1709**	**1719.5**
16:45	17:45	1427	305	13	7	5	12	0	1769	1782.4
17:00	18:00	1457	268	13	8	3	15	0	1764	1774.9
17:15	18:15	1528	257	15	8	4	13	0	1825	1839.1
17:30	**18:30**	**1498**	**235**	**12**	**8**	**6**	**14**	**0**	**1773**	**1787**
17:45	18:45	1113	162	7	5	4	12	0	1303	1309.8
18:00	19:00	715	114	5	3	3	6	0	846	851.8
18:15	19:15	322	48	2	2	2	3	0	379	382.8
TOTAL		**4491**	**1083**	**128**	**85**	**23**	**35**	**0**	**5845**	**6021.5**

		Arm A - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	313	126	3	7	1	6	0	**456**	**464**
07:45	08:00	311	102	5	8	1	2	0	**429**	**441.7**
08:00	08:15	343	96	8	8	5	2	1	**463**	**480.4**
08:15	08:30	299	65	9	6	0	2	0	**381**	**392.1**
08:30	08:45	322	66	4	12	1	2	0	**407**	**424.4**
08:45	09:00	372	67	13	15	2	1	0	**470**	**497.4**
09:00	09:15	276	60	7	12	0	2	0	**357**	**374.9**
09:15	09:30	250	66	10	16	0	1	0	**343**	**368.2**
16:30	16:45	264	79	7	6	0	4	0	**360**	**368.9**
16:45	17:00	242	59	5	3	0	1	0	**310**	**315.8**
17:00	17:15	251	54	3	6	2	2	0	**318**	**328.1**
17:15	17:30	272	63	1	2	0	3	0	**341**	**342.3**
17:30	17:45	254	42	2	3	0	2	0	**303**	**306.7**
17:45	18:00	257	36	2	4	0	3	0	**302**	**306.4**
18:00	18:15	195	28	4	3	1	1	0	**232**	**238.3**
18:15	18:30	194	24	4	0	0	0	0	**222**	**224**
Total		**4415**	**1033**	**87**	**111**	**13**	**34**	**1**	**5694**	**5873.6**

		Arm A - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**1266**	**389**	**25**	**29**	**7**	**12**	**1**	**1729**	**1778.2**
07:45	08:45	1275	329	26	34	7	8	1	1680	1738.6
08:00	09:00	1336	294	34	41	8	7	1	1721	1794.3
08:15	09:15	1269	258	33	45	3	7	0	1615	1688.8
08:30	**09:30**	**1220**	**259**	**34**	**55**	**3**	**6**	**0**	**1577**	**1664.9**
08:45	09:45	898	193	30	43	2	4	0	1170	1240.5
09:00	10:00	526	126	17	28	0	3	0	700	743.1
09:15	10:15	250	66	10	16	0	1	0	343	368.2
16:30	**17:30**	**1029**	**255**	**16**	**17**	**2**	**10**	**0**	**1329**	**1355.1**
16:45	17:45	1019	218	11	14	2	8	0	1272	1292.9
17:00	18:00	1034	195	8	15	2	10	0	1264	1283.5
17:15	18:15	978	169	9	12	1	9	0	1178	1193.7
17:30	**18:30**	**900**	**130**	**12**	**10**	**1**	**6**	**0**	**1059**	**1075.4**
17:45	18:45	646	88	10	7	1	4	0	756	768.7
18:00	19:00	389	52	8	3	1	1	0	454	462.3
18:15	19:15	194	24	4	0	0	0	0	222	224
TOTAL		**4415**	**1033**	**87**	**111**	**13**	**34**	**1**	**5694**	**5873.6**

		Arm B - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	122	50	4	2	3	1	0	**182**	**189**
07:45	08:00	118	38	4	2	1	0	0	**163**	**168.6**
08:00	08:15	93	20	1	2	5	2	0	**123**	**129.9**
08:15	08:30	134	39	4	4	3	0	0	**184**	**194.2**
08:30	08:45	135	31	2	4	3	1	0	**176**	**184.6**
08:45	09:00	114	15	4	4	6	1	0	**144**	**156.6**
09:00	09:15	79	21	3	0	2	1	0	**106**	**108.9**
09:15	09:30	86	25	2	4	0	3	0	**120**	**124.4**
16:30	16:45	103	31	1	0	1	6	0	**142**	**139.9**
16:45	17:00	112	17	0	1	3	0	0	**133**	**137.3**
17:00	17:15	115	33	0	0	2	1	0	**151**	**152.4**
17:15	17:30	115	21	0	0	3	2	0	**141**	**142.8**
17:30	17:45	114	21	0	1	0	0	0	**136**	**137.3**
17:45	18:00	118	15	0	1	2	4	0	**140**	**140.9**
18:00	18:15	111	15	0	0	1	0	0	**127**	**128**
18:15	18:30	82	15	0	0	3	0	0	**100**	**103**
Total		**1751**	**407**	**25**	**25**	**38**	**22**	**0**	**2268**	**2337.8**

		Arm B - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**467**	**147**	**13**	**10**	**12**	**3**	**0**	**652**	**681.7**
07:45	08:45	480	128	11	12	12	3	0	646	677.3
08:00	09:00	476	105	11	14	17	4	0	627	665.3
08:15	09:15	462	106	13	12	14	3	0	610	644.3
08:30	**09:30**	**414**	**92**	**11**	**12**	**11**	**6**	**0**	**546**	**574.5**
08:45	09:45	279	61	9	8	8	5	0	370	389.9
09:00	10:00	165	46	5	4	2	4	0	226	233.3
09:15	10:15	86	25	2	4	0	3	0	120	124.4
16:30	**17:30**	**445**	**102**	**1**	**1**	**9**	**9**	**0**	**567**	**572.4**
16:45	17:45	456	92	0	2	8	3	0	561	569.8
17:00	18:00	462	90	0	2	7	7	0	568	573.4
17:15	18:15	458	72	0	2	6	6	0	544	549
17:30	**18:30**	**425**	**66**	**0**	**2**	**6**	**4**	**0**	**503**	**509.2**
17:45	18:45	311	45	0	1	6	4	0	367	371.9
18:00	19:00	193	30	0	0	4	0	0	227	231
18:15	19:15	82	15	0	0	3	0	0	100	103
TOTAL		**1751**	**407**	**25**	**25**	**38**	**22**	**0**	**2268**	**2337.8**

		Arm B - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	89	28	5	3	1	3	0	**129**	**134.6**
07:45	08:00	104	31	3	1	0	1	0	**140**	**142.2**
08:00	08:15	117	29	3	3	0	0	0	**152**	**157.4**
08:15	08:30	113	27	4	2	1	0	0	**147**	**152.6**
08:30	08:45	125	25	2	3	6	0	0	**161**	**171.9**
08:45	09:00	101	26	3	3	2	1	0	**136**	**142.8**
09:00	09:15	103	19	2	1	0	-1	0	**124**	**126.9**
09:15	09:30	84	25	2	1	2	1	0	**115**	**118.7**
16:30	16:45	118	28	0	1	1	1	0	**149**	**150.7**
16:45	17:00	88	33	0	0	2	3	0	**126**	**126.2**
17:00	17:15	114	21	1	0	3	2	0	**141**	**143.3**
17:15	17:30	88	20	3	1	1	1	0	**114**	**117.2**
17:30	17:45	107	13	0	0	4	2	0	**126**	**128.8**
17:45	18:00	96	22	1	0	2	1	0	**122**	**123.9**
18:00	18:15	88	10	1	0	1	1	0	**101**	**101.9**
18:15	18:30	57	12	0	1	1	1	0	**72**	**73.7**
Total		**1592**	**369**	**30**	**20**	**27**	**17**	**0**	**2055**	**2112.8**

		Arm B - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**423**	**115**	**15**	**9**	**2**	**4**	**0**	**568**	**586.8**
07:45	08:45	459	112	12	9	7	1	0	600	624.1
08:00	09:00	456	107	12	11	9	1	0	596	624.7
08:15	09:15	442	97	11	9	9	0	0	568	594.2
08:30	**09:30**	**413**	**95**	**9**	**8**	**10**	**1**	**0**	**536**	**560.3**
08:45	09:45	288	70	7	5	4	1	0	375	388.4
09:00	10:00	187	44	4	2	2	0	0	239	245.6
09:15	10:15	84	25	2	1	2	1	0	115	118.7
16:30	**17:30**	**408**	**102**	**4**	**2**	**7**	**7**	**0**	**530**	**537.4**
16:45	17:45	397	87	4	1	10	8	0	507	515.5
17:00	18:00	405	76	5	1	10	6	0	503	513.2
17:15	18:15	379	65	5	1	8	5	0	463	471.8
17:30	**18:30**	**348**	**57**	**2**	**1**	**8**	**5**	**0**	**421**	**428.3**
17:45	18:45	241	44	2	1	4	3	0	295	299.5
18:00	19:00	145	22	1	1	2	2	0	173	175.6
18:15	19:15	57	12	0	1	1	1	0	72	73.7
TOTAL		**1592**	**369**	**30**	**20**	**27**	**17**	**0**	**2055**	**2112.8**

		Arm C - Entry (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	233	70	1	6	1	5	0	**316**	**322.3**
07:45	08:00	245	73	4	5	0	3	0	**330**	**336.7**
08:00	08:15	302	78	5	6	2	4	1	**398**	**407.1**
08:15	08:30	170	41	11	6	0	2	0	**230**	**242.1**
08:30	08:45	260	52	4	11	0	1	0	**328**	**343.7**
08:45	09:00	308	70	12	11	1	1	0	**403**	**423.7**
09:00	09:15	237	53	5	9	0	1	0	**305**	**318.6**
09:15	09:30	233	54	7	9	1	1	0	**305**	**320.6**
16:30	16:45	229	61	6	6	1	1	0	**304**	**315.2**
16:45	17:00	221	51	4	3	0	3	0	**282**	**286.1**
17:00	17:15	213	39	4	6	0	3	0	**265**	**273**
17:15	17:30	228	48	3	3	0	2	0	**284**	**288.2**
17:30	17:45	214	28	2	3	1	2	0	**250**	**254.7**
17:45	18:00	222	29	2	3	0	1	0	**257**	**261.3**
18:00	18:15	180	23	2	3	0	2	0	**210**	**213.7**
18:15	18:30	142	15	4	0	0	0	0	**161**	**163**
Total		**3637**	**785**	**76**	**90**	**7**	**32**	**1**	**4628**	**4770**

		Arm C - Entry (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**950**	**262**	**21**	**23**	**3**	**14**	**1**	**1274**	**1308.2**
07:45	08:45	977	244	24	28	2	10	1	1286	1329.6
08:00	09:00	1040	241	32	34	3	8	1	1359	1416.6
08:15	09:15	975	216	32	37	1	5	0	1266	1328.1
08:30	**09:30**	**1038**	**229**	**28**	**40**	**2**	**4**	**0**	**1341**	**1406.6**
08:45	09:45	778	177	24	29	2	3	0	1013	1062.9
09:00	10:00	470	107	12	18	1	2	0	610	639.2
09:15	10:15	233	54	7	9	1	1	0	305	320.6
16:30	**17:30**	**891**	**199**	**17**	**18**	**1**	**9**	**0**	**1135**	**1162.5**
16:45	17:45	876	166	13	15	1	10	0	1081	1102
17:00	18:00	877	144	11	15	1	8	0	1056	1077.2
17:15	18:15	844	128	9	12	1	7	0	1001	1017.9
17:30	**18:30**	**758**	**95**	**10**	**9**	**1**	**5**	**0**	**878**	**892.7**
17:45	18:45	544	67	8	6	0	3	0	628	638
18:00	19:00	322	38	6	3	0	2	0	371	376.7
18:15	19:15	142	15	4	0	0	0	0	161	163
TOTAL		**3637**	**785**	**76**	**90**	**7**	**32**	**1**	**4628**	**4770**

Survey Date: 26/09/2023
Survey Day: Tuesday

		Arm C - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	146	49	10	4	1	1	0	**211**	**221.6**
07:45	08:00	217	51	5	18	1	1	0	**293**	**319.3**
08:00	08:15	189	31	11	6	2	0	0	**239**	**254.3**
08:15	08:30	175	51	11	6	1	2	0	**246**	**259.1**
08:30	08:45	183	34	11	5	1	0	0	**234**	**247**
08:45	09:00	150	54	14	4	2	0	0	**224**	**238.2**
09:00	09:15	140	48	7	5	4	0	0	**204**	**218**
09:15	09:30	162	42	6	6	3	2	0	**221**	**233.6**
16:30	16:45	290	75	5	2	1	3	0	**376**	**380.3**
16:45	17:00	323	77	2	2	2	1	0	**407**	**412**
17:00	17:15	349	73	1	1	0	5	0	**429**	**427.8**
17:15	17:30	361	60	4	1	1	5	0	**432**	**433.3**
17:30	17:45	356	74	5	4	0	2	0	**441**	**447.5**
17:45	18:00	380	51	2	2	1	3	0	**439**	**441.8**
18:00	18:15	357	60	1	1	1	2	0	**422**	**423.6**
18:15	18:30	289	39	2	2	2	4	0	**338**	**341.2**
Total		**4067**	**869**	**97**	**69**	**23**	**31**	**0**	**5156**	**5298.6**

		Arm C - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**727**	**182**	**37**	**34**	**5**	**4**	**0**	**989**	**1054.3**
07:45	08:45	764	167	38	35	5	3	0	1012	1079.7
08:00	09:00	697	170	47	21	6	2	0	943	998.6
08:15	09:15	648	187	43	20	8	2	0	908	962.3
08:30	**09:30**	**635**	**178**	**38**	**20**	**10**	**2**	**0**	**883**	**936.8**
08:45	09:45	452	144	27	15	9	2	0	649	689.8
09:00	10:00	302	90	13	11	7	2	0	425	451.6
09:15	10:15	162	42	6	6	3	2	0	221	233.6
16:30	**17:30**	**1323**	**285**	**12**	**6**	**4**	**14**	**0**	**1644**	**1653.4**
16:45	17:45	1389	284	12	8	3	13	0	1709	1720.6
17:00	18:00	1446	258	12	8	2	15	0	1741	1750.4
17:15	18:15	1454	245	12	8	3	12	0	1734	1746.2
17:30	**18:30**	**1382**	**224**	**10**	**9**	**4**	**11**	**0**	**1640**	**1654.1**
17:45	18:45	1026	150	5	5	4	9	0	1199	1206.6
18:00	19:00	646	99	3	3	3	6	0	760	764.8
18:15	19:15	289	39	2	2	2	4	0	338	341.2
TOTAL		**4067**	**869**	**97**	**69**	**23**	**31**	**0**	**5156**	**5298.6**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		Arm D - Entry (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	176	64	0	5	0	3	0	**248**	**252.7**
07:45	08:00	183	46	2	2	1	1	0	**235**	**239**
08:00	08:15	195	45	4	3	1	0	0	**248**	**254.9**
08:15	08:30	234	42	2	3	1	1	0	**283**	**288.3**
08:30	08:45	184	42	2	0	7	0	0	**235**	**243**
08:45	09:00	157	29	1	3	0	0	0	**190**	**194.4**
09:00	09:15	168	38	3	3	0	0	0	**212**	**217.4**
09:15	09:30	139	39	1	5	2	1	0	**187**	**195.4**
16:30	16:45	189	64	0	1	0	2	0	**256**	**256.1**
16:45	17:00	166	48	1	0	1	3	0	**219**	**218.7**
17:00	17:15	228	47	1	0	3	3	0	**282**	**283.7**
17:15	17:30	198	39	0	0	2	3	0	**242**	**242.2**
17:30	17:45	173	32	0	0	2	2	0	**209**	**209.8**
17:45	18:00	175	37	1	0	2	1	0	**216**	**217.9**
18:00	18:15	163	17	1	0	1	2	0	**184**	**184.3**
18:15	18:30	147	26	0	1	1	2	0	**177**	**178.1**
Total		**2875**	**655**	**19**	**26**	**24**	**24**	**0**	**3623**	**3675.9**

		Arm D - Entry (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**788**	**197**	**8**	**13**	**3**	**5**	**0**	**1014**	**1034.9**
07:45	08:45	796	175	10	8	10	2	0	1001	1025.2
08:00	09:00	770	158	9	9	9	1	0	956	980.6
08:15	09:15	743	151	8	9	8	1	0	920	943.1
08:30	**09:30**	**648**	**148**	**7**	**11**	**9**	**1**	**0**	**824**	**850.2**
08:45	09:45	464	106	5	11	2	1	0	589	607.2
09:00	10:00	307	77	4	8	2	1	0	399	412.8
09:15	10:15	139	39	1	5	2	1	0	187	195.4
16:30	**17:30**	**781**	**198**	**2**	**1**	**6**	**11**	**0**	**999**	**1000.7**
16:45	17:45	765	166	2	0	8	11	0	952	954.4
17:00	18:00	774	155	2	0	9	9	0	949	953.6
17:15	18:15	709	125	2	0	7	8	0	851	854.2
17:30	**18:30**	**658**	**112**	**2**	**1**	**6**	**7**	**0**	**786**	**790.1**
17:45	18:45	485	80	2	1	4	5	0	577	580.3
18:00	19:00	310	43	1	1	2	4	0	361	362.4
18:15	19:15	147	26	0	1	1	2	0	177	178.1
TOTAL		**2875**	**655**	**19**	**26**	**24**	**24**	**0**	**3623**	**3675.9**

Survey Date: 26/09/2023
Survey Day: Tuesday

		Arm D - Exit (15-minute intervals)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	07:45	163	65	3	3	2	2	0	**238**	**244.2**
07:45	08:00	157	63	4	5	0	1	0	**230**	**237.9**
08:00	08:15	160	37	3	1	3	4	0	**208**	**211.4**
08:15	08:30	183	64	4	5	3	1	0	**260**	**270.9**
08:30	08:45	163	48	7	3	3	0	0	**224**	**234.4**
08:45	09:00	139	34	4	3	2	1	0	**183**	**190.3**
09:00	09:15	143	46	4	2	2	1	0	**198**	**204**
09:15	09:30	148	33	4	3	1	2	0	**191**	**196.7**
16:30	16:45	165	57	0	0	1	4	0	**227**	**225.6**
16:45	17:00	214	32	0	0	3	4	0	**253**	**253.6**
17:00	17:15	164	48	1	0	0	3	0	**216**	**214.7**
17:15	17:30	172	35	0	1	3	0	0	**211**	**215.3**
17:30	17:45	169	25	0	0	1	0	0	**195**	**196**
17:45	18:00	180	20	0	0	2	5	0	**207**	**206**
18:00	18:15	207	23	0	0	0	3	0	**233**	**231.2**
18:15	18:30	153	29	0	0	3	0	0	**185**	**188**
Total		**2680**	**659**	**34**	**26**	**29**	**31**	**0**	**3459**	**3520.2**

		Arm D - Exit (rolling hour)								
Time Interval		**Car**	**LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**M/C**	**P/C**	**Total**	**PCU**
07:30	**08:30**	**663**	**229**	**14**	**14**	**8**	**8**	**0**	**936**	**964.4**
07:45	08:45	663	212	18	14	9	6	0	922	954.6
08:00	09:00	645	183	18	12	11	6	0	875	907
08:15	09:15	628	192	19	13	10	3	0	865	899.6
08:30	**09:30**	**593**	**161**	**19**	**11**	**8**	**4**	**0**	**796**	**825.4**
08:45	09:45	430	113	12	8	5	4	0	572	591
09:00	10:00	291	79	8	5	3	3	0	389	400.7
09:15	10:15	148	33	4	3	1	2	0	191	196.7
16:30	**17:30**	**715**	**172**	**1**	**1**	**7**	**11**	**0**	**907**	**909.2**
16:45	17:45	719	140	1	1	7	7	0	875	879.6
17:00	18:00	685	128	1	1	6	8	0	829	832
17:15	18:15	728	103	0	1	6	8	0	846	848.5
17:30	**18:30**	**709**	**97**	**0**	**0**	**6**	**8**	**0**	**820**	**821.2**
17:45	18:45	540	72	0	0	5	8	0	625	625.2
18:00	19:00	360	52	0	0	3	3	0	418	419.2
18:15	19:15	153	29	0	0	3	0	0	185	188
TOTAL		**2680**	**659**	**34**	**26**	**29**	**31**	**0**	**3459**	**3520.2**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

Survey Date: 26/09/2023
Survey Day: Tuesday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	07:45	711	268	21	17	5	12	0	**1034**	**1064.4**
07:45	08:00	789	247	17	32	2	5	0	**1092**	**1141.1**
08:00	08:15	809	193	25	18	10	6	1	**1062**	**1103.5**
08:15	08:30	770	207	28	19	5	5	0	**1034**	**1074.7**
08:30	08:45	793	173	24	23	11	2	0	**1026**	**1077.7**
08:45	09:00	762	181	34	25	8	3	0	**1013**	**1068.7**
09:00	09:15	662	173	20	20	6	2	0	**883**	**923.8**
09:15	09:30	644	166	22	26	6	6	0	**870**	**917.2**
16:30	16:45	837	239	12	9	3	12	0	**1112**	**1125.5**
16:45	17:00	867	201	7	5	7	9	0	**1096**	**1107.6**
17:00	17:15	878	196	6	7	5	12	0	**1104**	**1113.9**
17:15	17:30	893	178	8	5	5	9	0	**1098**	**1108.1**
17:30	17:45	886	154	7	7	5	6	0	**1065**	**1079**
17:45	18:00	913	129	5	6	5	12	0	**1070**	**1078.1**
18:00	18:15	847	121	6	4	3	7	0	**988**	**995**
18:15	18:30	693	104	6	3	6	5	0	**817**	**826.9**
Total		**12754**	**2930**	**248**	**226**	**92**	**113**	**1**	**16364**	**16805.2**

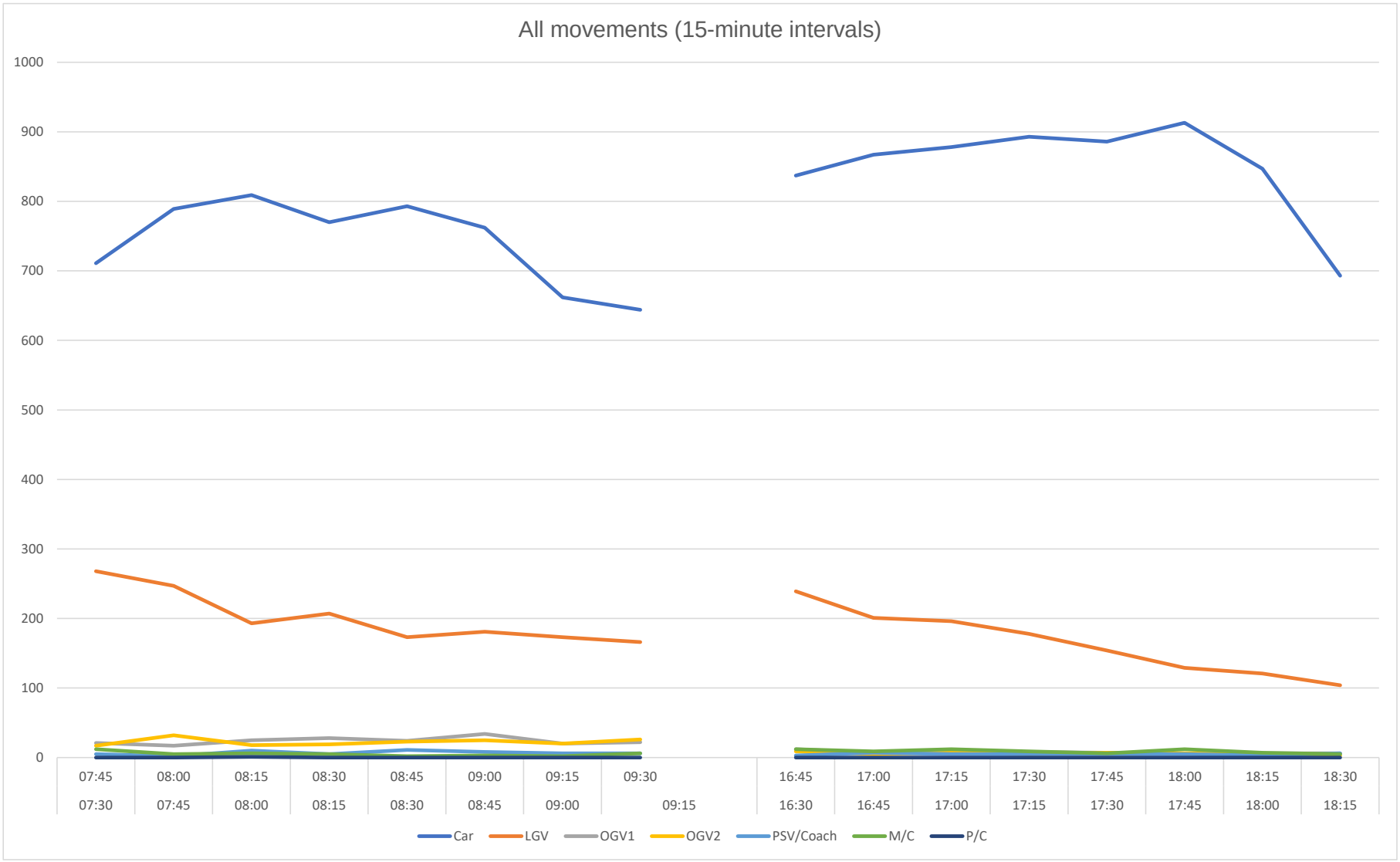
		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:30	**08:30**	**3079**	**915**	**91**	**86**	**22**	**28**	**1**	**4222**	**4383.7**
07:45	08:45	3161	820	94	92	28	18	1	4214	4397
08:00	09:00	3134	754	111	85	34	16	1	4135	4324.6
08:15	09:15	2987	734	106	87	30	12	0	3956	4144.9
08:30	**09:30**	**2861**	**693**	**100**	**94**	**31**	**13**	**0**	**3792**	**3987.4**
08:45	09:45	2068	520	76	71	20	11	0	2766	2909.7
09:00	10:00	1306	339	42	46	12	8	0	1753	1841
09:15	10:15	644	166	22	26	6	6	0	870	917.2
16:30	**17:30**	**3475**	**814**	**33**	**26**	**20**	**42**	**0**	**4410**	**4455.1**
16:45	17:45	3524	729	28	24	22	36	0	4363	4408.6
17:00	18:00	3570	657	26	25	20	39	0	4337	4379.1
17:15	18:15	3539	582	26	22	18	34	0	4221	4260.2
17:30	**18:30**	**3339**	**508**	**24**	**20**	**19**	**30**	**0**	**3940**	**3979**
17:45	18:45	2453	354	17	13	14	24	0	2875	2900
18:00	19:00	1540	225	12	7	9	12	0	1805	1821.9
18:15	19:15	693	104	6	3	6	5	0	817	826.9
TOTAL		**12754**	**2930**	**248**	**226**	**92**	**113**	**1**	**16364**	**16805.2**

Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

Survey Date: 26/09/2023
Survey Day: Tuesday

		Peak Hour (AM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:45	08:00	789	247	17	32	2	5	0	1092	1141.1
08:00	08:15	809	193	25	18	10	6	1	1062	1103.5
08:15	08:30	770	207	28	19	5	5	0	1034	1074.7
08:30	08:45	793	173	24	23	11	2	0	1026	1077.7

		Peak Hour (PM)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
16:30	16:45	837	239	12	9	3	12	0	1112	1125.5
16:45	17:00	867	201	7	5	7	9	0	1096	1107.6
17:00	17:15	878	196	6	7	5	12	0	1104	1113.9
17:15	17:30	893	178	8	5	5	9	0	1098	1108.1


All movements (15-minute intervals)
1000
900
800
700
600
500
400
300
200
100
0
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
Car
LGV
OGV1
OGV2
PSV/Coach
M/C
P/C

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0168	Storrington	A283 Washington Road / Water Lane / Sullington Lane	50.914189, -0.438004	26/09/2023	Tuesday	0730-0930 & 1630-1830hrs	Dry	Dry



Project ID and Name: IW0168 Storrington
Junction name: A283 Washington Road / Water Lane / Sullington Lane

		Arm A (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	4	0	0	0	**4**	**4**
07:35	07:40	3	0	1	0	**4**	**5.3**
07:40	07:45	3	0	0	0	**3**	**3**
07:45	07:50	5	0	0	0	**5**	**5**
07:50	07:55	3	0	0	0	**3**	**3**
07:55	08:00	2	0	0	1	**3**	**4**
08:00	08:05	3	0	0	0	**3**	**3**
08:05	08:10	1	0	1	0	**2**	**3.3**
08:10	08:15	2	0	0	1	**3**	**4**
08:15	08:20	5	0	0	0	**5**	**5**
08:20	08:25	4	1	0	0	**5**	**5.5**
08:25	08:30	4	0	0	1	**5**	**6**
08:30	08:35	3	0	0	0	**3**	**3**
08:35	08:40	2	0	0	0	**2**	**2**
08:40	08:45	4	0	0	0	**4**	**4**
08:45	08:50	1	0	0	0	**1**	**1**
08:50	08:55	2	0	0	0	**2**	**2**
08:55	09:00	3	0	0	0	**3**	**3**
09:00	09:05	2	0	0	0	**2**	**2**
09:05	09:10	2	1	0	0	**3**	**3.5**
09:10	09:15	2	0	0	0	**2**	**2**
09:15	09:20	2	0	1	0	**3**	**4.3**
09:20	09:25	1	0	1	0	**2**	**3.3**
09:25	09:30	0	1	0	0	**1**	**1.5**

16:30	16:35	5	0	0	0	**5**	**5**
16:35	16:40	3	0	0	0	**3**	**3**
16:40	16:45	2	0	0	0	**2**	**2**
16:45	16:50	2	0	1	0	**3**	**4.3**
16:50	16:55	5	0	0	0	**5**	**5**
16:55	17:00	4	0	0	0	**4**	**4**
17:00	17:05	7	0	0	0	**7**	**7**
17:05	17:10	8	0	0	0	**8**	**8**
17:10	17:15	8	0	0	0	**8**	**8**
17:15	17:20	7	0	0	0	**7**	**7**
17:20	17:25	3	0	0	0	**3**	**3**
17:25	17:30	2	0	0	0	**2**	**2**
17:30	17:35	2	0	0	0	**2**	**2**
17:35	17:40	4	0	0	0	**4**	**4**
17:40	17:45	2	0	0	0	**2**	**2**
17:45	17:50	2	0	0	0	**2**	**2**
17:50	17:55	1	0	0	0	**1**	**1**
17:55	18:00	1	0	0	0	**1**	**1**
18:00	18:05	2	0	0	0	**2**	**2**
18:05	18:10	4	0	0	0	**4**	**4**
18:10	18:15	1	0	0	0	**1**	**1**
18:15	18:20	1	0	0	0	**1**	**1**
18:20	18:25	1	0	0	0	**1**	**1**
18:25	18:30	2	0	0	0	**2**	**2**

		Arm B (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	3	0	0	0	**3**	**3**
07:35	07:40	4	0	0	0	**4**	**4**
07:40	07:45	5	0	0	0	**5**	**5**
07:45	07:50	1	0	0	0	**1**	**1**
07:50	07:55	2	0	0	0	**2**	**2**
07:55	08:00	5	0	1	0	**6**	**7.3**
08:00	08:05	2	0	0	0	**2**	**2**
08:05	08:10	4	0	0	1	**5**	**6**
08:10	08:15	4	0	0	0	**4**	**4**
08:15	08:20	5	0	0	0	**5**	**5**
08:20	08:25	3	0	0	0	**3**	**3**
08:25	08:30	3	0	1	0	**4**	**5.3**
08:30	08:35	4	0	0	0	**4**	**4**
08:35	08:40	6	0	0	0	**6**	**6**
08:40	08:45	1	0	0	0	**1**	**1**
08:45	08:50	4	0	0	0	**4**	**4**
08:50	08:55	4	0	0	0	**4**	**4**
08:55	09:00	2	0	0	0	**2**	**2**
09:00	09:05	3	0	0	0	**3**	**3**
09:05	09:10	5	0	0	0	**5**	**5**
09:10	09:15	3	0	0	0	**3**	**3**
09:15	09:20	5	0	0	0	**5**	**5**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	3	0	1	0	**4**	**5.3**

16:30	16:35	3	0	0	0	**3**	**3**
16:35	16:40	5	0	0	0	**5**	**5**
16:40	16:45	4	0	0	0	**4**	**4**
16:45	16:50	3	0	0	0	**3**	**3**
16:50	16:55	5	0	0	0	**5**	**5**
16:55	17:00	1	0	0	0	**1**	**1**
17:00	17:05	2	0	0	0	**2**	**2**
17:05	17:10	3	0	0	0	**3**	**3**
17:10	17:15	6	0	0	0	**6**	**6**
17:15	17:20	3	0	0	0	**3**	**3**
17:20	17:25	4	0	0	0	**4**	**4**
17:25	17:30	4	0	0	1	**5**	**6**
17:30	17:35	5	0	0	0	**5**	**5**
17:35	17:40	1	0	0	0	**1**	**1**
17:40	17:45	3	0	0	0	**3**	**3**
17:45	17:50	5	0	0	0	**5**	**5**
17:50	17:55	6	0	0	0	**6**	**6**
17:55	18:00	4	0	0	0	**4**	**4**
18:00	18:05	3	0	0	0	**3**	**3**
18:05	18:10	1	0	0	0	**1**	**1**
18:10	18:15	4	0	0	0	**4**	**4**
18:15	18:20	4	0	0	0	**4**	**4**
18:20	18:25	4	0	0	0	**4**	**4**
18:25	18:30	0	0	0	0	**0**	**0**

		Arm C (Maximum Queue within the 5-minute interval)					
Time Interval		**Car/LGV**	**OGV1**	**OGV2**	**PSV/Coach**	**Total**	**PCU**
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	0	0	0	0	**0**	**0**
08:30	08:35	0	0	0	0	**0**	**0**
08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	1	0	0	0	**1**	**1**
09:20	09:25	1	0	0	0	**1**	**1**
09:25	09:30	0	0	0	0	**0**	**0**

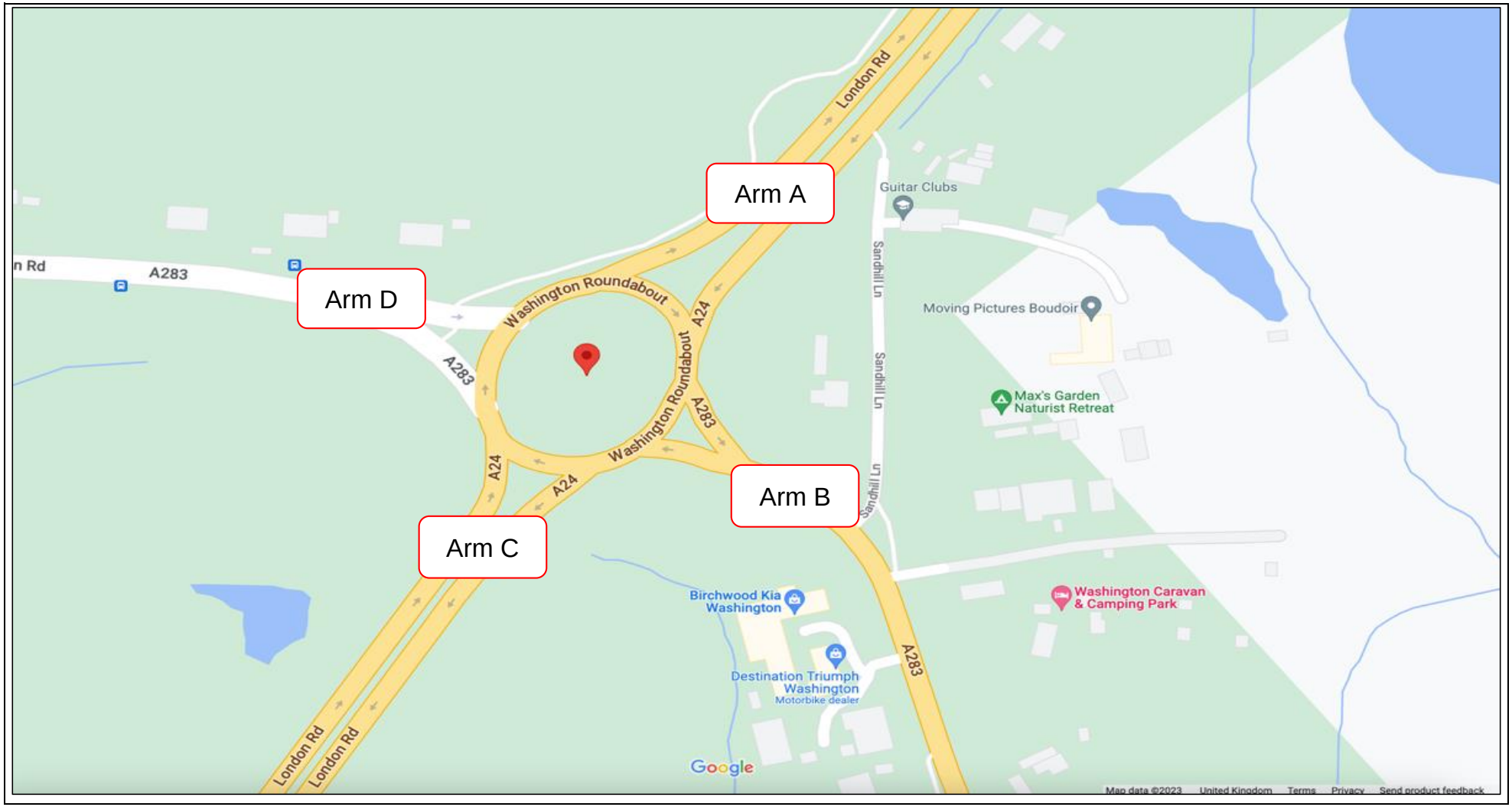
16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	1	0	0	0	**1**	**1**
16:40	16:45	1	0	0	0	**1**	**1**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	1	0	0	0	**1**	**1**
16:55	17:00	1	0	0	0	**1**	**1**
17:00	17:05	0	0	0	0	**0**	**0**
17:05	17:10	1	0	0	0	**1**	**1**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	0	0	0	0	**0**	**0**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	0	0	0	0	**0**	**0**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	1	0	0	0	**1**	**1**
18:00	18:05	1	0	0	0	**1**	**1**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	0	0	0	0	**0**	**0**

Survey Date: 26/09/2023
Survey Day: Tuesday

Time Interval		Arm D (Maximum Queue within the 5-minute interval)					
		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**
07:40	07:45	0	0	0	0	**0**	**0**
07:45	07:50	0	0	0	0	**0**	**0**
07:50	07:55	0	0	0	0	**0**	**0**
07:55	08:00	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	0	**0**	**0**
08:05	08:10	0	0	0	0	**0**	**0**
08:10	08:15	0	0	0	0	**0**	**0**
08:15	08:20	0	0	0	0	**0**	**0**
08:20	08:25	0	0	0	0	**0**	**0**
08:25	08:30	7	0	0	0	**7**	**7**
08:30	08:35	0	0	0	0	**0**	**0**
08:35	08:40	0	0	0	0	**0**	**0**
08:40	08:45	0	0	0	0	**0**	**0**
08:45	08:50	0	0	0	0	**0**	**0**
08:50	08:55	0	0	0	0	**0**	**0**
08:55	09:00	0	0	0	0	**0**	**0**
09:00	09:05	0	0	0	0	**0**	**0**
09:05	09:10	0	0	0	0	**0**	**0**
09:10	09:15	0	0	0	0	**0**	**0**
09:15	09:20	0	0	0	0	**0**	**0**
09:20	09:25	0	0	0	0	**0**	**0**
09:25	09:30	0	0	0	0	**0**	**0**

16:30	16:35	0	0	0	0	**0**	**0**
16:35	16:40	0	0	0	0	**0**	**0**
16:40	16:45	0	0	0	0	**0**	**0**
16:45	16:50	0	0	0	0	**0**	**0**
16:50	16:55	0	0	0	0	**0**	**0**
16:55	17:00	0	0	0	0	**0**	**0**
17:00	17:05	0	0	0	0	**0**	**0**
17:05	17:10	0	0	0	0	**0**	**0**
17:10	17:15	0	0	0	0	**0**	**0**
17:15	17:20	0	0	0	0	**0**	**0**
17:20	17:25	0	0	0	0	**0**	**0**
17:25	17:30	0	0	0	0	**0**	**0**
17:30	17:35	5	0	0	0	**5**	**5**
17:35	17:40	0	0	0	0	**0**	**0**
17:40	17:45	0	0	0	0	**0**	**0**
17:45	17:50	0	0	0	0	**0**	**0**
17:50	17:55	0	0	0	0	**0**	**0**
17:55	18:00	0	0	0	0	**0**	**0**
18:00	18:05	0	0	0	0	**0**	**0**
18:05	18:10	0	0	0	0	**0**	**0**
18:10	18:15	0	0	0	0	**0**	**0**
18:15	18:20	0	0	0	0	**0**	**0**
18:20	18:25	0	0	0	0	**0**	**0**
18:25	18:30	0	0	0	0	**0**	**0**

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0168	Storrington	Washington Roundabout (A24 London Road / A283 / A283 Washington Road)	50.909521, -0.407898	26/09/2023	Tuesday	0730-0930 & 1630-1830hrs	Dry	Dry



Project ID and Name: IW0168 Storrington
Junction name: Washington Roundabout (A24 London Road / A283 / A283 Washington Road)

		Arm A											
		Arm A - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm A - Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	2	1	0	0	**3**	**3.5**	4	0	0	0	**4**	**4**
07:35	07:40	2	1	0	0	**3**	**3.5**	3	0	0	0	**3**	**3**
07:40	07:45	3	0	1	0	**4**	**5.3**	5	0	0	0	**5**	**5**
07:45	07:50	3	0	1	0	**4**	**5.3**	5	0	0	0	**5**	**5**
07:50	07:55	7	0	2	0	**9**	**11.6**	11	1	0	0	**12**	**12.5**
07:55	08:00	10	1	0	0	**11**	**11.5**	12	0	0	0	**12**	**12**
08:00	08:05	4	0	0	0	**4**	**4**	6	0	0	0	**6**	**6**
08:05	08:10	3	0	0	0	**3**	**3**	5	0	0	0	**5**	**5**
08:10	08:15	5	0	1	0	**6**	**7.3**	5	0	0	0	**5**	**5**
08:15	08:20	9	0	1	0	**10**	**11.3**	12	0	0	0	**12**	**12**
08:20	08:25	14	0	0	0	**14**	**14**	13	0	0	0	**13**	**13**
08:25	08:30	6	0	0	0	**6**	**6**	10	0	0	0	**10**	**10**
08:30	08:35	4	1	1	0	**6**	**7.8**	8	0	0	0	**8**	**8**
08:35	08:40	4	0	1	0	**5**	**6.3**	7	0	0	0	**7**	**7**
08:40	08:45	6	2	0	0	**8**	**9**	7	1	0	0	**8**	**8.5**
08:45	08:50	6	1	0	0	**7**	**7.5**	5	0	0	0	**5**	**5**
08:50	08:55	2	0	0	0	**2**	**2**	9	0	0	0	**9**	**9**
08:55	09:00	3	0	0	0	**3**	**3**	4	0	0	0	**4**	**4**
09:00	09:05	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**
09:05	09:10	3	1	0	0	**4**	**4.5**	8	0	0	0	**8**	**8**
09:10	09:15	4	0	1	1	**6**	**8.3**	7	0	0	0	**7**	**7**
09:15	09:20	1	1	0	0	**2**	**2.5**	3	0	0	0	**3**	**3**
09:20	09:25	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**
09:25	09:30	1	0	0	0	**1**	**1**	4	0	0	0	**4**	**4**
16:30	16:35	13	1	0	0	**14**	**14.5**	13	0	0	0	**13**	**13**
16:35	16:40	14	0	0	0	**14**	**14**	13	0	0	0	**13**	**13**
16:40	16:45	13	0	1	0	**14**	**15.3**	13	0	0	0	**13**	**13**
16:45	16:50	14	0	0	0	**14**	**14**	14	0	0	0	**14**	**14**
16:50	16:55	14	0	0	0	**14**	**14**	14	0	0	0	**14**	**14**
16:55	17:00	13	0	0	0	**13**	**13**	12	0	0	0	**12**	**12**
17:00	17:05	13	0	0	0	**13**	**13**	12	0	0	0	**12**	**12**
17:05	17:10	14	0	1	0	**15**	**16.3**	14	0	0	0	**14**	**14**
17:10	17:15	15	0	0	0	**15**	**15**	14	0	0	0	**14**	**14**
17:15	17:20	14	1	0	0	**15**	**15.5**	11	0	1	0	**12**	**13.3**
17:20	17:25	15	0	0	0	**15**	**15**	14	0	0	0	**14**	**14**
17:25	17:30	15	0	0	0	**15**	**15**	14	0	0	0	**14**	**14**
17:30	17:35	15	0	0	0	**15**	**15**	14	0	0	0	**14**	**14**
17:35	17:40	14	0	1	0	**15**	**16.3**	13	0	0	0	**13**	**13**
17:40	17:45	10	0	0	1	**11**	**12**	9	0	0	0	**9**	**9**
17:45	17:50	15	0	0	0	**15**	**15**	14	0	0	0	**14**	**14**
17:50	17:55	8	1	0	0	**9**	**9.5**	11	0	0	0	**11**	**11**
17:55	18:00	14	0	1	0	**15**	**16.3**	10	0	0	0	**10**	**10**
18:00	18:05	9	1	0	0	**10**	**10.5**	10	0	0	0	**10**	**10**
18:05	18:10	11	0	0	0	**11**	**11**	13	0	0	0	**13**	**13**
18:10	18:15	10	0	0	0	**10**	**10**	7	0	0	0	**7**	**7**
18:15	18:20	5	0	0	0	**5**	**5**	5	0	0	0	**5**	**5**
18:20	18:25	8	1	0	0	**9**	**9.5**	4	0	0	0	**4**	**4**
18:25	18:30	3	0	0	0	**3**	**3**	4	0	0	0	**4**	**4**

		Arm B											
		Arm B - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm B - Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	10	0	0	0	**10**	**10**	3	0	0	0	**3**	**3**
07:35	07:40	7	0	0	0	**7**	**7**	6	0	0	0	**6**	**6**
07:40	07:45	7	0	0	2	**9**	**11**	13	0	0	0	**13**	**13**
07:45	07:50	8	0	0	0	**8**	**8**	11	0	0	0	**11**	**11**
07:50	07:55	7	0	0	0	**7**	**7**	5	0	0	0	**5**	**5**
07:55	08:00	9	1	0	0	**10**	**10.5**	7	0	0	0	**7**	**7**
08:00	08:05	9	0	0	0	**9**	**9**	10	0	0	0	**10**	**10**
08:05	08:10	4	0	0	0	**4**	**4**	3	0	0	0	**3**	**3**
08:10	08:15	1	0	0	0	**1**	**1**	3	0	0	0	**3**	**3**
08:15	08:20	9	0	0	0	**9**	**9**	12	0	0	0	**12**	**12**
08:20	08:25	11	1	1	0	**13**	**14.8**	8	0	0	1	**9**	**10**
08:25	08:30	7	0	2	1	**10**	**13.6**	11	0	0	0	**11**	**11**
08:30	08:35	13	0	0	1	**14**	**15**	9	0	1	0	**10**	**11.3**
08:35	08:40	12	0	0	0	**12**	**12**	11	0	0	0	**11**	**11**
08:40	08:45	8	0	0	0	**8**	**8**	2	0	0	0	**2**	**2**
08:45	08:50	3	0	0	0	**3**	**3**	3	0	0	0	**3**	**3**
08:50	08:55	4	0	1	1	**6**	**8.3**	4	0	0	0	**4**	**4**
08:55	09:00	3	0	0	0	**3**	**3**	2	0	0	1	**3**	**4**
09:00	09:05	3	0	0	0	**3**	**3**	3	0	0	0	**3**	**3**
09:05	09:10	4	0	0	0	**4**	**4**	1	1	0	0	**2**	**2.5**
09:10	09:15	5	0	0	1	**6**	**7**	2	0	0	0	**2**	**2**
09:15	09:20	7	0	0	0	**7**	**7**	8	0	1	0	**9**	**10.3**
09:20	09:25	8	0	0	0	**8**	**8**	2	0	0	0	**2**	**2**
09:25	09:30	9	0	0	0	**9**	**9**	1	1	1	0	**3**	**4.8**
16:30	16:35	8	0	0	0	**8**	**8**	7	0	0	0	**7**	**7**
16:35	16:40	10	0	0	0	**10**	**10**	9	0	0	0	**9**	**9**
16:40	16:45	6	0	0	0	**6**	**6**	6	0	0	0	**6**	**6**
16:45	16:50	8	0	0	0	**8**	**8**	2	0	0	0	**2**	**2**
16:50	16:55	8	0	0	1	**9**	**10**	5	0	0	0	**5**	**5**
16:55	17:00	10	0	0	0	**10**	**10**	5	0	0	0	**5**	**5**
17:00	17:05	13	0	0	0	**13**	**13**	6	0	0	0	**6**	**6**
17:05	17:10	14	0	0	0	**14**	**14**	4	0	0	0	**4**	**4**
17:10	17:15	8	0	0	0	**8**	**8**	3	0	0	0	**3**	**3**
17:15	17:20	13	0	0	0	**13**	**13**	14	0	0	0	**14**	**14**
17:20	17:25	11	0	0	0	**11**	**11**	9	0	0	0	**9**	**9**
17:25	17:30	7	0	0	1	**8**	**9**	10	0	0	0	**10**	**10**
17:30	17:35	12	0	0	0	**12**	**12**	10	0	0	0	**10**	**10**
17:35	17:40	8	0	0	0	**8**	**8**	7	0	0	0	**7**	**7**
17:40	17:45	11	0	0	0	**11**	**11**	10	1	0	0	**11**	**11.5**
17:45	17:50	8	0	0	1	**9**	**10**	8	1	0	0	**9**	**9.5**
17:50	17:55	16	0	0	0	**16**	**16**	15	0	0	0	**15**	**15**
17:55	18:00	16	0	0	0	**16**	**16**	10	0	0	0	**10**	**10**
18:00	18:05	8	0	0	0	**8**	**8**	6	0	0	0	**6**	**6**
18:05	18:10	12	0	0	0	**12**	**12**	4	0	0	1	**5**	**6**
18:10	18:15	14	0	0	0	**14**	**14**	6	0	0	0	**6**	**6**
18:15	18:20	11	0	0	0	**11**	**11**	2	0	0	0	**2**	**2**
18:20	18:25	7	0	0	0	**7**	**7**	2	0	0	0	**2**	**2**
18:25	18:30	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**

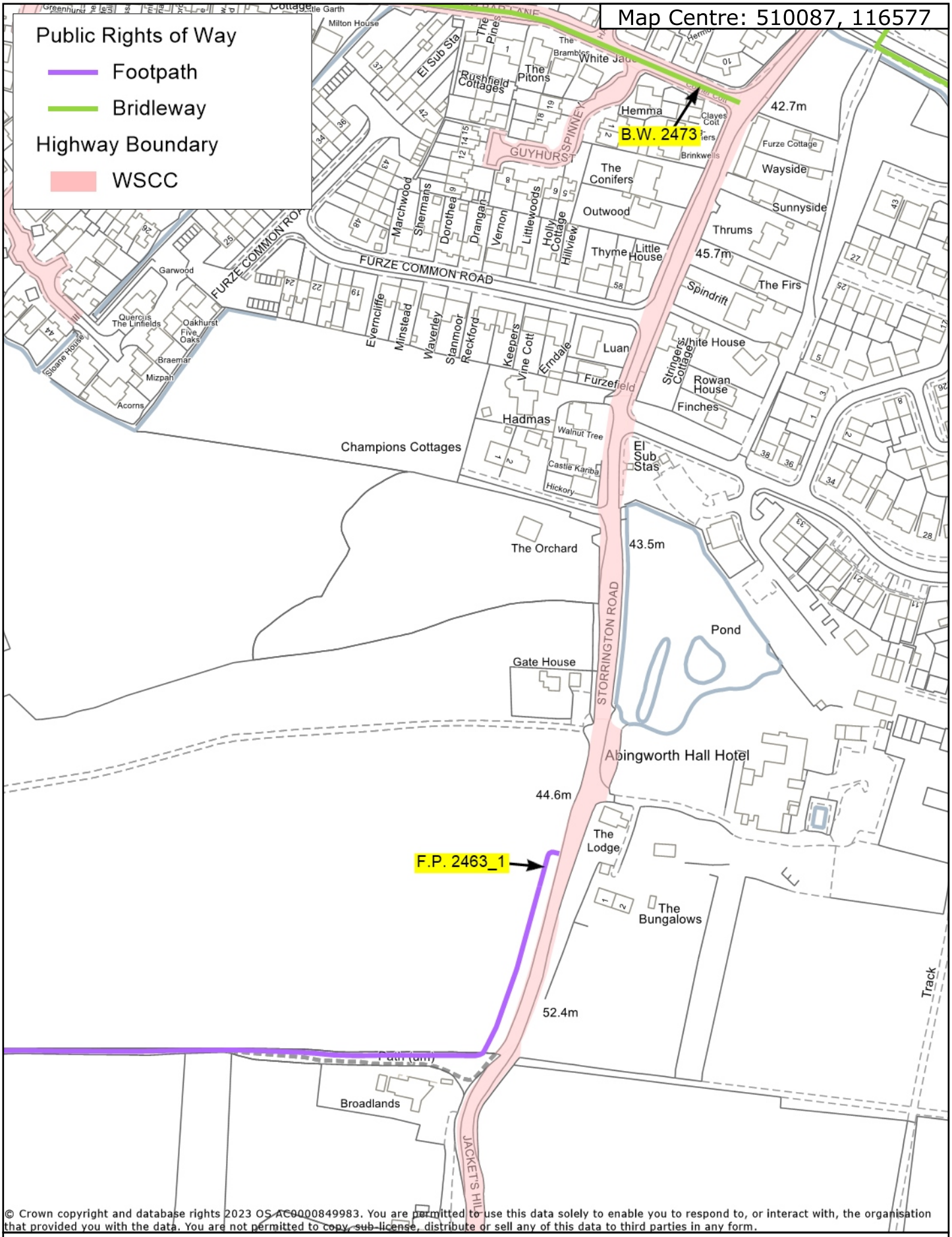
		Arm C											
		Arm C - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm C - Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	18	0	1	1	**20**	**22.3**	20	0	0	0	**20**	**20**
07:35	07:40	20	0	0	0	**20**	**20**	21	0	0	0	**21**	**21**
07:40	07:45	18	1	1	0	**20**	**21.8**	20	0	0	0	**20**	**20**
07:45	07:50	19	1	0	0	**20**	**20.5**	20	0	0	0	**20**	**20**
07:50	07:55	17	0	2	0	**19**	**21.6**	20	0	0	0	**20**	**20**
07:55	08:00	19	0	1	0	**20**	**21.3**	19	0	0	0	**19**	**19**
08:00	08:05	19	0	1	0	**20**	**21.3**	20	0	0	0	**20**	**20**
08:05	08:10	18	0	1	0	**19**	**20.3**	20	0	0	0	**20**	**20**
08:10	08:15	18	0	1	1	**20**	**22.3**	21	0	0	0	**21**	**21**
08:15	08:20	20	1	0	0	**21**	**21.5**	20	0	0	0	**20**	**20**
08:20	08:25	19	2	0	0	**21**	**22**	21	0	0	0	**21**	**21**
08:25	08:30	19	1	1	0	**21**	**22.8**	16	2	1	0	**19**	**21.3**
08:30	08:35	17	1	1	0	**19**	**20.8**	21	0	0	0	**21**	**21**
08:35	08:40	22	0	0	0	**22**	**22**	21	0	0	0	**21**	**21**
08:40	08:45	17	0	2	0	**19**	**21.6**	20	0	0	0	**20**	**20**
08:45	08:50	21	1	0	0	**22**	**22.5**	21	0	0	0	**21**	**21**
08:50	08:55	20	2	0	0	**22**	**23**	21	0	0	0	**21**	**21**
08:55	09:00	11	2	4	0	**17**	**23.2**	21	0	0	0	**21**	**21**
09:00	09:05	14	1	0	0	**15**	**15.5**	17	0	0	0	**17**	**17**
09:05	09:10	4	0	0	0	**4**	**4**	2	0	0	0	**2**	**2**
09:10	09:15	17	0	1	0	**18**	**19.3**	11	0	0	0	**11**	**11**
09:15	09:20	12	0	0	0	**12**	**12**	4	1	0	0	**5**	**5.5**
09:20	09:25	11	0	0	0	**11**	**11**	7	0	0	0	**7**	**7**
09:25	09:30	11	0	0	0	**11**	**11**	12	0	0	0	**12**	**12**
16:30	16:35	7	1	0	0	**8**	**8.5**	7	0	0	0	**7**	**7**
16:35	16:40	16	0	0	0	**16**	**16**	14	0	0	0	**14**	**14**
16:40	16:45	13	0	0	0	**13**	**13**	7	0	0	0	**7**	**7**
16:45	16:50	7	0	0	0	**7**	**7**	5	0	0	0	**5**	**5**
16:50	16:55	11	0	1	0	**12**	**13.3**	6	0	0	0	**6**	**6**
16:55	17:00	8	0	0	0	**8**	**8**	5	0	0	0	**5**	**5**
17:00	17:05	11	1	0	0	**12**	**12.5**	11	0	0	0	**11**	**11**
17:05	17:10	4	0	0	0	**4**	**4**	4	0	0	0	**4**	**4**
17:10	17:15	3	0	0	0	**3**	**3**	6	0	0	0	**6**	**6**
17:15	17:20	4	0	0	0	**4**	**4**	6	1	0	0	**7**	**7.5**
17:20	17:25	15	0	1	0	**16**	**17.3**	16	0	0	0	**16**	**16**
17:25	17:30	8	0	0	0	**8**	**8**	5	0	0	0	**5**	**5**
17:30	17:35	8	0	0	0	**8**	**8**	7	0	0	0	**7**	**7**
17:35	17:40	4	0	0	0	**4**	**4**	5	0	0	0	**5**	**5**
17:40	17:45	4	0	0	0	**4**	**4**	3	0	0	0	**3**	**3**
17:45	17:50	5	0	1	0	**6**	**7.3**	6	0	0	0	**6**	**6**
17:50	17:55	3	0	1	0	**4**	**5.3**	5	0	0	0	**5**	**5**
17:55	18:00	4	0	0	0	**4**	**4**	1	0	0	0	**1**	**1**
18:00	18:05	3	0	0	0	**3**	**3**	1	0	0	0	**1**	**1**
18:05	18:10	7	0	0	0	**7**	**7**	8	0	0	0	**8**	**8**
18:10	18:15	7	0	0	0	**7**	**7**	1	0	0	0	**1**	**1**
18:15	18:20	4	0	0	0	**4**	**4**	5	0	0	0	**5**	**5**
18:20	18:25	3	0	0	0	**3**	**3**	1	0	0	0	**1**	**1**
18:25	18:30	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**

Survey Date: 26/09/2023
Survey Day: Tuesday

		Arm D											
		Arm D - Near Side Lane (Maximum Queue within the 5-minute interval)						Arm D- Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:30	07:35	14	0	0	0	**14**	**14**	7	0	0	0	**7**	**7**
07:35	07:40	11	0	0	0	**11**	**11**	5	0	0	0	**5**	**5**
07:40	07:45	12	0	0	0	**12**	**12**	6	0	1	0	**7**	**8.3**
07:45	07:50	17	0	0	0	**17**	**17**	7	0	0	0	**7**	**7**
07:50	07:55	14	0	2	0	**16**	**18.6**	8	0	0	0	**8**	**8**
07:55	08:00	17	0	0	0	**17**	**17**	4	0	0	0	**4**	**4**
08:00	08:05	16	0	0	1	**17**	**18**	3	0	0	0	**3**	**3**
08:05	08:10	18	0	0	0	**18**	**18**	7	0	0	0	**7**	**7**
08:10	08:15	16	0	1	0	**17**	**18.3**	7	0	0	0	**7**	**7**
08:15	08:20	17	0	0	1	**18**	**19**	9	0	0	0	**9**	**9**
08:20	08:25	11	0	0	0	**11**	**11**	7	0	0	0	**7**	**7**
08:25	08:30	7	0	1	0	**8**	**9.3**	4	0	0	0	**4**	**4**
08:30	08:35	11	0	0	0	**11**	**11**	4	0	0	0	**4**	**4**
08:35	08:40	13	0	0	0	**13**	**13**	7	0	0	0	**7**	**7**
08:40	08:45	14	0	0	0	**14**	**14**	4	0	0	0	**4**	**4**
08:45	08:50	8	0	0	0	**8**	**8**	4	0	0	0	**4**	**4**
08:50	08:55	18	0	0	0	**18**	**18**	4	0	0	0	**4**	**4**
08:55	09:00	16	0	1	0	**17**	**18.3**	8	0	0	0	**8**	**8**
09:00	09:05	14	0	0	0	**14**	**14**	8	0	0	0	**8**	**8**
09:05	09:10	6	0	0	0	**6**	**6**	3	0	0	0	**3**	**3**
09:10	09:15	5	0	0	0	**5**	**5**	3	0	0	0	**3**	**3**
09:15	09:20	5	0	0	0	**5**	**5**	3	0	1	0	**4**	**5.3**
09:20	09:25	7	0	1	0	**8**	**9.3**	4	0	1	0	**5**	**6.3**
09:25	09:30	5	0	0	0	**5**	**5**	3	0	0	0	**3**	**3**
16:30	16:35	8	0	0	0	**8**	**8**	3	0	1	0	**4**	**5.3**
16:35	16:40	6	0	0	0	**6**	**6**	2	0	0	0	**2**	**2**
16:40	16:45	7	0	0	0	**7**	**7**	6	0	0	0	**6**	**6**
16:45	16:50	7	0	0	0	**7**	**7**	5	0	0	0	**5**	**5**
16:50	16:55	8	0	0	0	**8**	**8**	3	0	0	0	**3**	**3**
16:55	17:00	15	0	0	0	**15**	**15**	2	0	0	0	**2**	**2**
17:00	17:05	7	0	0	0	**7**	**7**	2	0	0	0	**2**	**2**
17:05	17:10	7	0	0	0	**7**	**7**	2	0	0	0	**2**	**2**
17:10	17:15	6	0	0	0	**6**	**6**	7	0	0	0	**7**	**7**
17:15	17:20	4	0	0	0	**4**	**4**	4	0	0	0	**4**	**4**
17:20	17:25	10	0	0	0	**10**	**10**	7	0	0	0	**7**	**7**
17:25	17:30	7	0	0	0	**7**	**7**	10	0	0	0	**10**	**10**
17:30	17:35	4	0	0	0	**4**	**4**	3	0	0	0	**3**	**3**
17:35	17:40	5	0	0	0	**5**	**5**	5	0	0	0	**5**	**5**
17:40	17:45	7	0	0	0	**7**	**7**	6	0	0	0	**6**	**6**
17:45	17:50	9	0	0	0	**9**	**9**	5	0	0	0	**5**	**5**
17:50	17:55	3	0	0	0	**3**	**3**	6	0	0	0	**6**	**6**
17:55	18:00	8	0	0	0	**8**	**8**	2	0	0	0	**2**	**2**
18:00	18:05	2	0	0	0	**2**	**2**	2	0	0	0	**2**	**2**
18:05	18:10	5	0	0	0	**5**	**5**	6	0	0	0	**6**	**6**
18:10	18:15	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**
18:15	18:20	3	0	0	0	**3**	**3**	2	0	0	0	**2**	**2**
18:20	18:25	8	0	0	0	**8**	**8**	2	0	0	0	**2**	**2**
18:25	18:30	3	0	0	0	**3**	**3**	1	0	0	0	**1**	**1**

Appendix E

Highway Boundary Data



west sussex county council

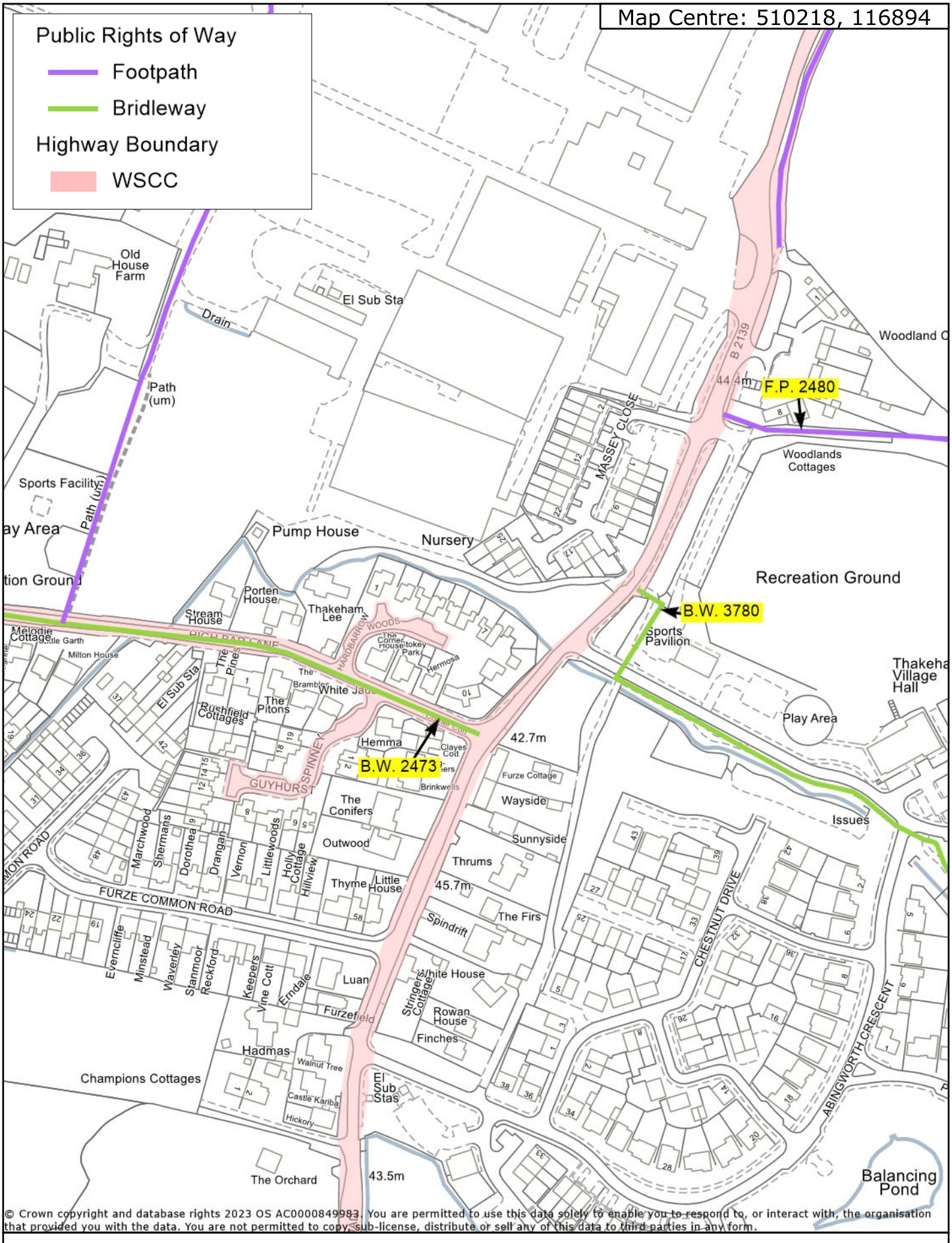
23 November 2023
Carol Rigler

Planning Services

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

N

1:2500



west sussex county council

23 November 2023
Carol Rigler

Planning Services

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

N

1:2500

Appendix F
PIC Data

Buckbarn Crossroads – Ardent –

Collision report 01/01/2018 – 31/08/2023

Date produced
31 October 2023

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.

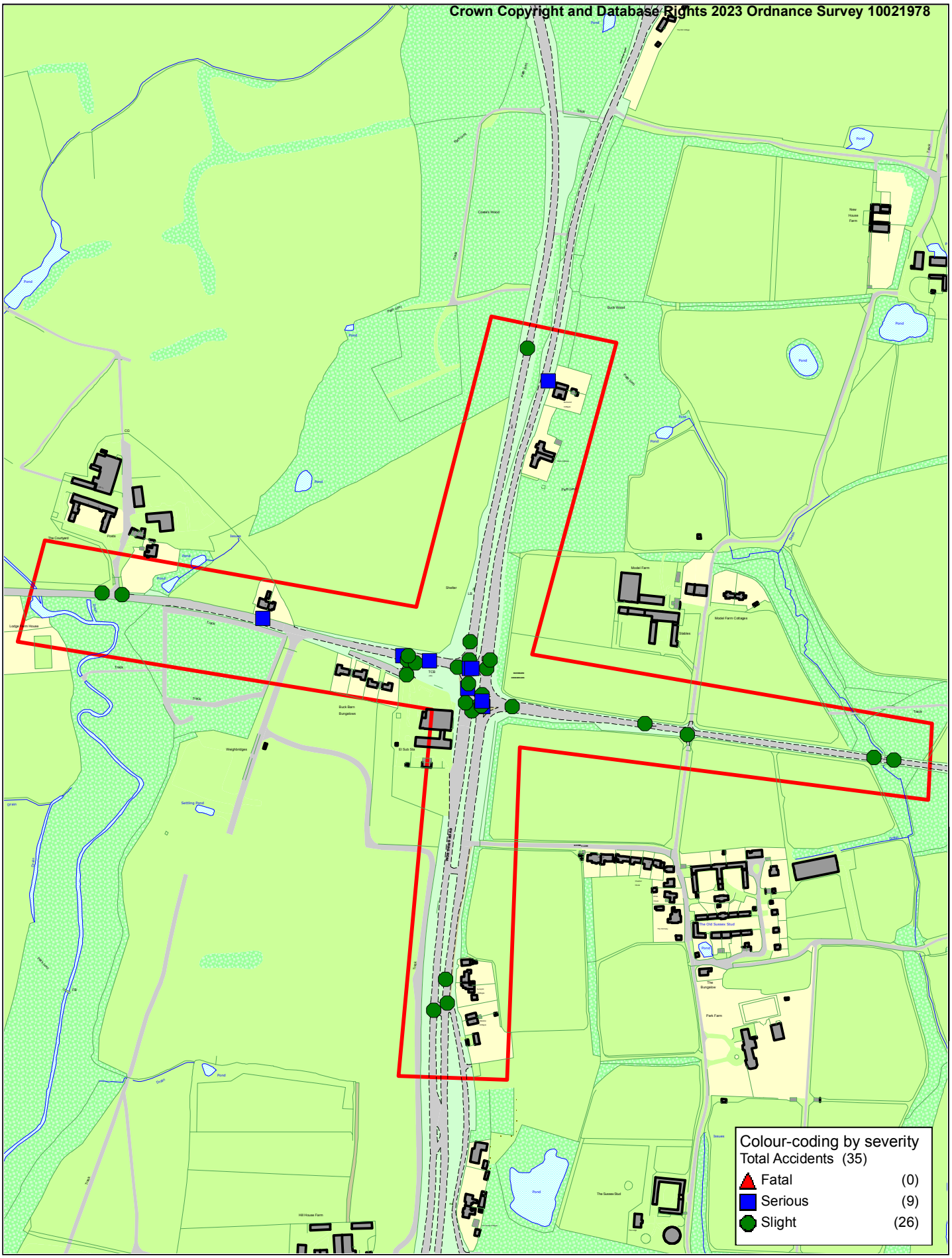
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

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Sussex Safer Roads PARTNERSHIP

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Buckbarn Crossroads
Collision Dates 01/01/2018 - 31/08/2023
Ardent

SCALE	1 : 5500
DATE	31/10/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Selected Polygon:Buckbarn (Ardent)

			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:												

471800787	Thursday	A272 COWFOLD ROAD WEST	Veh 1	Car	Going ahead	W	to	E				
	08/02/2018	GRINSTEAD 100M EAST OF A24	Veh 2	Car	Wait go ahead held up	W	to	E	Dri	M	49	Slight
R1: A 272	0742hrs	WORTHING ROAD										
	Daylight:street lights present											
E 516,744	Dry											
N 122,677	Fine without high winds											
	50 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

V2 HAS SLOWED STOPPED DUE TO TRAFFIC. V1 TRAVELLING BEHIND V2 HAS FAILED TO SLOW IN TIME AND HIT THE REAR OF V2 CAUSING DAMAGE. DRIVER OF V2 SUSTAINED WHIPLASH.

471803306	Sunday	A24 WORTHING RD HORSHAM 300M	Veh 1	Pedal cycle	Going ahead	S	to	N	Dri	M	53	Slight
	17/06/2018	NORTH OF A272 COWFOLD ROAD	Veh 2	Car	Parked	0	to	0				
R1: A 24	0910hrs											
	Daylight:street lights present											
E 516,615	Dry											
N 123,090	Fine without high winds											
	70 mph											

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

VEHICLE 2 WAS STATIONARY ON THE NORTHBOUND A24 CARRIAGE WAY IN LANE 1 AFTER SUFFERING A SUSPECTED BREAK DOWN. THE VEHICLE HAD HAZARD LIGHTS ON AND WAS PULLED OVER ONTO THE HARD SHOULDER AS FAR AS WAS REASONABL POSSIBLE. VEHICLE 1 (A PEDAL CYCLE) WAS TRA
VELLING NORTHBOUND ON THE SAME ROAD IN THE FAR LEFT OF LANE 1. VEHICLE 1 HAS NOT SEEN VEHICLE 2, RESULTING IN A COLLISION AT APPROXIMATELY 18-20MPH.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:										

471804420 Tuesday 07/08/2018 1510hrs — A272 COWFOLD WEST GRINSTEAD AT JUNCTION OF A24 WORTHING ROAD

Veh 1	M/C < 125 cc	Turning left	N	to E	Dri	M	18	Slight		
Veh 2	Goods 3.5 - 7.5t	Wait to turn right	E	to N						

R1: A 272
R2: A 24
Daylight:street lights present
E 516,598
Dry
N 122,696
Fine without high winds
50 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:	Loss of control	Vehicle 1	Very Likely
6th:	Distraction outside vehicle	Vehicle 1	Possible

V1 MOTORCYCLE HAS BEEN TRAVELLING SOUTH ON THE A24 AND EXITED AT THE BUCKBARN CROSS ROADS ONTO THE A272. IN DOING SO, HE AS LOST CONTROL OF HIS MACHINE AND FALLEN TO THE GROUND. THE BIKE HAS CONTINUED ON AND COLLIDED WITH V2 A VAN THAT WAS IN THE RIGHT F
ILTER LANE ON THE WEST BOUND CARRIAGEWAY OF THE A272.

471804820 Thursday 30/08/2018 1646hrs — A24 WORTHING ROAD BUCKBARN 370M SOUTH OF A272 COOLHAM ROAD

Veh 1	Car	U turn	N	to N	Dri	M	37	Slight		
Veh 2	Car	Going ahead	S	to N	Dri	M	69	Slight		
Veh 3	Goods < 3.5t	Going ahead	S	to N						

R1: A 24
Daylight:street lights present
E 516,512
Dry
N 122,362
Fine without high winds
50 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible

VEHICLE 1 TRAVELLING SOUTHBOUND ON A24 THEN MADE A UTURN TO GO NORTHBOUND AND COLLIDED WITH VEHICLE 2 TRAVELLING NORTHBOUND IN LANE 1. VEHICLE 3 THEN TRIED TO TAKE EVASIVE ACTION BUT COLLIDED WITH VEHICLE 2

471805007 Monday 10/09/2018 0145hrs — A24 HORSHAM AT JUNCTION OF A272 OUTSIDE BUCKBARN CROSSROADS

Veh 1	Car	Turning right	S	to E	Dri	M	39	Slight		
Veh 2	Car	Going ahead	N	to S	FSP	M	35	Slight		
Veh 3	Car	Going ahead	N	to S						

R1: A 24
R2: A 272
Darkness: no street lighting
E 516,560
Dry
N 122,696
Fine without high winds
50 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely

VEHICLE 1 TRAVELLING NORTHBOUND TURNED RIGHT ONTO A272 BELIEVED THROUGH RED T/L. VEHICLE 2 HEADING SOUTHBOUND COLLIDED WITH VEHICLE 1. VEHICLE 3 TRAVELLING SOUTHBOUND THEN COLLIDED WITH VEHICLE 2.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

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:											

471900363
R1: A 24
E 516,525
N 122,396

Saturday 19/01/2019 1430hrs
Daylight:street lights present
Wet/Damp
Raining without high winds
60 mph

A24 WORTHING ROAD WEST GRINSTEAD 272M SOUTH OF A272 COWFOLD ROAD OUTSIDE

Veh 1	Car	Going ahead	N	to	S					
Veh 2	Car	O/take m/veh o/side	N	to	S	Dri	M	27	Slight	
Veh 3	Car	Change lane to right	N	to	S					

V1 TRAVELLING SOUTH ALONG DUAL CARRIAGEWAY IN O/S LANE TOWARDS 3 SLOWER MOVING VEHICLE IN THE I/S LANE. V2 WHICH WAS AT THE BACK OF THE THREE CARS INDICATED AND PULLED OUT INTO O/S LANE CAUSING V1 TO SLOW. V3 WHICH HAD BEEN IN FRONT OF V2 THEN PULLED OUT
IN FRONT OF V2 CAUSING V2 TO BRAKE HARD AND COME TO A HALT. V1 THEN DROVE INTO THE REAR OF VEHICLE 2.V3 FAILED TO STOP.

471900522
R1: A 24
R2: A 272
E 516,549
N 122,716

Monday 28/01/2019 0700hrs
Darkness: street lights present
Wet/Damp
Fine without high winds
50 mph

A24 WORTHING ROAD WEST GRINSTEAD AT JUNCTION OF A272 COWFOLD ROAD OUTSIDE BUCK

Veh 1	Car	Stopping	S	to	N	Dri	F	23	Serious	
Veh 2	Car	Wait go ahead held up	S	to	N					

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:	Sudden braking	Vehicle 2	Possible

TWO VEHICLE COLLISION WHERE VEHICLE 2 STOPPED AT THE TRAFFIC LIGHTS, TRAVELLING NORTHBOUND ON THE A24, AT THE JUNCTION OF THE A272. VEHICLE 1 FAILED TO STOP AT THE TRAFFIC LIGHTS AND WENT INTO THE BACK OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:										

470849953	Thursday	WORTHING ROAD (A24) AT	Veh 1	Car	Turning right	S	to E	Dri	M	65 Serious
	20/06/2019	JUNCTION WITH COWFOLD ROAD	Veh 1	Car	Turning right	S	to E	FSP	F	60 Slight
R1: A 24	2125hrs	(A272)	Veh 2	Car	Going ahead	N	to S	Dri	M	35 Slight
R2: A 272	Darkness: street lights present									
E 516,566	Dry									
N 122,696	Fine without high winds									
	50 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely

V2 TRAVELLING SOUTH ON 50MPH DUAL CARRIAGEWAY IN LANE 1. GREEN ATS FOR V2 AS APPROACHED JUNCTION SO CONTINUED AT 50MPH. V1 TRAVELLING FROM SOUTH ON DUAL CARRIAGEWAY APPROACHED JUNCTION IN RIGHT HAND FILTER LANE. V1 HAS GONE TO TURN RIGHT CONTRAVENING
RED ATS. V1 HAS TURNED ACROSS THE PATH OF V2 CAUSING V2 TO STRIKE THE NEARSIDE OF V1. THIS IMPACT HAS CAUSED V1 TO ROLL ONTO ITS OFFSIDE AND REMAIN IN CENTRE OF EASTBOUND CARRIAGEWAY. V2 HAS COME TO A HALT BEYOND THE JUNCTION. BOTH VEHICLES SUSTAINE
SIGNIFICANT DAMAGE HOWEVER FIRE HAD TO REMOVE THE ROOF OF V1 TO EXTRICATE THE DRIVER. DRIVER OF V1 SUSTAINEI SERIOUS INJURY.

470856050	Tuesday	COOLHAM ROAD (A272) AT	Veh 1	Car	Going ahead	W	to E	Dri	M	29 Serious
	09/07/2019	JUNCTION WITH UNCLASSIFIED	Veh 2	Car	Going ahead	W	to E			
R1: A 272	1152hrs	ROAD								
R2: U	Daylight:street lights present									
E 516,478	Dry									
N 122,752	Fine without high winds									
	50 mph									

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

V2 STOPPED AT TRAFFIC LIGHTS ON A272 HEADING EAST AT MCDONALD'S ENTRANCE. V1 TRAVELLING IN SAME DIRECTION BEHIND FAILED TO STOP IN TIME AND COLLIDED WITH V2, REAR END SHUNT.

470899800	Monday	WORTHING ROAD (A24) NEAR	Veh 1	Car	Stopping	S	to N	Dri	M	71 Slight
	18/11/2019	JUNCTION WITH COOLHAM ROAD	Veh 1	Car	Stopping	S	to N	FSP	F	68 Slight
R1: A 24	1111hrs	(A272)	Veh 2	Goods < 3.5t	Going ahead	S	to N	Dri	M	37 Slight
R2: A 272	Daylight:street lights present									
E 516,551	Dry									
N 122,747	Fine without high winds									
	50 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 2	Possible

VEHICLE 1 AND VEHICLE 2 BOTH TRAVELLING NORTHBOUND ON A24. VEHICLE ONE HAS SUDDENLY DONE AN EMERGENCY BREAK AFTER TRAVELLING THROUGH GREEN LIGHTS AT CROSSROADS AT BUCK BARN. VEHICLE 2 WHICH IS TRAVELLING BEHIND HAS BEEN UNABLE TO STOP IN TIME AND COL
LIDED TO REAR OF VEHICLE 1. PASSENGER OF VEHICLE 1 HAS BEEN ASSESSED BY PARAMEDICS AT SCENE AND TAKEN TO WORTHING HOSPITAL. BOTH DRIVERS OF VEHICLES HAVE COMPLAINED OF SLIGHT DISCOMFORT AND HAVE STATED THEY MIGHT ATTEND HOSPITAL LATER.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:											

20924332	Tuesday	WORTHING ROAD (A24) NEAR	Veh 1	Car	Stopping	N	to S	Dri	M	31	Slight
	28/01/2020	JUNCTION WITH COOLHAM ROAD	Veh 2	Car	Stopping	N	to S				
R1: A 24	0700hrs	(A272)									
R2: A 272	Daylight:street lights present										
E 516,570	Wet/Damp										
N 122,738	Raining without high winds										
	50 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Possible

THE DRIVER OF VEHICLE 1 HAS ACCIDENTALLY PRESSED THE ACCELERATOR DOWN ON THE VEHICLE INSTEAD OF THE BRAKE, CAUSING VEHICLE 1 TO DRIVE INTO THE BACK OF VEHICLE 2

20952152	Monday	COWFOLD ROAD (A272) NEAR	Veh 1	Agric. veh	Wait to turn right	S	to E				
	18/05/2020	JUNCTION WITH WORTHING ROAD	Veh 2	Car	Wait to turn right	S	to E	FSP	F	54	Slight
R1: A 272	1624hrs	(A24)									
R2: A 24	Daylight:street lights present										
E 516,554	Dry										
N 122,691	Fine without high winds										
	50 mph										

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

V2 STATIONARY AT RED LIGHT IN RIGHT HAND FILTER LANE WAITING TO TURN RIGHT.V1 TRAVELLING IN SAME DIRECTION FAILS TO GIVE WAY AND COLLIDES INTO THE REAR OF V2 CAUSING DAMAGE AND MINOR INJURY

20961344	Tuesday	COOLHAM ROAD (A272) - 25	Veh 1	Car	Starting	W	to E				
	30/06/2020	METRES FROM JUNCTION WITH	Veh 2	Car	Going ahead	W	to E	Dri	F	57	Slight
R1: A 272	0845hrs	WORTHING ROAD (A24)									
	Daylight:street lights present										
E 516,538	Dry										
N 122,739	Fine without high winds										
	40 mph										

V2 WAS STATIONARY AT RED TRAFFIC LIGHTS BEING THE FIRST VEHICLE AT THE LIGHTS. V1 PULLED UP BEHIND V2 IN THE QUEUE. THE LIGHTS TURNED GREEN AND V2 WENT TO PULL AWAY BUT STALLED. V2 DRIVER WENT TO TURN THE IGNITION ON BUT V1 PULLED AWAY AND DROVE INTO
THE REAR OF V2 CAUSING V2 DRIVER TO BANG HER HEAD INTO THE HEAD REST WITH FORCE.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

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:											

20974599	Thursday	UNCLASSIFIED ROAD AT JUNCTION WITH UNCLASSIFIED ROAD	Veh 1	Car	Going ahead	W	to E				
	20/08/2020		Veh 2	Car	Turning right	SE	to N	Dri	F	17	Slight
R1: U	1920hrs		Veh 2	Car	Turning right	SE	to N	FSP	F	18	Slight
R2: U	Daylight:street lights present										
E 516,482	Dry										
N 122,731	Fine without high winds										
	50 mph										

VEH 2 WAS LEAVING TRAFFIC LIGHTS ON A GREEN LIGHT. VEH 1 HAS COLLIDED WITH VEH 2. BOTH DRIVERS STOPPED . ONLY PARTIAL DETAILS EXCHANGED. DAMAGE CAUSED TO BOTH VEHICLES. DRIVER OF VEH 2 BELIEVES THE RTC WAS CAUSED BY DANGEROUS DRIVING. POSSIBLY TRYING
TO GET THROUGH TRAFFIC LIGHTS QUICKLY BEFORE THEY CHANGED TO RED.

20996983	Sunday	WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A272)	Veh 1	Goods > 7.5t	Turning right	S	to E				
	08/11/2020		Veh 2	Car	Going ahead	S	to N	Dri	M	84	Slight
R1: A 24	1440hrs		Veh 2	Car	Going ahead	S	to N	FSP	F	84	Slight
R2: A 272	Daylight:street lights present										
E 516,547	Wet/Damp										
N 122,700	Fine without high winds										
	50 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

V1 WAS TRAVELLING NORTHBOUND ON THE A24 AT BUCKBARN CROSSROADS. V1 HAS ENTERED INTO THE NEARSIDE LEFT FILTER LANE WHERE THE ONLY DIRECTION OF TRAVEL FOR THAT LANE IS LEFT. THE DRIVER OF V1 HAS THEN TURNED HIS VEHICLE RIGHT, CONTRAVENING THE NO RIGH
T TURN SIGNS ON THE TRAFFIC LISHTS FOR THIS LANE. IN TURNING RIGHT, HIS LORRY HAS GONE IN FRONT OF TWO LANES OF TRAFFIC ALSO TRAVELLING NORTHBOUND IN A SPEED LIMIT AREA OF 50MPH. V2 ALSO TRAVELLING NORTH IN THE SECOND LANE HAS BEEN MET WITH A LOR
Y BLOCKING THEIR PATH WHILST TRAVELLING AT HIGH SPEED. V2 HAS COLLIDED WITH THE REAR OF V1 IN FRONT OF IT.

201002314	Saturday	WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A24)	Veh 1	Car	Change lane to left	N	to S				
	28/11/2020		Veh 2	Car	Going ahead	N	to S	Dri	F	74	Slight
R1: A 24	1240hrs										
R2: A 24	Daylight:street lights present										
E 516,574	Dry										
N 122,747	Fine without high winds										
	60 mph										

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

VEHICLE 2 DRIVING ON INSIDE LANE SLOWLY UP TO LIGHTS, VEHICLE 1 (SILVER CAR) SWERVED OUT OF RIGHT TURN LANE TOWARDS ME SO VEHICLE 2 SWERVED OUT OF THE WAY TO AVOID BEING HIT.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

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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:												

211029594	Thursday	WORTHING ROAD (A24)	Veh 1	Car	Going ahead	N	to	S	Dri	F	25	Serious
	11/03/2021											
R1: A 24	0845hrs											
	Daylight:street lights present											
E 516,638	Dry											
N 123,054	Fine with high winds											
	60 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible

V1 SWERVED OFF THE ROAD AND IN TO THE HEDGE OF THE FRONT OF A PROPERTY. DRIVER DOES NOT HAVE ANY MEMORY OF WHAT HAPPENED. WITNESSES JUST SAW HER SWERVE OFF THE ROAD WITHIN THE SPEED LIMIT

211029549	Friday	WORTHING ROAD (A24) AT	Veh 1	Goods < 3.5t	Turning right	N	to	W				
	19/03/2021	JUNCTION WITH COOLHAM ROAD	Veh 2	Car	Going ahead	S	to	N	Dri	M	45	Serious
R1: A 24	2037hrs	(A272)										
R2: A 272	Darkness: no street lighting											
E 516,551	Dry											
N 122,738	Fine without high winds											
	50 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely

V1 HEADING SOUTH ON A24 TOWARDS BUCK BARN CROSSROADS WITH INTENTION OF TURNING RIGHT TO HEAD WEST ON A272. V2 HEADING NORTH ON A24 AND APPROACHING SAME JUNCTION. V1 FAILED TO STOP FOR RED TRAFFIC LIGHT FOR FILTER LANE TO TURN RIGHT AND STARTED TO M
AKE THIS TURN INTO THE PATH OF V2 WHICH HAD RIGHT OF WAY WITH GREEN LIGHTS FOR NORTHBOUND TRAFFIC. V1 IMPACTED WITH V2 CAUSING V2 TO THEN IMPACT WITH TRAFFIC LIGHT POLE TO NEARSIDE AND THEN BOTH VEHICLES CAME TO A REST.

211037881	Tuesday	WORTHING ROAD (A24) NEAR	Veh 1	Car	Going ahead	N	to	S	Dri	F	78	Slight
	20/04/2021	JUNCTION WITH COWFOLD ROAD	Veh 2	Car	Stopping	N	to	S				
R1: A 24	1752hrs	(A272)	Veh 3	Car	Wait go ahead held up	N	to	S	Dri	F	42	Slight
R2: A 272	Daylight:street lights present		Veh 4		Turning right	E	to	N				
E 516,565	Dry											
N 122,709	Fine without high winds											
	50 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Emergency vehicle on call	Vehicle 4	

V4 EMERGENCY AMBULANCE ON BLUE LIGHTS AND SIRENS TRAVELLING FROM EAST TO WEST THROUGH RED TRAFFIC LIGHT ACROSS A24 AT BUCK BARN CROSSROADS. V1, 2 AND 3 TRAVELLING SOUTHBOUND IN LANE 2. V3 SLOWED AND STOPPED JUST AFTER STOP LINE. V2 STOPPED BEHIND V3.
V1 FAILED TO STOP IN TIME AND COLLIDED WITH BACK OF V2 SHUNTING IT INTO BACK OF V3.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:											

211054956	Friday	COWFOLD ROAD (A272)	Veh 1	Car	Going ahead	E	to W	Dri	M	21	Slight
	11/06/2021		Veh 2	Car	Going ahead	E	to W				
R1: A 272	1754hrs										
	Daylight:street lights present										
E 516,996	Dry										
N 122,640	Fine without high winds										
	60 mph										

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

VEHICLE 1 AND VEHICLE 2 HAVE BEEN TRAVELLING WESTBOUND ON THE A272 IN DIRECTION OF THE BUCKBARN CROSS ROADS. IT IS UNKNOWN WHAT SPEED BOTH VEHICLES WERE TRAVELLING AT. VEHICLE 2 HAS THEN COLLIDED INTO THE REAR OF VEHICLE 1. FOLLOWING THIS, THE DRIVER
OF VEHICLE 1 HAS THEN EXCHANGED DETAILS AND LEFT THE SCENE. VEHICLE 2 HAD SEVERE DAMAGE TO THE FRONT AND REQUIRED RECOVERING. POLICE ARRIVED ON SCENE, CONFIRMED BOTH VEHICLES AND DRIVERS HAD LICENCE AND INSURANC NO SUSPICION OF ALCOHOL OR DRUGS, S
ROAD SIDE BREATH TEST WAS NOT CONDUCTED. VEHICLE 2 WAS RECOVERED BY WESTBOURNE MOTORS TO BOLNEY. AS VEHICLE 2 WAS LEAVING, THE DRIVER OF VEHICLE 1 RETURNED TO SCENE WITH HIS PARTNER AND STATED THAT HE A SLIGHT INJURY TO HIS RIGHT SHOULDER AND WAS G
ING TO WORTHING A&E FOR A CHECK UP. HE HAS BEEN ADVISED TO 101 WHEN DISCHARGED TO GIVE POLICE INJURY UPDATE. SKELETON CRASH REPORT COMPLETED AS BOTH VEHICLES WHERE NO LONGER ON SCENE FOR PHOTOGRAPHS OR DRIVERS FIRST ACCOUNT. CAD REF GIVEN TO BOTH PAR

211059423	Thursday	EXIT ROAD FOR SERVICE STATION	Veh 1	Bus/coach	Going ahead	E	to W	Seat	F	32	Slight
	24/06/2021	AT JUNCTION WITH COOLHAM	Veh 2	Car	Turning right	S	to E	Dri	F	69	Slight
R1: U	1540hrs	ROAD (A272)									
R2: A 272	Daylight:street lights present										
E 516,483	Dry										
N 122,747	Fine without high winds										
	50 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	

V2 IS STATIONARY AT RTL HAVING LEFT THE SERVICE STATION WAITING TO TURN RIGHT ONTO THE A272 TO HEAD EAST. V2 IS TRAVELLING WEST ON A272. TL FOR V2 TURN GREEN AND A LINE OF CARS PROCEED THROUGH. V1 CONTINUES TO HEAD EAST AND IS SUSPECTED OF BREA
CHING A RTL AND COLLIDES WITH V2 WHO IS MID JUNCTION TURNING RIGHT. MINOR INJURIES REPORTED TO DRIVER OF V2 ANI PASSENGER IN V1.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

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:											

211062207	Thursday	COWFOLD ROAD (A272)	Veh 1	Car	Going ahead	E	to W	Dri	M	65	Slight
	01/07/2021										
R1: A 272	2300hrs										
	Darkness: no street lighting										
E 517,018	Dry										
N 122,637	Fine without high winds										
	60 mph										

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

A TREE HAD FALLEN ACROSS THE ROAD BLOCKING IT. V1 HAS NOT BEEN ABLE TO STOP IN TIME AND COLLIDED WITH THE TREE

211076060	Wednesday	COOLHAM ROAD (A272) NEAR	Veh 1	Car	Stopping	E	to W	Dri	M	22	Slight
	11/08/2021	JUNCTION WITH UNCLASSIFIED	Veh 2	Car	Going ahead	E	to W				
R1: A 272	2100hrs	ROAD									
R2: U	Darkness: no street lighting										
E 516,147	Dry										
N 122,821	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Poor or defective road surface	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	

DRIVER OF V1 HAS CLAIMED HE WAS BEHIND V2 AFTER LEAVING BUCK BARN JUNCTION AND TRAVELLING WEST, AND HE GOT TOO CLOSE BEHIND IT, SO HIT THE BRAKES, LOST CONTROL, AND LEFT CARRIAGEWAY ON THE OFFSIDE, COLLIDING WITH FENCI AND HEDGE WHICH HAVE PREVENTED
VEHICLE FROM GOING COMPLETELY INTO THE DITCH. THIS ALL OCCURRED WELL BEFORE THE DERESTRICTED SPEED LIMIT SIGNS, AND ON A ROAD WHERE CARS ARE TEMPORARILY MEANT TO BE GOING SLOWER DUE TO RESURFACING.

211083931	Friday	COWFOLD ROAD (A272) AT	Veh 1	Car	Turning right	S	to E	Dri	F	26	Slight
	03/09/2021	JUNCTION WITH UNCLASSIFIED	Veh 2	Goods 3.5 - 7.5t	Going ahead	E	to W				
R1: A 272	1545hrs	ROAD									
R2: U	Daylight:street lights present										
E 516,791	Dry										
N 122,665	Fine without high winds										
	50 mph										

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

V1 EXITING JUNCTION ONTO MAIN A272 FROM THE SOUTH, PULLED INTO PATH OF V2 TRAVELLING WEST.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:										

221135042	Friday	WORTHING ROAD (A24) AT	Veh 1	Car	Starting	W	to E			
	21/01/2022	JUNCTION WITH COOLHAM ROAD	Veh 2	Car	Going ahead	S	to N	FSP	F	35 Serious
R1: A 24	1945hrs	(A272)								
R2: A 272	Darkness: street lights present									
E 516,554	Dry									
N 122,738	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible

V2 HEADING NORTH ON A24 WHEN V1 EMERGED FROM NEARSIDE HAVING CONT. RED TRAFFIC LIGHT. V2 COLLIDED WITH V1.

221145881	Tuesday	WORTHING ROAD (A24) AT	Veh 1	Goods < 3.5t	Going ahead	N	to S			
	22/02/2022	JUNCTION WITH COWFOLD ROAD	Veh 2	Car	Going ahead	E	to NW	Dri	M	64 Slight
R1: A 24	0456hrs	(A272)								
R2: A 272	Darkness: no street lighting									
E 516,564	Wet/Damp									
N 122,697	Raining without high winds									
	40 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Defective traffic signals	Vehicle 1	Very Likely
2nd:	Defective traffic signals	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 2	Very Likely

TWO VEHICLES ENTERED TRAFFIC LIGHT OPERATED CROSSROADS AT TIME WHEN TRAFFIC LIGHTS NOT WORKING DUE TO POWER OUTAGE. VEHICLE 1 TRAVELLING SOUTH ON A24 COLLIDED WITH VEHICLE 2 TRAVELLING WEST ON A272. THE DRIVER O VEHICLE 2 HAD A MINOR BURN TO RIGHT A
RM FROM AIRBAG.

221160084	Monday	COOLHAM ROAD (A272) AT	Veh 1	Car	Turning left	W	to N			
	28/03/2022	JUNCTION WITH WORTHING ROAD	Veh 2	Goods < 3.5t	Going ahead	S	to N	Dri	M	27 Slight
R1: A 272	0850hrs	(A24), WEST GRINSTEAD, WEST								
R2: A 24	Daylight:street lights present									
E 516,552	Dry									
N 122,767	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely

V1 WAS STATIONARY AT TRAFFIC LIGHTS ON A27 CROSSROAD HEADED EAST TOWARDS COWFOLD ROAD. V1 HAS PULLED OUT C THE JUNCTION ONTO THE A27 AND DID NOT SEE V2 WHICH WAS HEADED NORTH BOUND ON A27. V1 HAS THEN COLLIDED WITH THE FRONT NEARSIDE OF V2.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

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:										

221201361 Monday 18/07/2022 0825hrs — WORTHING ROAD (A24) NEAR JUNCTION WITH WORTHING ROAD, SHIPLEY, WEST SUSSEX

Veh 1	M/C > 500 cc	Going ahead	N	to	S	Dri	M	21	Slight
Veh 2	Car	Going ahead	N	to	S				

R1: A 24
R2: U
E 516,527
N 122,370

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 2	

VEHICLE 2 TRAVELLING SOUTH ON A24 VEHICLE 1 TRAVELLING SOUTH BEHIND VEHILCE 2. VEHICLE 2 BRAKED AS A RESULT OF BUILD UP OF TRAFFIC AHEAD. VEHICLE 1 COLLIDES INTO THE REAR OF VEHICLE 2 CAUSING DAMAGE AND INJURY TO THE RIDER OF VEHICLE 1.

221210136 Wednesday 17/08/2022 1720hrs — COOLHAM ROAD (A272) NEAR JUNCTION WITH PRIVATE ENTRANCE, WEST GRINSTEAD,

Veh 1	Car	Turning right	W	to	SW				
Veh 2	Car	Going ahead	E	to	W	Dri	F	68	Slight

R1: A 272
R2: U
E 516,492
N 122,744

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

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

V2 EXITED THE SLIP ROAD FROM A24 WORTHING ROAD AND ENTERED THE A272 WEST BOUND. V1 WAS TRAVELLING EAST BOUN ON A272 AND TURNED RIGHT INTO BUCK BARN SERVICES AND COLLIDED WITH V2. THE DRIVER OF V2 EXITED THE VEHICLE, WHILST ON THE CARRIAGE WAY, AN
D ATTEMPTED TO TALK TO THE DRIVER OF V1. THE DRIVER OF V1 WAS AGGRESSIVE, REVERESED AND THEN DROVE OFF IN THE DIRECTION OF HORSHAM. THE DRIVER OF V2 WAS IN THE VEHICLE WITH HER GRANDSON, WHO WAS P1 IN THE FRONT SEAT. THE DRIVER OF V1 WAS DESCRIBED
TO BE MALE AND WAS THE ONLY PERSON IN THE VEHICLE. DRIVER OF V2 SUSTAINED MINOR INJURY WHICH WAS SHOCK AND A SLIGHT HEADACHE.

221220350 Saturday 17/09/2022 0804hrs — COOLHAM ROAD (A272) - 161 METRES FROM JUNCTION WITH ENTRANCE ROAD, WEST

Veh 1	Car	Going ahead	W	to	E	Dri	F	60	Serious
Veh 2	Car	Parked	0	to	0				

R1: A 272
E 516,324
N 122,793

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Dazzling sun	Vehicle 1	Very Likely

V2 PARKED WHILST OFF LOADING MINI DIGGER TO THE NORTH SIDE FACING EASTBOUND. V1 TRAVELLING EAST HAS FAILED TO SEE PARKED V2 AND HAS DRIVEN INTO IT.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:												

221223273	Sunday	COOLHAM ROAD (A272) WEST GRINSTEAD, WEST SUSSEX	Veh 1	Car	Going ahead	W	to	E	Dri	F	70	Slight
	25/09/2022											
R1: A 272	1642hrs											
R2: U	Daylight:street lights present											
E 516,169	Dry											
N 122,819	Fine without high winds											
	50 mph											

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

2 WITNESSES HAVE SEEN V1 TRAVELLING TOWARDS BUCK BARN CROSS ROADS ON COOLHAM ROAD AT NORMAL SPEED. V1 HAS THEN SWERVED INTO A NEARSIDE DITCH, WITH FRONT NEARSIDE WHEEL DIPPING INTO THE DITCH. VEHICLE 1 HAS THEN PROPELLED INTO THE AIR, LANDING ON A DRIVEW
AY WHEREBY IT HAS SKIDDED 20 OR SO METRES, THEN LANDING AHEAD INTO A BUSHY AREA AND A TREE. IN THE PROCESS, TH VEHICLE HAS COLLIDED WITH A SIGN, BELONGING TO PROPERTY OWNER.

231275815	Saturday	WORTHING ROAD (A24) AT JUNCTION WITH COWFOLD ROAD (A272), SHIPLEY, WEST SUSSEX	Veh 1	Car	Going ahead	N	to	S				
	14/01/2023		Veh 2	Car	Turning right	S	to	E	FSP	F	22	Serious
R1: A 24	2350hrs											
R2: A 272	Darkness: no street lighting											
E 516,565	Dry											
N 122,702	Fine without high winds											
	50 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:	Disobeyed automatic traffic signal	Vehicle 2	Possible

V1 WAS TRAVELLING SOUTHBOUND ON THE A24 TOWARDS THE BUCKBARN CROSSROADS TRAFFIC LIGHTS AT THE JUNCTION WITH THE A272 COWFOLD ROAD. V2 WAS TRAVELLING NORTHBOUND ON THE A24, INTENDING TO TURN RIGHT ONTO THE A272 EASTBOUND. ONE OF THE DRIVERS IS BELIE
VED TO HAVE CONTRAVENED A RED TRAFFIC LIGHT, CAUSING V1 TO COLLIDE WITH THE OFFSIDE OF V2.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

			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:											

231292781	Saturday	COOLHAM ROAD (A272), WEST GRINSTEAD, WEST SUSSEX	Veh 1	Car	Going ahead	E	to W	FSP	F	64	Serious
	01/04/2023		Veh 2	Car	Turning right	W	to S				
R1: A 272	1102hrs										
	Daylight:street lights present										
E 516,507	Wet/Damp										
N 122,746	Fine without high winds										
	30 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:	Disobeyed automatic traffic signal	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
5th:	Failed to look properly	Vehicle 1	Very Likely
6th:	Failed to look properly	Vehicle 2	Very Likely

V1 HAS BEEN TRAVELLING W ALONG THE A272. AFTER THE BUCK BARN INTERCHANGE AT THE A24, V1 HAS CONTINUED ON TO THE A272. IMMEDIATELY AFTER IS A SET OF TRAFFIC LIGHTS PROTECTED BY A BOX JUNCTION. V1 HAS PASSED THE STOP LINE AND WAS THREE QUARTERS OF
THE WAY THROUGH WHEN IT COLLIDED WITH V2. V2 HAS BEEN TRAVELLING E ON THE A272 WITH THE INTENTION OF TURNING RIGHT AT THE ATL TO THE SERVICE STATION. IT IS UNKNOWN IF EITHER CAR HAS DISOBEYED A LIGHT.

231298641	Wednesday	COOLHAM ROAD (A272) AT JUNCTION WITH PRIVATE ENTRANCE, WEST GRINSTEAD,	Veh 1	Car	Turning right	W	to S				
	19/04/2023		Veh 2	M/C > 500 cc	Going ahead	E	to W	Dri	M	65	Slight
R1: A 272	1639hrs										
R2: U	Daylight:street lights present										
E 516,484	Wet/Damp										
N 122,752	Raining without high winds										
	50 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Exceeding speed limit	Vehicle 2	Possible

V1 WAS TURNING RIGHT ON THE A272 INTO A T JUNCTION AT BUCK BARN SERVICES. V2 WAS TRAVELLING WEST ON THE A272. V MADE CONTACT WITH V2 TO THE FRONT RIGHT SIDE OF THE MOTORBIKE.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

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:											
231311754	Friday	WORTHING ROAD (A24) AT	Veh 1	Goods < 3.5t	Going ahead	S	to N	Dri	M	38	Slight
	26/05/2023	JUNCTION WITH COOLHAM ROAD	Veh 2	Car	Stopping	S	to N	Dri	M	62	Slight
R1: A 24	0717hrs	(A272), SHIPLEY, WEST SUSSEX									
R2: A 272	Daylight:street lights present										
E 516,550	Dry										
N 122,721	Fine without high winds										
	50 mph										

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

V2 SLOWING TO STOP FOR RED LIGHT AND V1 HASN'T REACTED IN TIME AND GONE INTO THE BACK OF V1

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Selected Polygon:Buckbarn (Ardent)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/02/2018	0742	Fine without high winds	471800787	1	Not applicable	Not within 20M

Location: A272 COWFOLD ROAD WEST GRINSTEAD 100M EAST OF A24 WORTHING ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/06/2018	0910	Fine without high winds	471803306	1	Not applicable	Not within 20M

Location: A24 WORTHING RD HORSHAM 300M NORTH OF A272 COWFOLD ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
07/08/2018	1510	Fine without high winds	471804420	1	Automatic traffic signal	T & Stag Jct

Location: A272 COWFOLD WEST GRINSTEAD AT JUNCTION OF A24 WORTHING ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Turning left	Nearside	Mid Junction - on roundabout or main road
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Waiting to turn right	Offside	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/08/2018	1646	Fine without high winds	471804820	2	Not applicable	Not within 20M

Location: A24 WORTHING ROAD BUCKBARN 370M SOUTH OF A272 COOLHAM ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	U-turn	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
10/09/2018	0145	Fine without high winds	471805007	2	Automatic traffic signal	Crossroads

Location: A24 HORSHAM AT JUNCTION OF A272 OUTSIDE BUCKBARN CROSSROADS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/01/2019	1430	Raining without high winds	471900363	1	Not applicable	Not within 20M

Location: A24 WORTHING ROAD WEST GRINSTEAD 272M SOUTH OF A272 COWFOLD ROAD OUTSIDE SUNNYHILL COTTAGES

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Overtaking moving vehicle O/S	Back	Not at, or within 20M of Jct
Car	Changing lane to right	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/01/2019	0700	Fine without high winds	471900522	1	Automatic traffic signal	T & Stag Jct

Location: A24 WORTHING ROAD WEST GRINSTEAD AT JUNCTION OF A272 COWFOLD ROAD OUTSIDE BUCK BARN CROSSROADS

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Jct Approach
Car	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/06/2019	2125	Fine without high winds	470849953	3	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) AT JUNCTION WITH COWFOLD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Leaving main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/07/2019	1152	Fine without high winds	470856050	1	Automatic traffic signal	T & Stag Jct

Location: COOLHAM ROAD (A272) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/11/2019	1111	Fine without high winds	470899800	3	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Back	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/01/2020	0700	Raining without high winds	20924332	1	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Jct Approach
Car	Stopping	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/05/2020	1624	Fine without high winds	20952152	1	Automatic traffic signal	Crossroads

Location: COWFOLD ROAD (A272) NEAR JUNCTION WITH WORTHING ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Agricultural vehicle	Waiting to turn right	Front	Mid Junction - on roundabout or main road
Car	Waiting to turn right	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/06/2020	0845	Fine without high winds	20961344	1	Not applicable	Not within 20M

Location: COOLHAM ROAD (A272) - 25 METRES FROM JUNCTION WITH WORTHING ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/08/2020	1920	Fine without high winds	20974599	2	Automatic traffic signal	Crossroads

Location: UNCLASSIFIED ROAD AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning right	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/11/2020	1440	Fine without high winds	20996983	2	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/11/2020	1240	Fine without high winds	201002314	1	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH COOLHAM ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to left	Nearside	Jct Approach
Car	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/03/2021	0845	Fine with high winds	211029594	1	Not applicable	Not within 20M

Location: WORTHING ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/03/2021	2037	Fine without high winds	211029549	1	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) AT JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Front	Leaving main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/04/2021	1752	Fine without high winds	211037881	2	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH COWFOLD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach
Car	Going ahead but held up	Back	Mid Junction - on roundabout or main road
Other vehicle - specify	Turning right	Did not impact	Entering main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/06/2021	1754	Fine without high winds	211054956	1	Not applicable	Not within 20M

Location: COWFOLD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Back	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/06/2021	1540	Fine without high winds	211059423	2	Automatic traffic signal	T & Stag Jct

Location: EXIT ROAD FOR SERVICE STATION AT JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Bus or coach (17+ seats)	Going ahead other	Nearside	Mid Junction - on roundabout or main road
Car	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/07/2021	2300	Fine without high winds	211062207	1	Not applicable	Not within 20M

Location: COWFOLD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
11/08/2021	2100	Fine without high winds	211076060	1	Give way or Uncontrolled	Pri Drive

Location: COOLHAM ROAD (A272) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead other	Did not impact	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/09/2021	1545	Fine without high winds	211083931	1	Give way or Uncontrolled	Pri Drive

Location: COWFOLD ROAD (A272) AT JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Entering main road
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/01/2022	1945	Fine without high winds	221135042	1	Give way or Uncontrolled	T & Stag Jct

Location: WORTHING ROAD (A24) AT JUNCTION WITH COOLHAM ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Nearside	Jct Approach
Car	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/02/2022	0456	Raining without high winds	221145881	1	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) AT JUNCTION WITH COWFOLD ROAD (A272)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/03/2022	0850	Fine without high winds	221160084	1	Automatic traffic signal	Crossroads

Location: COOLHAM ROAD (A272) AT JUNCTION WITH WORTHING ROAD (A24), WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Front	Entering main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/07/2022	0825	Fine without high winds	221201361	1	Give way or Uncontrolled	T & Stag Jct

Location: WORTHING ROAD (A24) NEAR JUNCTION WITH WORTHING ROAD, SHIPLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/08/2022	1720	Raining without high winds	221210136	1	Automatic traffic signal	Slip Road

Location: COOLHAM ROAD (A272) NEAR JUNCTION WITH PRIVATE ENTRANCE, WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/09/2022	0804	Fine without high winds	221220350	1	Not applicable	Not within 20M

Location: COOLHAM ROAD (A272) - 161 METRES FROM JUNCTION WITH ENTRANCE ROAD, WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Parked	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
25/09/2022	1642	Fine without high winds	221223273	1	Give way or Uncontrolled	T & Stag Jct

Location: COOLHAM ROAD (A272) WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/01/2023	2350	Fine without high winds	231275815	1	Automatic traffic signal	Crossroads

Location: WORTHING ROAD (A24) AT JUNCTION WITH COWFOLD ROAD (A272), SHIPLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning right	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/04/2023	1102	Fine without high winds	231292781	1	Not applicable	Not within 20M

Location: COOLHAM ROAD (A272), WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Turning right	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/04/2023	1639	Raining without high winds	231298641	1	Automatic traffic signal	Crossroads

Location: COOLHAM ROAD (A272) AT JUNCTION WITH PRIVATE ENTRANCE, WEST GRINSTEAD, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/05/2023	0717	Fine without high winds	231311754	2	Automatic traffic signal	T & Stag Jct

Location: WORTHING ROAD (A24) AT JUNCTION WITH COOLHAM ROAD (A272), SHIPLEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Buckbarn (Ardent)")

Notes:

Number of records in selection: **35**

Washington Roundabout – Ardent –

Collision report 01/01/2018 – 31/08/2023

Date produced
31 October 2023

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.
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Sussex Safer Roads
PARTNERSHIP

Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

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

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

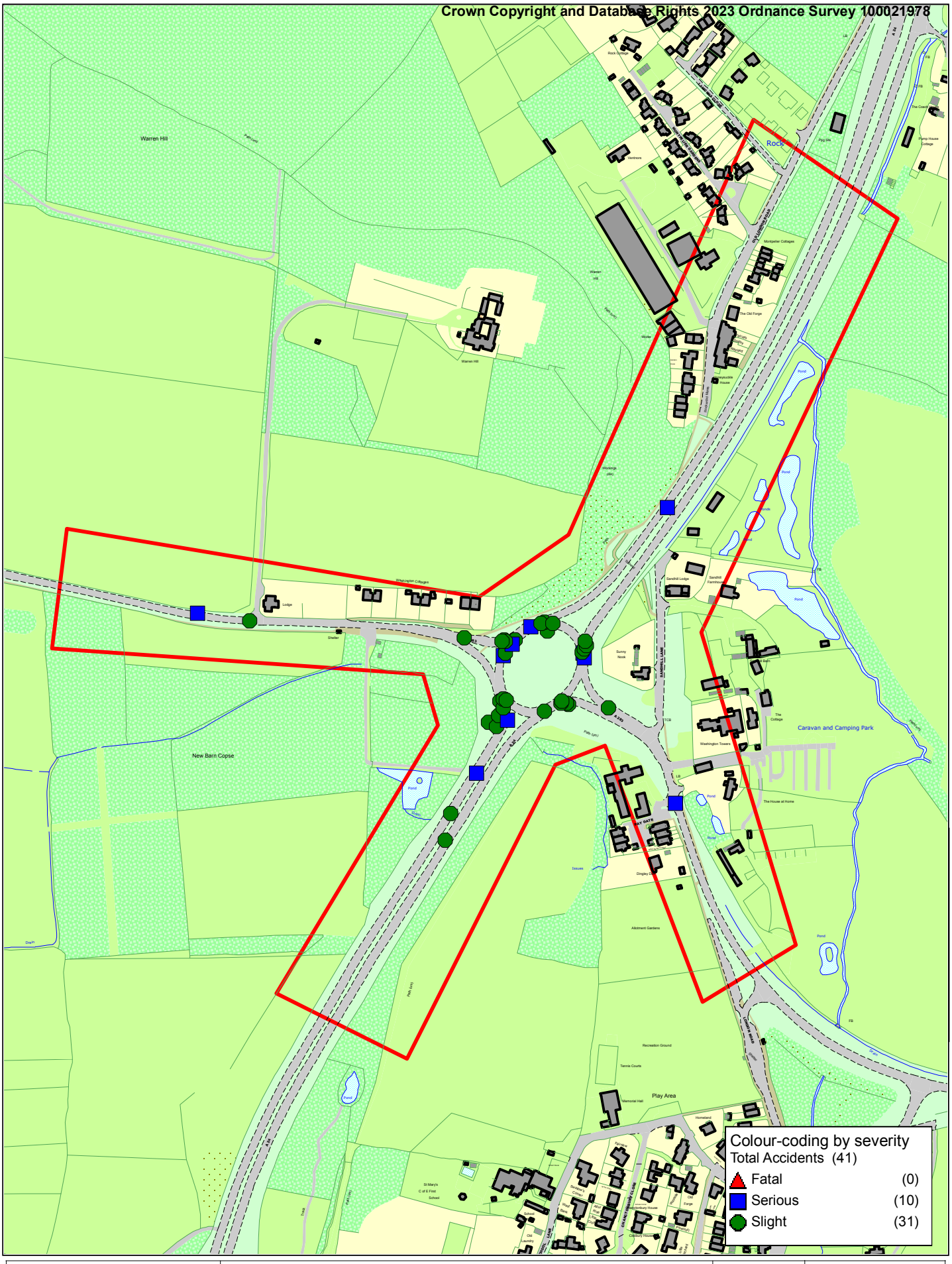
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

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Sussex Safer Roads PARTNERSHIP

Washington Roundabout
Collision Dates 01/01/2018 - 31/08/2023
Ardent

SCALE	1 : 4500
DATE	31/10/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

			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:Washington roundabout (Ardent)

471800569 Thursday 01/02/2018 0800hrs — A24 WASHINGTON AT JUNCTION OF A24 ROUNDABOUT

Veh 1	Goods > 7.5t	Going ahead	SW	to	NE					
Veh 2	M/C > 125 cc	Going ahead	SW	to	NE	Dri	M	28	Slight	

R1: A 24
R2: A 24
E 511,986
N 113,386

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

V2 WAS IN LANE 1 HEADING NORTH. V1 WAS IN LANE 2 HEADING NORTH. AS V1 PASSED V2 THE REAR END OF SWERVED ROUND AND COLLIDED WITH V2, CAUSING DAMAGE. DRIVER OF V1 FAILED TO STOP AT THE SCENE TO EXCHANGE DETAILS. DRIVER OF V2 DID NOT OBTAIN VRM FOR V1.

471800927 Friday 16/02/2018 1530hrs — A24 WASHINGTON AT JUNCTION OF A24 LONDON ROAD

Veh 1	Car	Going ahead RH bend	W	to	SE					
Veh 2	M/C > 500 cc	Turning left	W	to	N	Dri	M	21	Slight	

R1: A 24
R2: A 24
E 512,039
N 113,468

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

V1 (LEARNER DRIVER UNDER SUPERVISION)EMERGED ON TO ROUNDABOUT TO GO STRAIGHT AHEAD. V2 MOTOR CYCLIST WAS TRAVELLING NORTH ON A24 ENTERED ROUNDABOUT, THOUGHT FROM V1 POSITION IT WAS ALSO GOING TO GO OFF AT THE NORTHERN EXIT A24, BUT V1 CONTINUED EAST WARD
S CLOSING DOWN THE EXIT FOR V2 TO GO NORTH. V2 HIT REAR OFFSIDE WHEEL OF V1 CAUSING THE RIDER TO COME OFF THE MOTORCYCLE, AND SUFFER INJURIES. BOTH PARTIES STOPPED AND EXCHANGED DETAILS.

471802002 Sunday 15/04/2018 1208hrs — A24 WASHINGTON AT JUNCTION OF A283

Veh 1	Car	Starting	S	to	N					
Veh 2	M/C > 125 cc	Wait go ahead held up	S	to	N	Dri	F	49	Slight	

R1: A 24
R2: A 283
E 511,993
N 113,382

Daylight:street lights present
Dry
Fine without high winds
70 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

V2 (MOTORBIKE) WAITING TO PULL AWAY ONTO ROUNDABOUT. V1 (CAR) THOUGHT V2 HAD GONE AND WENT TO PULL AWAY, CLIPPING BACK OF V2 CAUSING RIDER OF V2 TO FALL OFF.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent")

			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:											

471802876	Saturday	A24 HORSHAM ROAD WASHINGTON 62M SOUTH OF A24	Veh 1	Car	Stopping	S	to N	FSP	F	83	Serious
	26/05/2018		Veh 1	Car	Stopping	S	to N	Dri	M	83	Serious
R1: A 24	1617hrs		Veh 1	Car	Stopping	S	to N	RSP	F	88	Slight
	Daylight:street lights present		Veh 2	Car	Stopping	S	to N	Dri	M	61	Slight
E 511,975	Dry		Veh 3	Car	Stopping	S	to N	Dri	F	43	Slight
N 113,340	Fine without high winds										
	70 mph										

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

NORTHBOUND A24 TRAFFIC SLOWING AND STOPPED PRIOR TO ROUNDABOUT. VEHICLE 1 TRAVELLING IN LANE 1 FAILED TO OBSERVE VEHICLE 2 AHEAD IN LANE 1. STATIONARY COLLIDED WITH REAR OF VEHICLE 2 WHICH IN TURN WAS SHUNTED INTO REAR OF VEHICLE 3.

471901756	Tuesday	A24 WASHINGTON AT JUNCTION OF A283	Veh 1	Car	Going ahead	SW	to NE	Dri	F	25	Slight
	02/04/2019		Veh 2	Car	Stopping	SW	to NE	Dri	M	54	Slight
R1: A 24	1558hrs		Veh 3	Car	Stopping	SW	to NE	Dri	F	70	Slight
R2: A 283	Daylight:street lights present										
E 511,995	Wet/Damp										
N 113,392	Fine without high winds										
	50 mph										

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

VEH 1 WENT INTO THE REAR OF VEH 2, CAUSING VEH 2 TO GO INTO THE BACK OF VEH 3. VEH 1 SUSTAINED HEAVEY DAMAGE TO THE FRONT. VEH 2 SUSTAINED LIGHT DAMAGE TO THE REAR VEH 3 SUSTAINED SLIGHT DAMAGE TO THE REAR. ALL DRIVERS SUSTAINED SLIGHT INJURIES. ALL
PARTIES SEEN BY AMBULANCE AT ROADSIDE AND DISCHARGED.

470862245	Monday	LONDON ROAD (A24) AT JUNCTION WITH STORRINGTON ROAD (A283)	Veh 1	Car	Going ahead	S	to N	Dri	F	25	Slight
	22/07/2019		Veh 2	Bus/coach	Going ahead	W	to E				
R1: A 24	0920hrs										
R2: A 283	Daylight:street lights present										
E 512,009	Dry										
N 113,460	Fine without high winds										
	70 mph										

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

V2 HAS ENTERED RA FROM W TRAVELLING E (2ND EXIT IN L1) WHEN LEVEL WITH 1ST EXIT V1 HAS ENTERING RA FROM S IN L2 HAS COLLIDED WITH THE O/S FRONT WING OF V2

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:										

20923646	Monday	LONDON ROAD (A24) NEAR JUNCTION WITH STORRINGTON ROAD (A283)	Veh 1	Car	Change lane to right	SW to NE	Dri	F	30	Serious
	27/01/2020		Veh 2	Goods < 3.5t	Going ahead	SW to NE				
R1: A 24	0705hrs		Veh 3	Car	Turning left	W to NE				
R2: A 283	Daylight:street lights present									
E 511,999	Wet/Damp									
N 113,446	Other									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely

BOTH VEHICLE 1 AND 2 TRAVELLING NORTHBOUND FROM WORTHING HAVE ENTERED WASHINGTON ROUNDABOUT HEADING NORTHBOUND TOWARDS HORSHAM. DRIVER OF VEHICLE 1 HAS STATED THAT SHE HAS SEEN A VEHICLE APPEAR TO PULL OUT C JUNCTION FROM STORRINGTON. THIS HAS CAUSE
D HER TO PANIC AND VEER INTO RIGHT HAND LANE ON ROUNDABOUT WHERE VEHICLE 2 IS TRAVELLING AND HAS COLLIDED WITH OFFSIDE OF VEHICLE 1. DRIVER OF VEHICLE 2 HAS SAID THAT VEHICLE 1 HAS PULLED INTO HIS LANE AND HE HAS BEEN UNABLE TO AVOID THIS

20952184	Tuesday	THE PIKE (A283) NEAR JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Starting	SE to NW				
	19/05/2020		Veh 2	M/C > 500 cc	Wait go ahead held up	SE to NW	Dri	M	33	Slight
R1: A 283	1610hrs									
R2: A 24	Daylight:street lights present									
E 512,058	Dry									
N 113,402	Fine without high winds									
	60 mph									

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

VEHICLE 2 WAS AT FOUND ABOUT VEHICLE 1 THOUGHT HE HAD GONE AND COLLIDED WITH VEHICLE CAUSE MOTOR CYCLIST T(FALL OF BIKE

20956026	Monday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	NE to SW	Dri	M	80	Serious
	08/06/2020		Veh 2	Car	Going ahead	W to SE	Dri	F	46	Slight
R1: A 24	1243hrs		Veh 2	Car	Going ahead	W to SE	FSP	M	14	Slight
R2: A 24	Daylight:street lights present									
E 512,071	Dry									
N 113,448	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

V1 TRAVELLING NORTH TO SOUTH ON A24 IN LANE 2. V2 TRAVELLING WEST TO EAST ON A283. V2 IS MID ROUNDABOUT TO CONTINUE ON A283 TOWARDS STEYNING WHEN V1 FAILED TO STOP AT THE JUNCTION OF THE RA AND CONTINUED RESULTING I A COLLISION. BOTH VEHCILES SUSTAI
NED DAMAGE. MINOR INJURIES TO ALL PARTIES.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:											

20957415	Saturday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	W	to SE				
	13/06/2020		Veh 2	M/C > 500 cc	Change lane to left	SW	to SE	Dri	M	58	Serious
R1: A 24	0920hrs		Veh 3	Car	Going ahead	W	to W				
R2: A 24	Daylight:street lights present										
E 512,072	Dry										
N 113,444	Fine without high winds										
	60 mph										

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

V1 AND V2 BOTH EXITING RA AT THE SAME TIME AND HAVE HAD A COMING TOGETHER. NEITHER PARTY HAS SEEN ONE ANOTHER. V1 WAS DISTRACTED BY V3

20984123	Thursday	STORRINGTON ROAD (A283) NEAR JUNCTION WITH UNCLASSIFIED ROAD	Veh 1	Car	Turning right	N	to W	Dri	F	18	Slight
	24/09/2020		Veh 2	Car	Going ahead	W	to E	Dri	F	26	Slight
R1: A 283	1355hrs										
R2: U	Daylight:street lights present										
E 511,771	Wet/Damp										
N 113,477	Raining with high winds										
	60 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Vegetation	Vehicle 1	Very Likely
3rd:	Road layout (eg bend, hill crest)	Vehicle 1	

DURING DAYLIGHT HOURS AND SUSPECTED HEAVY RAIN VEH 2 HAS BEEN DRIVING FROM WEST TO EAST ON THE A283. THIS WA IN THE DIRECTION OF THE WASHINGTON ROUNDABOUT AND THE A24 FROM STORRINGTON. VEH 1 WAS IN THE PRIVATE DRIVE WAY OF WARREN HILL HOUSE. VEH 1 H
AS EXITED THE PRIVATE DRIVE AND ENTERED THE CARRIAGE WAY OF THE A283. THEY HAVE NOT SEEN THE APPROACHING VEH 2. VEH 2 HAS CRASHED INTO VEH 1 THAT WAS IN THEIR LANE. VEH 2 HAS FRONT COLLISION DAMAGE FROM IMPACTING THE OFFSIDE OF VEH 1. BOTH PERSONS
HAVE BEEN BREATHILISED AND STATEMENTS ON THE ROADSIDE TAKEN; RECORDED ON BWV OFFICER EA240. ROAD WOULD HAVE BEEN DAMP DUE TO RAINFULL. OFFICERS SUSPECT RAINFULL WHEN RTC OCCURED. LOOKING AT THE JUNCTION FROM WHICH VEH 1 LEFT FROM, THEIR VIEW WOUL
HAVE BEEN OBSTRUCTED BY LARGE VEGETATION AND A BEND. AN IMAGE OF THEIR VIEW HAS BEEN ADDED TO THE SCENE.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) 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.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

20986658	Saturday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	NE to SW				
	03/10/2020		Veh 2	Pedal cycle	Going ahead	W to E	Dri	M	20	Slight
R1: A 24	1627hrs									
R2: A 24	Daylight:street lights present									
E 512,070	Dry									
N 113,449	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely

V2 TRAVELLING WEST TO EAST ON A283 GOING STRAIGHT AHEAD ON WASHING RA. V1 JOINING WASHINGTON RA FROM NORTH TO SOUTH ON A24. V1 FAILED TO LOOK PROPERLY AND COLIDED WITH NEARSIDE OF V2 CASUING SLIGHT INJURY.

20991660	Monday	THE PIKE (A283) NEAR JUNCTION WITH THE PIKE (A283)	Veh 1	Car	Going ahead	NW to SE				
	19/10/2020		Veh 2	Car	Wait go ahead held up	SE to NW	Dri	F	68	Slight
R1: A 283	1730hrs									
R2: A 283	Daylight:street lights present									
E 512,094	Dry									
N 113,399	Fine without high winds									
	60 mph									

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

AT AROUND 1730 HOURS IN THE 19TH OCTOBER 2020 A COLLISION OCCURRED BETWEEN TWO VEHICLES. VEHICLE 1 IS A GREEN RENAULT CLIO, REGISTRATION , AND VEHICLE 2 IS A BLUE HONDA JAZZ, . THE DRIVER OF VEHICLE 1 WAS DRIVING EASTBOUND ALONG THE A283. THE DRIVER
OF VEHICLE 1, , APPROACHED THE WASHINGTON ROUNDABOUT AND TOOK THE SECOND EXIT. IT WAS ONCE VEHICLE 1 EXITED THE WASHINGTON ROUNDABOUT THAT V1 COLLIDED HER VEHICLE WITH THE STATIONARY VEHICLE 2. VEHICLE 2, DRIVEN WA STATIONARY AND WAITING TO JOIN TH
WASHINGTON ROUNDABOUT FROM EAST TO WEST ON THE A283. VEHICLE 1 COLLIDED WITH THE FRONT RIGHT OF THAT STATIONARY VEHICLE 2 AND THEN PROCEEDED TO DRIVE OFF. IN THE END, V1 DRIVER , LEFT VEHICLE 1 AND ESCORTED THE SCENE ON FOOT SOUTH EAST ALONG LONDON
OAD AND ONTO WASHINGTON BOSTAL. MINOR INJURIES DID OCCUR TO V2 DRIVER , AS SHE RECEIVED SOME BRUISING OF THE ARM AND A PAINFUL FOOT, BECAUSE OF THE COLLISIONS IMPACT. V1 DRIVER IS BEING CHARGED WITH DRIVING A MOTOR VEHICLE WHILST BEING OVER THE PRES

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

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			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:										

20996840	Friday	THE PIKE (A283) NEAR JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	E	to SW			
	06/11/2020		Veh 2	Car	Wait go ahead held up	E	to SW Dri	F	29	Slight
R1: A 283	1709hrs									
R2: A 24	Darkness: street lighting									
E 512,056	Dry									
N 113,403	Fine without high winds									
	40 mph									

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

V2 ON APPROACHED TO ROUNDABOUT , V1 SAME DIRECTION COLLIDE WITH REAR OF V2, MINOR INJURY TO DRIVER OF V2

211025175	Tuesday	LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)	Veh 1	M/C > 500 cc	Going ahead	SW	to NE Dri	M	25	Serious
	02/03/2021		Veh 1	M/C > 500 cc	Going ahead	SW	to NE	F	31	Serious
R1: A 24	1520hrs									
R2: A 24	Daylight:street lights present									
E 512,003	Dry									
N 113,388	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Defective brakes	Vehicle 1	Possible

V1 MOTORCYCLE WAS HEAD NORTH ON A24 100M SOUTH OF WASHINGTON ROUNDABOUT WITH A PILLIONPASSENGER. MOTORCYCLE HAS BREAKED 20M SORT OF ROUNDABOUT AND MOTORCYCLE LOCKED UP AND BOTH RIDER AND PILLION HAVE FALLEN TO THE FLOOR AND SLID 10M ON THE TARMAC AN
D ON TO THE GRASS. MINOR INJURY TO PILLIONS RIGHT KNEE AND LEFT WRIST. RIDER HAS SUSPECTED BROKEN RIGHT ARM

211028050	Monday	LONDON ROAD (A24) NEAR JUNCTION WITH STORRINGTON ROAD (A283)	Veh 1	Goods < 3.5t	Starting	W	to SE			
	15/03/2021		Veh 2	Car	Going ahead	SW	to NE Dri	M	31	Slight
R1: A 24	0639hrs									
R2: A 283	Daylight:street lights present									
E 512,001	Dry									
N 113,448	Fine without high winds									
	60 mph									

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

V2 HEADING NORTH ON A24 WHEN EXITING RA DRIVER OF V1 CUT ACROSS TO HEAD TO STEYNING.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) 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:											

211031538	Monday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Goods > 7.5t	Going ahead	SE	to NW				
	29/03/2021		Veh 2	Car	Wait go ahead held up	SE	to NW	Dri	M	64	Slight
R1: A 24	1532hrs										
R2: A 24	Daylight:street lights present										
E 511,996	Dry										
N 113,405	Fine without high winds										
	70 mph										

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

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

V2 WAS STATIONARY AT THE FRONT OF THE JUNCTION AT WASHINGTON ROUNDABOUT HEADING NORTHBOUND. V1 HAS DRIVE INTO THE BACK OF HIM CAUSING DAMAGE.

211033122	Saturday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	NE	to SW				
	03/04/2021		Veh 2	Pedal cycle	Going ahead RH bend	W	to SE	Dri	M	38	Slight
R1: A 24	1700hrs										
R2: A 24	Daylight:street lights present										
E 512,072	Dry										
N 113,452	Unknown										
	60 mph										

V2 WAS HEADING WEST TO EAST AT THE WASHINGTON ROUNDABOUT, V1 WAS HEADING NORTH TO SOUTH, THEY HAVE COLLIDED WITH V2 WHOM WAS A CYCLIST AND KNOCKED HIM TO THE GROUND, CAUSING INJURY. THE DRIVER OF V1 STOPPED AND DETAILS WERE EXCHANGED, A DR WHO WAS PA
SSING BY HAS ALSO STOPPED AT THE SCENE TO HELP WITH FIRST AID UNKNOWN WHETHER THEY WITNESSED THE INCIDENT AND THEIR DETAILS WERE NOT TAKEN AT THE TIME

211038816	Saturday	LONDON ROAD (A24) AT JUNCTION WITH THE PIKE (A283)	Veh 1	Car	Starting	E	to S				
	24/04/2021		Veh 2	Car	Starting	W	to E				
R1: A 24	1800hrs		Veh 3	Car	Going ahead	N	to S	Dri	M	42	Slight
R2: A 283	Daylight:street lights present										
E 512,051	Dry										
N 113,403	Fine without high winds										
	70 mph										

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

1st: Careless/Reckless/In a hurry — Vehicle 1 — Possible

V1 PULLED OUT ONTO ROUNDABOUT. V3 TOOK EVASIVE ACTION AND WAS COLLIDED INTO BY V2. V1 HAS NOT STOPPED.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) 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:												

211052783	Sunday	STORRINGTON ROAD (A283) NEAR	Veh 1	Car	Starting	W	to	E	FSP	F	33	Slight
	06/06/2021	JUNCTION WITH LONDON ROAD	Veh 2	Car	Wait go ahead held up	W	to	E				
R1: A 283	1854hrs	(A24)										
R2: A 24	Daylight:street lights present											
E 512,000	Dry											
N 113,460	Fine without high winds											
	40 mph											

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

VEHICLE 1 DRIVING FROM WEST TO EAST ON A283. VEHICLE 1 APPROACHED WASHINGTON ROUNDABOUT ENTRY CLOSELY BEHIND VEHICLE 2. VEHICLE 2 BRAKED ON THE ENTRY TO THE ROUNDABOUT AND CAME TO A STOP TO GIVE WAY TO TRAFFIC ON THE ROUNDABOUT. VEHICLE 1 WAS UNA
BLE TO STOP IN TIME AND COLLIDED INTO THE REAR OF VEHICLE 2. VEHICLE 1 SUSTAINED FRONT END DAMAGE CAUSING THE RADIATOR TO BREAK/LEAK ALONG WITH THE BONNET TO CRUMPLE. VEHICLE 2 HAD MINOR DAMAGE TO ITS REAR BUMPER. FRONT SEAT PASSENGER OF VEHIC
E ONE SUFFERS WITH EPILEPSY AND HAS HISTORY OF SEIZURES IF UNDER STRESS. ON POLICE ARRIVAL FEMALE PASSENGER WAS HAVING A SEIZURE, MEDICAL ATTENTION GIVEN AND AMBULANCE CALLED. TRIAGE BY PARAMEDICS ON SCENE WHO DI NOT BELIEVE IT NECESSARY FOR HOS
ITAL ADMISSION. FEMALE COMPLAINING OF PAIN TO HE LEFT LEG, NO VISIBLE INJURY AND NO CONCERNS FROM PARAMEDICS. NO DAMAGE TO ROADSIDE FURNITURE. VEHICLE 2 DROVE AWAY. VEHICLE 1 MOVED TO SIDE OF THE ROAD FOR DRIVER TO ARRANGE OWN RECOVERY.

211060061	Sunday	LONDON ROAD (A24) AT JUNCTION	Veh 1	Car	Starting	W	to	NE	Dri	F	76	Slight
	27/06/2021	WITH STORRINGTON ROAD (A283)	Veh 2	Car	Going ahead RH bend	S	to	NE				
R1: A 24	1345hrs											
R2: A 283	Daylight:street lights present											
E 512,010	Wet/Damp											
N 113,460	Raining without high winds											
	60 mph											

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

VEHICLE 1 APPROACHED WASHINGTON ROUNDABOUT FROM STORRINGTON ABOUT TO TAKE THE 3RD EXIT TOWARDS WORTHING. ON APPROACH TO THE ROUNDABOUT SHE HAS NOT SEEN VEHICLE 2 TOWARDS HER RIGHT AND HAS ENTERED THE ROUNDABOUT AHEAD OF HIM. VEHICLE 2 HAS COLLIDED IN
TO THE RIGHT HAND SIDE PASSENGER DOOR OF VEHICLE 1 WHICH HAS SPUN CLOCKWISE AND COMPLETED A HALF TURN. VEHICLE 1 HAS DAMAGE TO THE RIGHT SIDE PASSENGER DOOR WHICH HAS BEEN DENTED QUITE SEVERELY AND VEHICLE 2 HAS DAMAGE TO THE FRONT OF THE VEHICLE, A
INOR DENT AND SCRATCHES.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

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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:												
211066505	Wednesday	LONDON ROAD (A24) NEAR	Veh 1	Car	Turning left	W	to	NE				
	14/07/2021	JUNCTION WITH LONDON ROAD (A24)	Veh 2	M/C > 500 cc	Change lane to left	W	to	NE	Dri	M	59	Serious
R1: A 24	1417hrs											
R2: A 24	Daylight:street lights present											
E 512,024	Dry											
N 113,472	Fine without high winds											
	60 mph											

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

VEHICLE 1 TRAVELLING EAST TO WEST ALONG A283 REACHED A24 ROUNDABOUT. VEHICLE 2 MOTORBIKE FOLLOWING BEHIND, TRIED TO TURN LEFT TO HEAD NORTH HAS HAD FRONT IMPACT TO REAR SIDE OF VEHICLE 1. SLIGHT DAMAGE CAUSED TO BOTH VEHICLES. VEHICLE 2 SLIGHT INJURY
.

211067366	Friday	THE PIKE (A283) AT JUNCTION WITH	Veh 1	M/C < 125 cc	Going ahead	S	to	N	Dri	M	17	Serious
	16/07/2021	PAY GATE	Veh 1	M/C < 125 cc	Going ahead	S	to	N		F	16	Serious
R1: A 283	1619hrs		Veh 2	Car	Turning right	W	to	S				
R2: U	Daylight:street lights present		Veh 3	Car	Wait go ahead held up	S	to	N				
E 512,154	Dry											
N 113,313	Fine without high winds											
	40 mph											

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

V3 STATIONARY A283 WESTBOUND SO AS NOT TO BLOCK ENTRANCE TO KIA DEALERSHIP. V2 HAS EMERGED FROM KIA WITH INTENTION OF TURNING RIGHT. V2 HAS BEGUN MANOEUVRE BUT HAS NOT SEEN V1 MOTORCYCLIST FILTERING ALONG THE STATIONARY TRAFFIC ALSO HEADING EAST.

211082037	Sunday	LONDON ROAD (A24) NEAR	Veh 1	M/C > 500 cc	Going ahead	SW	to	NE	Dri	M	26	Serious
	29/08/2021	JUNCTION WITH STORRINGTON ROAD (A283)										
R1: A 24	1845hrs											
R2: A 283	Daylight:street lights present											
E 512,007	Dry											
N 113,456	Fine without high winds											
	70 mph											

Causation Factor:		**Participant:**	**Confidence:**
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely

MOTORCYCLIST TRAVELLING NORTH ON A24 APPROACHING WASHINGTON R/A FAILED TO SLOW SUFFICIENTLY FOR GIVE WAY AT JUNCTION OF R/A. HIT KERB ON OFFSIDE WHICH LAUNCHED M/C INTO THE AIR AND ACROSS CARRAIGEWAY AROUND R/A WHEREBY RIDER AND BIKE CONTINUED ONTO
R/A AND TUMBLED ACROSS ON GROUND.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

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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:												
211095027	Monday	LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Starting	S	to	NE	Dri	F	70	Slight
	27/09/2021		Veh 2	Car	Wait to turn left	S	to	N				
R1: A 24	0900hrs											
R2: A 24	Daylight:street lights present											
E 511,999	Wet/Damp											
N 113,399	Other											
	70 mph											

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

1st: Failed to look properly — Vehicle 1 — Very Likely

V1 TRAVELLING NORTHBOUND ON A24 STATIONARY AT ROUNDABOUT V2 WENT TO MOVE OFF BUT STOPPED AGAIN, NO TRAFFI(ON ROUNDABOUT SO V1 WENT TO GO AND CONNECTED WITH REAR OF V2 AT LOW SPEED BUT CAUSING INJURY AND DAMAGE.

211104222	Saturday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)	Veh 1	Car	Going ahead	SW	to	NE				
	30/10/2021		Veh 2	Car	Going ahead RH bend	NE	to	W	Dri	F	59	Slight
R1: A 24	2115hrs											
R2: A 24	Darkness: street lights present											
E 511,999	Wet/Damp											
N 113,407	Fine without high winds											
	70 mph											

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

1st: Aggressive driving — Vehicle 1 — Very Likely

VEHICLE 2 WAS ON THE WASHINGTON ROUNDABOUT, AFTER ENTERING SOUTHBOUND FROM THE A24, TO TAKE THE THIRD EXIT RIGHT, WESTBOUND TO STORRINGTON ROAD. AS VEHICLE 2 WAS APPROACHING THE NORTHBOUND ENTRANCE TO THE ROUNDABOUT THE DRIVER OF VEHICLE 2 NOTICED A
VEHICLE (VEHICLE 1), DESCRIBED ONLY AS A LARGE DARK VEHICLE, HEADING TOWARDS THE ROUNDABOUT, NORTHBOUND ON THE A24, AT SPEED IN THE OUTSIDE LANE. THE DRIVER OF VEHICLE 2 SAID THEY THEN FELT A HUGE BANG WITH AIRBAGS DEPLOYED AND THEIR VEHICLE ROLLING
TOWARDS THE VERGE BEFORE COMING TO A STOP. LOOKING AT THE SCENE THERE ARE TYRE TRACKS ACROSS THE END OF THE CENTRAL RESERVATION AT THE ENTRANCE TO THE ROUNDABOUT ON THE A24 WHICH SUGGESTS THAT VEHICLE 1 MOUNTED THE KERB, HEADED STRAIGHT OVER THE V
RGE AND INTO THE SIDE OF VEHICLE 2. VEHICLE 1 DID NOT STOP AT THE SCENE WITH WITNESSES UNABLE TO PROVIDE A FULI VRM. THERE WAS NO DEBRIS AT SCENE TO SUGGEST THE VRM OR THE MAKE AND MODEL OF VEHICLE 1.

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:									

211121582 Tuesday 14/12/2021 1219hrs — LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Veh 1	Car	Going ahead	SW to NE	Dri	F	72	Slight
Veh 2	Car	Starting	SW to NE	Dri	F	38	Slight
Veh 2	Car	Starting	SW to NE	FSP	F	35	Slight

R1: A 24
R2: A 24
Daylight:street lights present
E 512,002
Dry
N 113,406
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely

V1 AND V2 TRAVELLING NORTH ON RURAL NATIONAL SPEED LIMIT STRETCH OF DUAL CARRIAGEWAY. V2 APPROACHED THE ROUNDABOUT JUNCTION AND WAITED UNTIL THEIR PATH WAS CLEAR. UPON A CLEAR PATH V2 HAS COMMENCED THEIR MANOUEVRE ENTERING THE ROUNDABOUT. V1 TRAVELLI
NG NORTH IN LANE 2 HAS NOT BEEN SEEN TO BRAKE AND ENTERED THE ROUNDABOUT FAILING TO SLOW OR GIVE WAY. V1 HAS STRUCK THE REAR NEARSIDE CORNER OF V2 CAUSING SIGNIFICANT DAMAGE TO VEHICLE AND MINOR INJURY TO 2 OCCUPANTS V1 FRONT OFFSIDE HAS SUSTAINED S
GNIFICANT DAMAGE AND SPUN IN THE CARRIAGEWAY COMING TO A HALT.

211127132 Monday 20/12/2021 1830hrs — LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)

Veh 1	Car	Going ahead	N to S				
Veh 2	Car	Going ahead	N to S	Dri	M	27	Slight

R1: A 24
R2: A 24
Darkness: street lights present
E 512,074
Dry
N 113,455
Fine without high winds
60 mph

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

V2 WAS STATIONARY AT WASHINGTON ROUNDABOUT AND V1 HAS COLLIDED INTO THE REAR.

221166900 Friday 15/04/2022 1200hrs — LONDON ROAD (A24) - 150 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST

Veh 1	Car	Going ahead	SW to NE	Dri	M	79	Serious

R1: A 24
Daylight:street lights present
E 512,147
Dry
N 113,579
Fine without high winds
70 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Other	Vehicle 1	Possible

CAR BROKE DOWN IN LANE 1, DRIVER WENT TO INVESTIGATE CAUSE. DIDN'T REALISE CAR WAS STILL IN GEAR AND THE CAR HA DRAGGED HIM THE WIDTH OF THE CARRIAGEWAY

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

			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:										

221192192	Friday	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX	Veh 1	M/C > 125 cc	Change lane to left	W to N	Dri	M	37	Slight
	24/06/2022		Veh 2	Car	Going ahead	W to E				
R1: A 24	1633hrs									
R2: A 24	Daylight:street lights present									
E 512,036	Dry									
N 113,476	Fine without high winds									
	70 mph									

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

V1 AND V2 HEADING EAST ON A283. V1 BEHIND V2. V2 INTENDING TO TAKE SECOND EXIT ON ROUNDABOUT. V1 ATTEMPTED TO EXIT VIA THE 1ST EXIT AND COLLIDED WITH FRONT OFFSIDE OF V2.

221202438	Sunday	LONDON ROAD (A24) - 150 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST	Veh 1	M/C > 500 cc	Going ahead	NE to SW		M	21	Slight
	24/07/2022		Veh 1	M/C > 500 cc	Going ahead	NE to SW	Dri	M	22	Slight
R1: A 24	1545hrs									
	Daylight:street lights present									
E 511,947	Dry									
N 113,280	Fine without high winds									
	70 mph									

Causation Factor:		**Participant:**	**Confidence:**
1st:	Loss of control	Vehicle 1	Very Likely

V1 (MOTORBIKE WITH DRIVER AND PILLION PASSENGER) WAS TRAVELLING WEST VIA THE WASHINGTON ROUNDABOUT AND TURNED RIGHT TOWARDS THE A24 SOUTHBOUND. AS V1 HAS ACCELERATED, THE RIDER HAS LOST CONTROL WITH THE BACK TYRE KICKING OUT AND BOTH THE RIDER AND PILLION COMING OFF.

221203548	Thursday	LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX	Veh 1	Car	Going ahead	NE to SW				
	28/07/2022		Veh 2	Car	Stopping	NE to SW	Dri	F	44	Slight
R1: A 24	0735hrs									
R2: A 24	Daylight:street lights present									
E 512,073	Dry									
N 113,459	Fine without high winds									
	30 mph									

V2 WAITING TO PULL OUT ONTO THE WASHINGTON ROUNDABOUT WAS HIT FROM THE REAR BY V1 CAUSING INJURY AND DAMAGE.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

			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:									

221232754	Thursday	LONDON ROAD (A24) AT JUNCTION	Veh 1	Car	Starting	SW to NE				
	20/10/2022	WITH LONDON ROAD (A24),	Veh 2	M/C < 125 cc	Change lane to left	SW to NE	Dri	M	51	Slight
R1: A 24	1605hrs	WASHINGTON, WEST SUSSEX								
R2: A 24	Daylight:street lights present									
E 512,033	Wet/Damp									
N 113,475	Fine without high winds									
	70 mph									

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

1st: Failed to judge other persons path or speed — Vehicle 1 — Very Likely

V1 TRAVELLING EB FROM STORRINGTON ON A283. JOINED ROUNDABOUT IN LEFT HAND LANE CONTINUING EAST TOWARDS STEYNING. V2 TRAVELLING SB A24 AND HAD TRAVELLED ALL THE WAY AROUND THE ROUNDABOUT UNTIL GOING TO EXIT TO GO NB ON A24, AT THIS POINT HAS COLLIDED
WITH V1 ON ROUNDABOUT. ON POLICE ARRIVAL V2 AND DRIVER STILL ON THE ROUNDABOUT IN LINE WITH NB A24 EXIT, V1 NOT PRESENT HOWEVER ARRIVED BACK ON SCENE SHORTLY AFTER. V2 DRIVER COMPLAINED OF BRUISED LEFT CALF AND TWISTED RIGHT KNEE WHICH APPEARE
TO HAVE AGGRAVATED OLD INJURY. V2 DRIVER ADVISED THAT HE DID NOT REQUIRE HOSPITAL TREATMENT.

221249295	Friday	THE PIKE (A283) AT JUNCTION WITH	Veh 1	Car	Starting	E to NW				
	02/12/2022	LONDON ROAD (A24), WASHINGTON,	Veh 2	Car	Going ahead	NE to SW	Dri	F	55	Slight
R1: A 283	1630hrs	WEST SUSSEX								
R2: A 24	Darkness: street lights present									
E 512,052	Wet/Damp									
N 113,405	Raining without high winds									
	60 mph									

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

1st: Failed to look properly — Vehicle 1 — Very Likely

V1 TRAVELLING A283 FROM STEYNING TOWARDS STORRINGTON. (WESTBOUND ON A283) V2 TRAVELLING SOUTHBOUND ON A24. BOTH VEHICLES COLLIDE ON THE WASHINGTON RA.

221257790	Friday	STORRINGTON ROAD (A283) NEAR	Veh 1	Car	Going ahead	W to NE				
	23/12/2022	JUNCTION WITH LONDON ROAD	Veh 2	Car	Wait go ahead held up	W to NE	Dri	F	53	Slight
R1: A 283	0745hrs	(A24), WASHINGTON, WEST SUSSEX								
R2: A 24	Daylight:street lights present									
E 512,001	Wet/Damp									
N 113,459	Raining with high winds									
	60 mph									

V1 TAIL ENDED V2 WAITING TO ENTER ROUNDABOUT

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:												
231287930	Friday	STORRINGTON ROAD (A283) 40M FROM JUNCTION WITH WASHINGTON ROUNDABOUT (A24),	Veh 1	Car	Starting	W	to E				
	17/03/2023		Veh 2	Car	Wait go ahead held up	W	to E	Dri	F	65	Slight
R1: A 283	1015hrs										
	Daylight:street lights present										
E 511,964	Wet/Damp										
N 113,462	Fine without high winds										
	60 mph										

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

V1 HAS GONE INTO THE BACK OF STATIONARY V2.

231313869	Wednesday	LONDON ROAD (A24) - 114 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST	Veh 1	Car	Change lane to right	S	to N				
	31/05/2023		Veh 2	Car	Going ahead	S	to N				
R1: A 24	1520hrs		Veh 3	Goods < 3.5t	Going ahead	N	to S	Dri	M	30	Slight
	Daylight:street lights present										
E 511,952	Dry										
N 113,304	Fine without high winds										
	70 mph										

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

V1 AND V2 HAVE BEEN TRAVELLING NORTHBOUND ON THE A24 TOWARDS THE WASHINGTON ROUND ABOUT IN LANE 2. AS THE' APPROACH THE WASHINGTON ROUND ABOUT, TRAFFIC STARTS TO BUILD UP IN LANE 2. BOTH V1 AND V2 CHANGE LANES TO LANE 1, PASS THE 'REDUCE SPEED NOW' S
IGNS FOR THE ROUND ABOUT AND START TO DRIVE OVER THE YELLOW BUMPS IN THE ROAD. THEY BOTH INCREASE THEIR SPEED SLIGHTLY AND UNDERTAKE SEVERAL VEHICLES IN SLOWER TRAFFIC IN LANE 2. EVENTUALLY, V1 GETS DANGEROUSLY CLOSE TAILGATING V2 AND ATTEMPTS TO PER
ORM A SWEEPING OVERTAKE OF V1 FROM VERY CLOSE PROXIMITY BEHIND. AT THE SAME TIME, V2 PULLS OUT INTO LANE 2 WHERE V1 THEN COLLIDES WITH THE REAR OFFSIDE OF V2 SENDING IT INTO A SPIN. V2 THEN CROSSES THE GRASS VERGE ONTC THE OPPOSING CARRIAGEWAY AND V3
COLLIDES AT THE FRONT WITH THE SIDE OF V2 WHICH ENTERED THE SOUTHBOUND CARRIAGEWAY. V1 HAS CONTINUED TOWARDS THE ROUND ABOUT ON THE NORTHBOUND CARRIAGEWAY AND COME TO A STOP.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:												
231321261	Wednesday 21/06/2023 1030hrs	LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX	Veh 1	Car	Going ahead LH bend	E	to	SW				
			Veh 2	M/C > 500 cc	Going ahead RH bend	W	to	SW	Dri	M	25	Slight
R1: A 24												
R2: A 24	Daylight:street lights present											
E 512,036	Dry											
N 113,396	Other											
	70 mph											

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

1st: Careless/Reckless/In a hurry — Vehicle 2 — Possible

V1 WAS TRAVELLING ALONG THE A283, WESTBOUND FROM STEYNING, AND APPROACHED THE WASHINGTON ROUNDABOUT, WASHINGTON. V1 STOPPED AT THE LINE OF THE ROUNDABOUT AND WAITED UNTIL THE ROUNDABOUT WAS CLEAR. WHEN THERE WAS TIME TO JOIN THE ROUNDABOUT, V1 MOVE
D OFF THE LINE AND STARTED TO ACCELERATE TO GO STRAIGHT OVER THE ROUNDABOUT. V2 WAS TRAVELLING WESTBOUND AND APPROACHED THE ROUNDABOUT. UNBEKNOWN TO V1, V2 TRAVELLED AROUND THE ROUNDABOUT AND WAS PLANNING O TAKING ITS THIRD EXIT DOWN A24 SOUTHBOUN
. V1 DID NOT SEE V2 BEFORE JOINING THE ROUNDABOUT. V2 THEN IMPACTED THE SIDE OF V1 ON THE ROUNDABOUT. C2 WAS LAYING ON THE FLOOR ON HIS BACK WHEN POLICE ARRIVED ON SCENE.

231323732	Wednesday 28/06/2023 1500hrs	STORRINGTON ROAD (A283) WASHINGTON, WEST SUSSEX	Veh 1	Car	Going ahead	NW	to	SE	Dri	F	74	Serious
			Veh 1	Car	Going ahead	NW	to	SE	FSP	M	75	Slight
R1: A 283			Veh 2	Agric. veh	Going ahead	SE	to	NW	Dri	M	67	Slight
	Daylight:street lights present											
E 511,724	Dry											
N 113,484	Fine without high winds											
	50 mph											

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

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

V1 TRAVELLING FROM THE WEST TO THE EAST TOWARDS THE WASHINGTON ROUNDABOUT ALONG THE STORRINGTON ROAD WHEN IT VEERED INTO THE MIDDLE OF THE ROAD. V2 WAS TRAVELLING WEST AND SEEING THE VEHICLE HAS VEERED ONTO TH VERGE TO AVOID A HEAD ON COLLISION AND
V1 HAS COLLIDED WITH THE DRIVERS SIDE OF V2 CAUSING DAMAGE TO THE SUB FRAME AND EXTENSIVE FRONTAL DAMAGE CAUSED TO V1.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

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:										

231330328 Saturday 15/07/2023 0615hrs — LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Veh 1	Car	Turning left	W	to	NE	Dri	M	44	Slight
Veh 2	Car	Going ahead	W	to	E				

R1: A 24
R2: A 24
E 512,044
N 113,475

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

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

V2 ON A24 WASHINGTON ROUNDABOUT LANE 1 COMING FROM STORRINGTON AND HEADING ACROSS ON THE A283. V1 HAS JOINED THE ROUNDABOUT AFTERWARDS FROM THE SAME DIRECTION BUT WANTS TO HEAD FIRST EXIT UP THE A24. V1 HAS ACCELERATED AND TRIED TO OVERTAKE BUT
V2 HAS CONTINUED AROUND THE ROUNDABOUT MAKING V1 COLLIDE INTO THE OFFSIDE OF V2. V1 HAS VEERED OFF INTO THI CENTRAL RESERVATION AND HIT A LAMPPOST.

231338350 Friday 04/08/2023 2200hrs — STORRINGTON ROAD (A283) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Veh 1	Car	Starting	W	to	SE				
Veh 2	Car	Stopping	W	to	SE	Dri	F	20	Slight

R1: A 283
R2: A 24
E 511,998
N 113,459

Darkness: street lights present
Dry
Fine without high winds
50 mph

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

V2 WAS COMING OUT OF THE A283 WITH THE INTENTION OF TRAVELLING TOWARDS STEYNING. THEY HAVE STOPPED AT THE ROUNDABOUT AND WAS INTENDING TO MOVE OFF AS THEY THOUGHT THEY COULD COME OFF THE ROUNDABOUT. THEY HAVE REALISED THAT THE CAR COMING FROM THE RIG
HT HAS GONE TOO QUICKLY SO HAS STOPPED PRIOR TO ENTERING THE ROUNDABOUT. AT THIS POINT, V1 HAS GONE INTO THE BACK OF V2, CAUSING DAMAGE TO THE REAR BUMPER. DRIVER OF V1 HAS STOPPED AND EXCHANGED DETAILS PRIOR TO LEAVING SCENE.

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Selected Polygon:Washington roundabout (Ardent)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
01/02/2018	0800	Fine without high winds	471800569	1	Give way or Uncontrolled	Roundabout

Location: A24 WASHINGTON AT JUNCTION OF A24 ROUNDABOUT

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Nearside	Jct Approach
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Offside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/02/2018	1530	Fine without high winds	471800927	1	Give way or Uncontrolled	Roundabout

Location: A24 WASHINGTON AT JUNCTION OF A24 LONDON ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Offside	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Turning left	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/04/2018	1208	Fine without high winds	471802002	1	Give way or Uncontrolled	Roundabout

Location: A24 WASHINGTON AT JUNCTION OF A283

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering roundabout
Motor Cycle over 125 cc and up to 500cc	Going ahead but held up	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/05/2018	1617	Fine without high winds	471802876	5	Not applicable	Not within 20M

Location: A24 HORSHAM ROAD WASHINGTON 62M SOUTH OF A24

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Stopping	Front	Not at, or within 20M of Jct
Car	Stopping	Back	Not at, or within 20M of Jct
Car	Stopping	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Serious
Driver / Rider	Serious
Vehicle Passenger	Slight
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/04/2019	1558	Fine without high winds	471901756	3	Give way or Uncontrolled	Roundabout

Location: A24 WASHINGTON AT JUNCTION OF A283

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Stopping	Back	Mid Junction - on roundabout or main road
Car	Stopping	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/07/2019	0920	Fine without high winds	470862245	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH STORRINGTON ROAD (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Leaving roundabout
Bus or coach (17+ seats)	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/01/2020	0705	Other	20923646	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH STORRINGTON ROAD (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Offside	Mid Junction - on roundabout or main road
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Mid Junction - on roundabout or main road
Car	Turning left	Did not impact	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/05/2020	1610	Fine without high winds	20952184	1	Stop sign	Roundabout

Location: THE PIKE (A283) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Jct Approach
Motorcycle over 500cc	Going ahead but held up	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/06/2020	1243	Fine without high winds	20956026	3	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/06/2020	0920	Fine without high winds	20957415	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Leaving roundabout
Motorcycle over 500cc	Changing lane to left	Nearside	Leaving roundabout
Car	Going ahead other	Did not impact	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/09/2020	1355	Raining with high winds	20984123	2	Give way or Uncontrolled	Pri Drive

Location: STORRINGTON ROAD (A283) NEAR JUNCTION WITH UNCLASSIFIED ROAD

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/10/2020	1627	Fine without high winds	20986658	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
19/10/2020	1730	Fine without high winds	20991660	1	Give way or Uncontrolled	Roundabout

Location: THE PIKE (A283) NEAR JUNCTION WITH THE PIKE (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead but held up	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/11/2020	1709	Fine without high winds	20996840	1	Give way or Uncontrolled	Roundabout

Location: THE PIKE (A283) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit
Car	Going ahead but held up	Back	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/03/2021	1520	Fine without high winds	211025175	2	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Offside	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/03/2021	0639	Fine without high winds	211028050	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH STORRINGTON ROAD (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Starting	Front	Entering roundabout
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/03/2021	1532	Fine without high winds	211031538	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Goods 7.5 tonnes mgw and over	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/04/2021	1700	Unknown	211033122	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead right bend	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/04/2021	1800	Fine without high winds	211038816	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH THE PIKE (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Did not impact	Mid Junction - on roundabout or main road
Car	Starting	Front	Entering roundabout
Car	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/06/2021	1854	Fine without high winds	211052783	1	Give way or Uncontrolled	Roundabout

Location: STORRINGTON ROAD (A283) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Jct Approach
Car	Going ahead but held up	Back	Entering roundabout

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/06/2021	1345	Raining without high winds	211060061	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH STORRINGTON ROAD (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Offside	Entering roundabout
Car	Going ahead right bend	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/07/2021	1417	Fine without high winds	211066505	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Nearside	Mid Junction - on roundabout or main road
Motorcycle over 500cc	Changing lane to left	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/07/2021	1619	Fine without high winds	211067366	2	Give way or Uncontrolled	T & Stag Jct

Location: THE PIKE (A283) AT JUNCTION WITH PAY GATE

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 50 cc and up to 125cc	Going ahead other	Nearside	Jct Approach
Car	Turning right	Front	Entering main road
Car	Going ahead but held up	Did not impact	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
29/08/2021	1845	Fine without high winds	211082037	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH STORRINGTON ROAD (A283)

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Front	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Serious

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
27/09/2021	0900	Other	211095027	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Entering roundabout
Car	Waiting to turn left	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
30/10/2021	2115	Fine without high winds	211104222	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout
Car	Going ahead right bend	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
14/12/2021	1219	Fine without high winds	211121582	3	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Entering roundabout
Car	Starting	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/12/2021	1830	Fine without high winds	211127132	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Back	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/04/2022	1200	Fine without high winds	221166900	1	Not applicable	Not within 20M

Location: LONDON ROAD (A24) - 150 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/06/2022	1633	Fine without high winds	221192192	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motor Cycle over 125 cc and up to 500cc	Changing lane to left	Front	Mid Junction - on roundabout or main road
Car	Going ahead other	Offside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
24/07/2022	1545	Fine without high winds	221202438	2	Not applicable	Not within 20M

Location: LONDON ROAD (A24) - 150 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/07/2022	0735	Fine without high winds	221203548	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
20/10/2022	1605	Fine without high winds	221232754	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Offside	Mid Junction - on roundabout or main road
Motor Cycle over 50 cc and up to 125cc	Changing lane to left	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/12/2022	1630	Raining without high winds	221249295	1	Give way or Uncontrolled	Roundabout

Location: THE PIKE (A283) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Offside	Entering roundabout
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/12/2022	0745	Raining with high winds	221257790	1	Give way or Uncontrolled	Roundabout

Location: STORRINGTON ROAD (A283) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead but held up	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/03/2023	1015	Fine without high winds	231287930	1	Not applicable	Not within 20M

Location: STORRINGTON ROAD (A283) 40M FROM JUNCTION WITH WASHINGTON ROUNDABOUT (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
31/05/2023	1520	Fine without high winds	231313869	1	Not applicable	Not within 20M

Location: LONDON ROAD (A24) - 114 METRES FROM JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Changing lane to right	Front	Not at, or within 20M of Jct
Car	Going ahead other	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/06/2023	1030	Other	231321261	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) AT JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Offside	Entering roundabout
Motorcycle over 500cc	Going ahead right bend	Front	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/06/2023	1500	Fine without high winds	231323732	3	Not applicable	Not within 20M

Location: STORRINGTON ROAD (A283) WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Nearside	Not at, or within 20M of Jct
Agricultural vehicle	Going ahead other	Offside	Not at, or within 20M of Jct

Casualties:

Class	Severity
Vehicle Passenger	Slight
Driver / Rider	Serious
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
15/07/2023	0615	Raining without high winds	231330328	1	Give way or Uncontrolled	Roundabout

Location: LONDON ROAD (A24) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning left	Nearside	Leaving roundabout
Car	Going ahead other	Offside	Leaving roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2023 all requests ("Washington roundabout (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
04/08/2023	2200	Fine without high winds	231338350	1	Give way or Uncontrolled	Roundabout

Location: STORRINGTON ROAD (A283) NEAR JUNCTION WITH LONDON ROAD (A24), WASHINGTON, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Starting	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: **41**

B2139 – Thakeham – Ardent

Collision report 01/01/2018 – 31/08/2023

Date produced
23 October 2023

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.

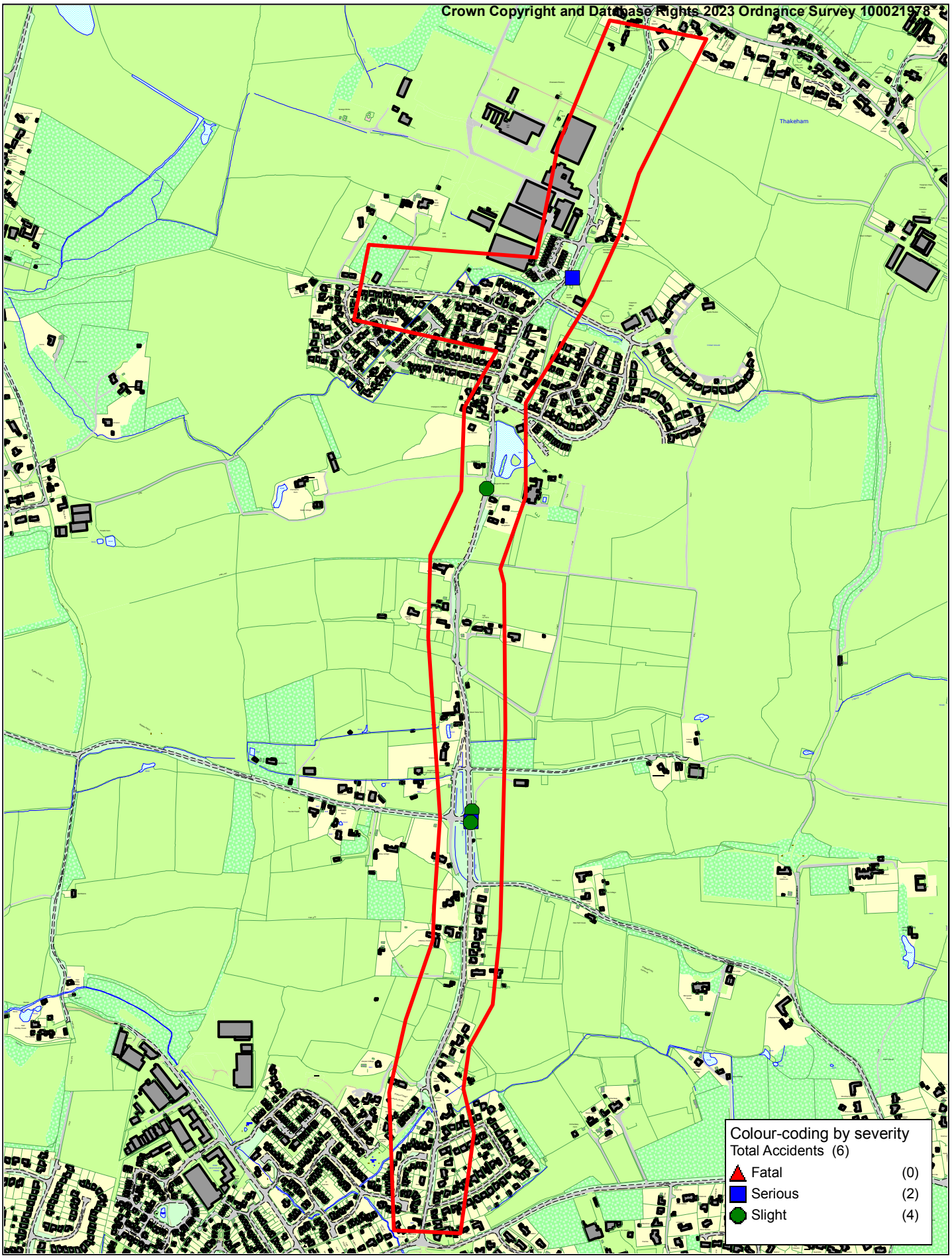
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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

B2139 Thakeham
Collision Dates 01/01/2018 - 31/08/2023
Ardent

SCALE	1 : 10000
DATE	23/10/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:B2139 Takeham (Ardent)

471802480
R1: B 2139
R2: U
E 510,113
N 115,842

Tuesday 08/05/2018 1522hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

B2139 THAKEHAM AT JUNCTION OF U GREENHURST LANE

Veh 1	Car	Going ahead	S	to	N	Dri	M	31	Slight
Veh 1	Car	Going ahead	S	to	N	FSP	F	25	Slight
Veh 2	Car	Wait to turn right	N	to	W				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible

V2 TRAVELLED SOUTH ON B2139, DRIVER STOPPED AGAINST ONCOMING TRAFFIC WAITING TO TURN RIGHT INTO GREENHURST LANE. V1 ALSO TRAVELLING SOUTH ON B2139. DRIVER V1 STATED TO POLICE THAT HE WAS DAZZLED BY SUNLIGHT OR REFLECTION WHICH CAUSED HIM TO FAIL TO SEE V
2. V1 COLLIDED WITH REAR OF V2 CAUSING DAMAGE TO BOTH VEHICES. DRIVER V1 FAILED TO WEAR SEAT BELT AND SUSTAINE HEAD INJURY WHEN HE IMPACTED WINDSCREEN, PAX IN V1 SUSTAINED SEAT BELT INJURY TO CHEST.

471805090
R1: B 2139
E 510,315
N 116,920

Thursday 13/09/2018 2200hrs
Darkness: street lighting
Dry
Unknown
30 mph

B2139 STORRINGTON ROAD THAKEHAM 40M NORTH OF U HIGH BAR LANE OUTSIDE OPPOSITE NEW

Veh 1	Car	Going ahead	NE	to	SW	Dri	M	27	Serious

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

VEHICLE BELIEVED TO BE TRAVELING SOUTH ON STORRINGTON ROAD. NO SIGNS OF BRAKING OR ATTEMPTS TO AVOID RTC. VEHICLE FOUND WEDGED BETWEEN TREES WITH EXTENSIVE FRONT END DAMAGE.

470882325
R1: B 2139
R2: U
E 510,114
N 115,855

Saturday 28/09/2019 2357hrs
Darkness: no street lighting
Wet/Damp
Raining with high winds
60 mph

STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE

Veh 1	Car	Going ahead	W	to	E	Dri	M	28	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Driver using mobile phone	Vehicle 1	Possible
2nd:	Impaired by alcohol	Vehicle 1	Possible

SINGLE VEHICLE COLLISION WHEREBY DRIVER HAS MISJUDGED THE ROAD AND FAILED TO STOP AT JUNCTION OF TWO COUNTR ROADS. INSTEAD HE HAS CROSSED ADJOINING ROAD AND COLLIDED WITH A TREE. AIRBAGS DEPLOYED AND BELIEVED MINOR INJURY TO WRIST

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:											

211023458 Tuesday 23/02/2021 1819hrs — STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE — Veh 1 Car Going ahead W to E Dri M 51 Serious

R1: B 2139
R2: U
E 510,113
N 115,833

Darkness: no street lighting
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely

DRIVER HAS BEEN DRIVING EAST ALONG GREENHURST LANE TO JUNCTION OF STORRINGTON ROAD AND HAS GONE STRAIGHT THROUGH THE JUNCTION AND HAS GONE INTO THE HEDGE LINE AT THE EASTERN SIDE OF STORRINGTON ROAD. THE VEHICLE HAS COLLIDED WITH A TREE BEFORE RO
TATING 90 DEGREES AND FACING NORTH IN THE DITCH. FULL AIR BAGS HAVE DEPLOYED AND THE NEAR SIDE BUMPER TO THE VEHICLE HAS FULLY IMPLODED. THE SUSPECTED DRIVER OF THE VEHICLE HAS BEEN SEEN BY POLICE AT THE SIDE OF THE ROAD WITH A HEAD INJURY. THE
MALE SUSPECTED OF DRIVING PASSED A ROAD SIDE BREATH TEST AND BLEW ZERO. HOWEVER FAILED A ROAD SIDE DRUG ANALYSIS AND SHOWED POSITIVE FOR COCAINE. THE MALE WAS ARRESTED FOR THIS OFFENCE AS WELL AS DRIVING OTHERWISE IN ACCORDANCE WITH A LICENCE AND ALS
DRIVING WITH NO INSURANCE AS THE VEHICLE BELONGS TO HIS FRIENDS AND HIS LICENCE WAS REVOKED.

221166781 Wednesday 13/04/2022 1200hrs — STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE, THAKEHAM, WEST SUSSEX — Veh 1 Car Turning right W to S FSP F 82 Slight

R1: B 2139
R2: U
E 510,112
N 115,832

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

V1 TRAVELLING EAST ON SINGLE CARRIAGEWAY 40MPH STRETCH OF RURAL RESIDENTIAL ROAD APPROACHED 'GIVE WAY' T-JUNCTION.V1 SLOWED TO A STOP. V1 WENT TO MOVE OFF TO TURN RIGHT. FOOT OF DRIVER OF V1 SLIPPED FROM BRAKE TO ACCELERATOR AND V1 SHOT ACROSS THE MA
IN CARRIAGEWAY, MOUNTED THE PAVEMENT BEFORE STRIKING A TREE OFF THE CARRIAGEWAY. V1 THEN CAME TO A HALT WITH SIGNIFICANT DAMAGE TO V1 AND MINOR INJURIES TO FSP OF V1.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:											
231303139	Tuesday	STORRINGTON ROAD (B2139) NEAR JUNCTION WITH PRIVATE DRIVE, THAKEHAM, WEST SUSSEX	Veh 1	Car	Going ahead	N	to S	Dri	F	67	Slight
	02/05/2023		Veh 2	Car	Going ahead	S	to N	RSP	F	8	Slight
R1: B 2139	1520hrs		Veh 2	Car	Going ahead	S	to N	FSP	F	75	Slight
R2: U	Daylight:street lights present		Veh 2	Car	Going ahead	S	to N	Dri	M	79	Slight
E 510,144	Dry										
N 116,499	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Very Likely

ON TUESDAY 2ND MAY 2023 AT APPROXIMATELY 15:20 V1 WAS TRAVELLING SB ON STORRINGTON ROAD TOWARDS STORRINGTON. V2 WAS TRAVELLING NB ON STORRINGTON ROAD TOWARDS THAKEHAM. OUTSIDE ABINGWORTH HALL WHERE THERE IS A SPEED LIMIT CHANGE FROM 30MPH TO
40MPH GOING SB, V1 HAS DRIFTED INTO NB CARRIAGEWAY AND COLLIDED WITH V2 WHICH ENDED UP PARTLY ON THE NEARSIDE VERGE.

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

Notes:

Selected Polygon:B2139 Takeham (Ardent)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
08/05/2018	1522	Fine without high winds	471802480	2	Give way or Uncontrolled	T & Stag Jct

Location: B2139 THAKEHAM AT JUNCTION OF U GREENHURST LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Waiting to turn right	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/09/2018	2200	Unknown	471805090	1	Not applicable	Not within 20M

Location: B2139 STORRINGTON ROAD THAKEHAM 40M NORTH OF U HIGH BAR LANE OUTSIDE OPPOSITE NEW BUILD ESTATE. BETWEEN TRAFFIC CALMING

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/09/2019	2357	Raining with high winds	470882325	1	Give way or Uncontrolled	T & Stag Jct

Location: STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
23/02/2021	1819	Fine without high winds	211023458	1	Give way or Uncontrolled	Other junction

Location: STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

Notes:

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
13/04/2022	1200	Fine without high winds	221166781	1	Give way or Uncontrolled	T & Stag Jct

Location: STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE, THAKEHAM, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Vehicle Passenger	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/05/2023	1520	Fine without high winds	231303139	4	Give way or Uncontrolled	T & Stag Jct

Location: STORRINGTON ROAD (B2139) NEAR JUNCTION WITH PRIVATE DRIVE, THAKEHAM, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Going ahead other	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2018** **and** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

Notes:

Number of records in selection: **6**

Appendix G

RSA Audit Brief, Stage 1 RSA Report and Designer's Response

MONAGHAN MUSHROOMS, THAKEHAM

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	SL	JE/PR	DRAFT	16/11/23

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DRAFT

2206671-R04

GG119 – Road Safety Audit Brief

November 2023

General details				
Highway scheme name and road number:	Storrington Road (B2139), Thakeham			
Type of scheme:	Application stage of a residential-led mixed-use development.			
RSA stage tick as appropriate.	**1** ✓	**2**	**3**	**4**
	Interim			
Overseeing Organisation details		**Design organisation details**		
West Sussex County Council Stephen.Gee@westsussex.gov.uk		Ardent Consulting Engineers slee@ardent-ce.co.uk jearp@ardent-ce.co.uk prynton@ardent-ce.co.uk		
Police contact details		**Maintaining agent contact details**		
N/A (Required for stage 3 RSAs)		N/A		
RSA team membership				
Audit team will comprise Bryan Shawyer and Martin Morris of M&S Traffic.				
Terms of reference				
Pre-application discussions have been held with WSCC and the design of the access has been verbally agreed in principle subject to a Stage 1 Road Safety Audit. Guidance within GG119 was followed in preparing this Audit Brief.				

DRAFT

Scheme description/objective
General
The Stage 1 RSA will cover the area in the vicinity of the proposed site access. A Google Maps aerial view of the existing site in red and surrounding area is shown below.      The scheme proposals comprise the creation of a new access to the site along the eastern frontage onto Storrington Road. The access comprises a priority T-junction with a ghost island right turn lane, with the site access road as the minor arm. The existing access / egress points will be stopped up. A minimum carriageway width of 5.5 metres has been identified for the main spine road to allow for internal bus access should this be required. There will be shared cycle/footways provided alongside the main spine road to connect to the internal pedestrian/cycle network on-site. In addition, 12m kerb radii are proposed on either side of the access to assist with larger vehicle manoeuvres (i.e. refuse collection and deliveries). In addition, 2m footways are proposed from the site access onto Storrington Road to connect with the existing facilities. There will be an emergency access to the south of the main access, which can be utilised by emergency vehicles. This will be secured to prevent access by non-emergency vehicles, for example by a collapsible bollard.

The proposed site access is shown at **Drawing Number 2206671-D003C**.

Design standards applied to the scheme design
WSCC Local Design Guide (also consideration given to the wider principles of Manual for Streets and Design Manual for Roads and Bridges).
Design speeds
Based on measured speeds from an ATC survey (visibility calculator attached at **Appendix A**). The results demonstrate 85th percentile wet-weather car speeds of 35.2mph (56.6kph) in the northbound direction and 34.4mph (55.4kph) in the southbound direction. The ATC survey results are contained in **Appendix B**.
Speed limits
Posted speed limit is 40mph along Storrington Road in immediate vicinity of proposed works, reducing to a 30mph speed limit circa 25 metres south of the proposed site access. It is considered that it is not a requirement to relocate the change of speed limit given that visibility can be achieved in line with the existing 40mph limit that is in place (based on speed survey information) where the proposed site access is located, as shown on Drawing Number 2206671-D003C. The relocation of the change of speed limit could be explored if the local highway authority considers this to be a significant beneficial improvement, but it is considered that the access is not reliant on this, and the implementation of a segregated right turn lane would act as a traffic calming feature in itself.
Existing traffic flows/queues
An Automatic Traffic Counter (ATC) survey was carried out between Wednesday 5th July to Tuesday 11th July 2023. The ATC survey also was used to determine the existing traffic flows that travel along Storrington Road currently. The ATC survey results are contained in **Appendix B**.
Forecast traffic flows
It is anticipated that the proposed development could generate approximately 200 (two-way) car trips during the AM peak period (0800 to 09:00 hours) and approximately 178 (two-way) car trips during the PM peak (17:00 to 18:00 hours), with 1,637 (two-way) car trips throughout the day.
Pedestrian, cyclist and equestrian desire lines
The key desire lines for pedestrians are likely to be towards the bus stops and the facilities in Thakeham (café/village hall etc.) to the south of the site access. There is an existing dropped kerb crossing which can be used to reach the facilities and southbound bus stop. Cyclists can be accommodated within the shared cycle/footways which are provided on the southern side of the main access spine road, and accessed via the cycle / emergency link to the south of the access.
Environmental constraints
There are no environmental constraints associated with this design.

DRAFT

Description of locality
The B2139 Storrington Road borders the site to the east, extending in a north / south alignment. Storrington Road is a single carriageway road, formed of two running lanes and used as a bus route. To the south of the southernmost existing access, Storrington Road includes footways along both sides of the carriageway, whist grass verges are located to the north only.

General description
Storrington Road (B2139) is a classified 'B' road that is subject to a 40mph speed limit. However, the speed limit decreases to a 30mph to the south of the southernmost access. Approximately 165 metres south of the southernmost access, Storrington Road includes a formalised kerb build out with give-way marking, giving priority to southbound traffic and acting as a traffic calming measure on the approach to the site from the south.
Relevant factors which may affect road safety
N/A

Collision data analysis
Full accident statistics have been provided by Sussex Police for the period 01/01/2018 – 31/08/2023 covering Storrington Road in the vicinity of the site. The data is attached at **Appendix C** and includes the study area considered. It shows that there was a total of 4 incidents within the study area, with four classified as "slight" and one classified as "severe" in severity. There were no "fatal" accidents recorded. There is a cluster of collisions at the Storrington Road / Greenhurst Lane junction where three "slight" collisions and one "serious" collision occurred. The closest incident to the site occurred approximately 200m to the south along Storrington Road and resulted in "Serious" injuries being sustained. Considering the volume of traffic carried by local roads, this number of accidents indicates there is no significant existing safety concern locally. Based on the information available, and considering the volume of traffic using the surrounding, the accident record does not provide cause for concern.
Departures from standards
N/A
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
No previous RSA has been prepared.

DRAFT

Strategic decisions
N/A

List of included documents and drawings
Documents
Reference and revision..... Title..... Date.....
Visibility calculator is provided at **Appendix A**. Baseline traffic flow data included at **Appendix B.** Collision data is attached at **Appendix C**.
Drawings
Drawing no. and revision..... Title.....
220671-D003C Proposed Site Access Arrangement

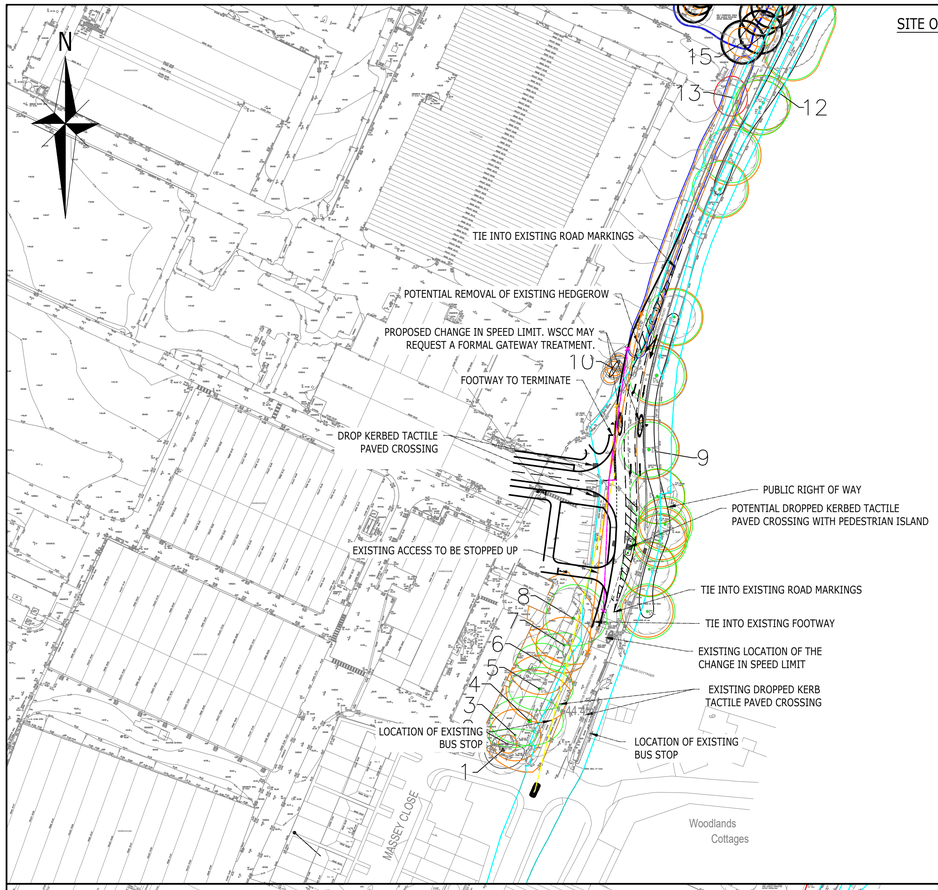
DRAFT

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	n/a	Construction/ typical details	n/a
Previous RSA reports	n/a	Previous RSA response reports and evidence of agreed actions	n/a
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	n/a	Traffic counts	✓
Speed surveys	✓	Pedestrian, cyclist and horse riding desire lines and volumes	✓
Walking, cycling and horse riding assessment and reviews	✓	Items outside the scope of the RSA/ strategic decisions	n/a
Other factors that may impact on road safety	✓	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓

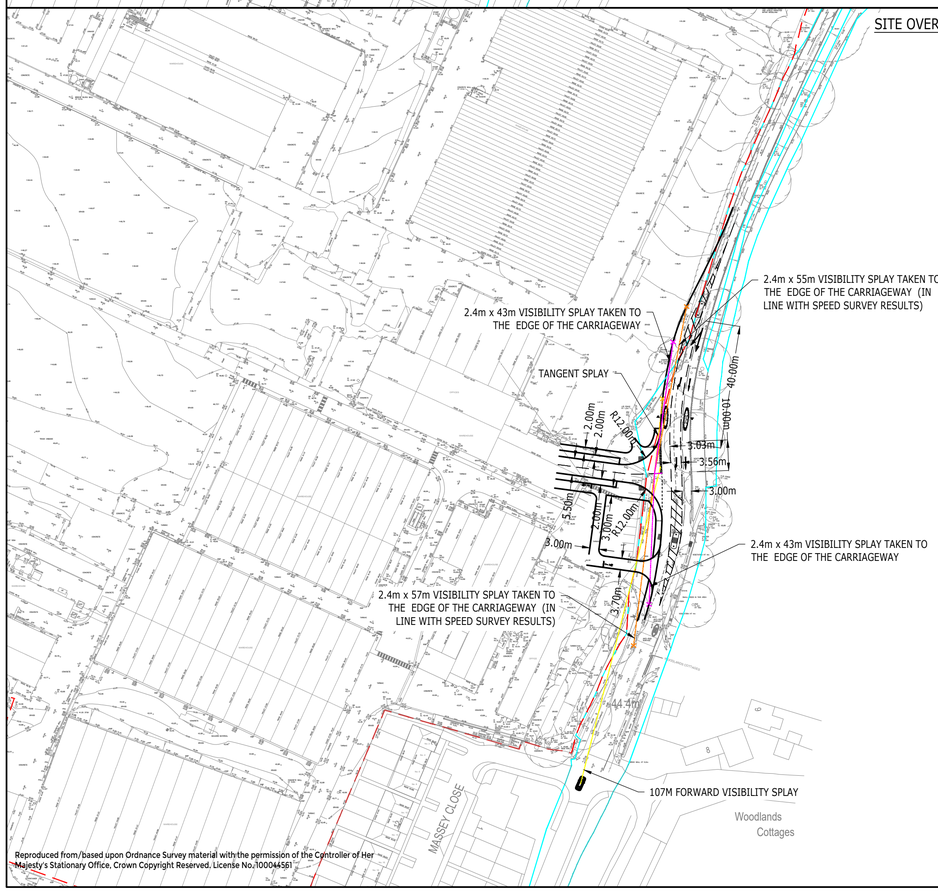
DRAFT

Drawings

SITE OVERVIEW (WITH THE TREE SURVEY) SCALE 1:1000

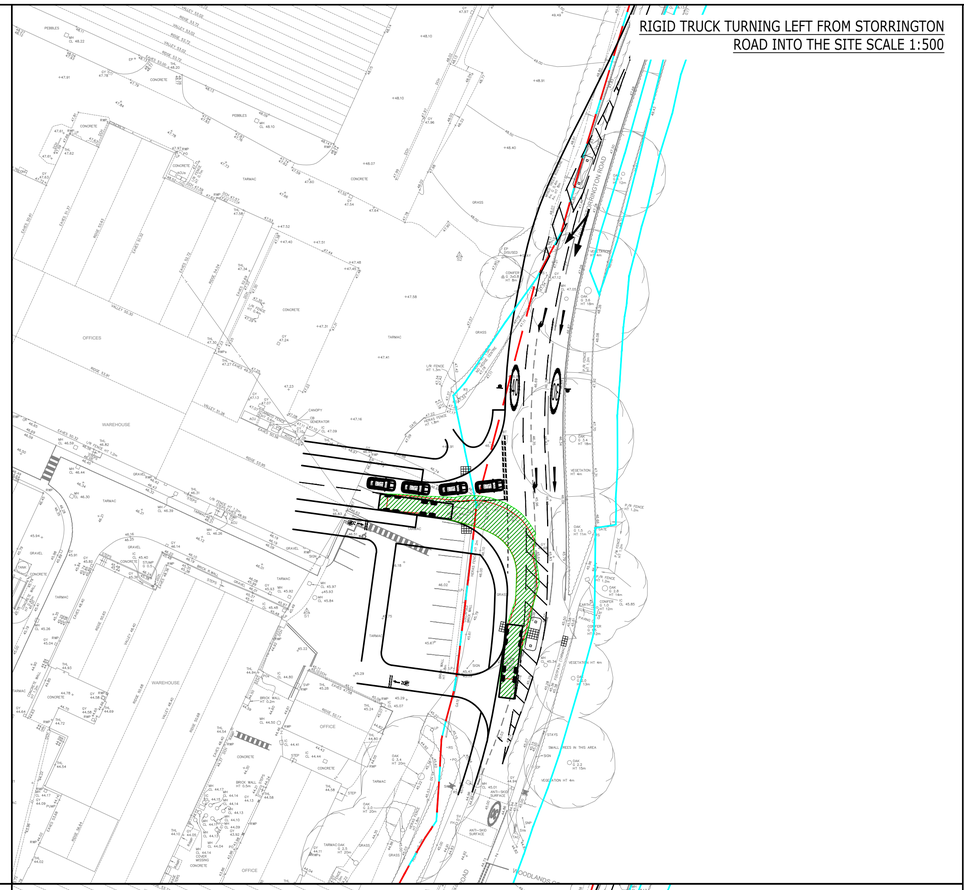


SITE OVERVIEW (WITHOUT THE TREE SURVEY) SCALE 1:1000

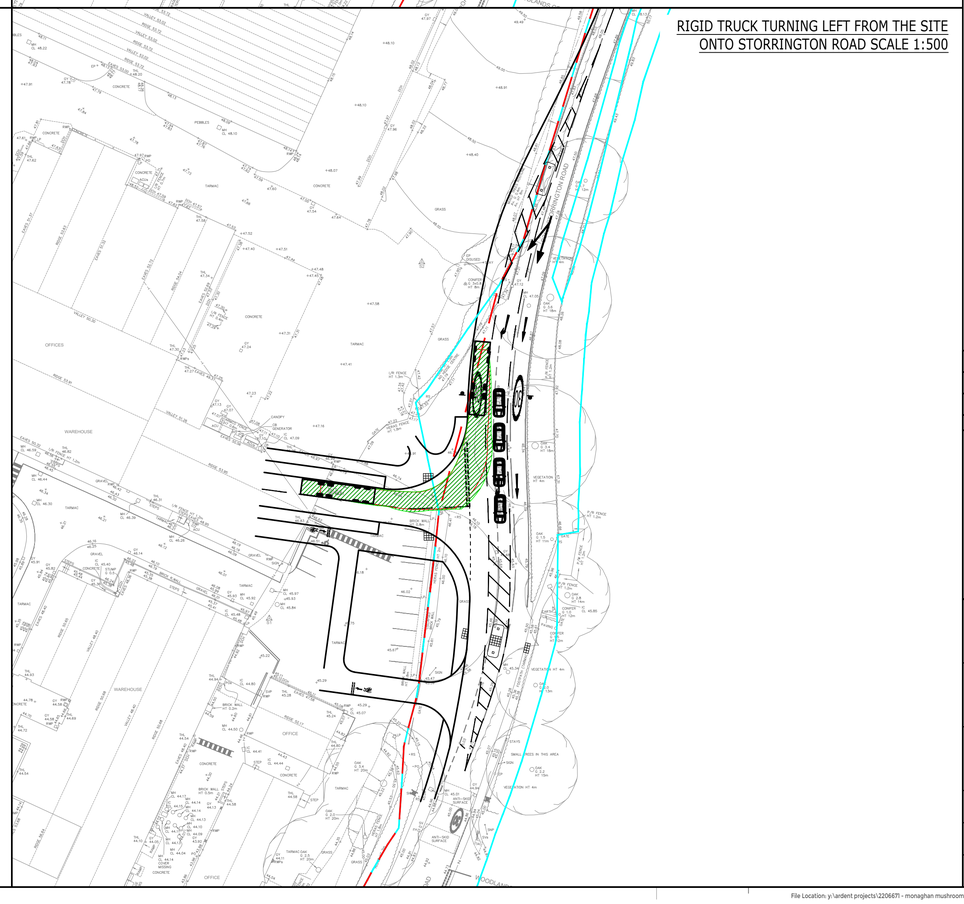


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RIGID TRUCK TURNING LEFT FROM STORRINGTON ROAD INTO THE SITE SCALE 1:500



RIGID TRUCK TURNING LEFT FROM THE SITE ONTO STORRINGTON ROAD SCALE 1:500



NOTES

1. JUNCTION DESIGN BASED ON DMRB CD 123.
2. ACCESS SHOWN INDICATIVELY AND SUBJECT TO DETAILED DESIGN AND AGREEMENT WITH HIGHWAY AUTHORITY.
3. RED LINE BOUNDARY TRANSCRIBBED IN LINE WITH PLANS RECEIVED FROM BELLWAY (TITLE NUMBER WSX365666). THIS SHOULD BE CONFIRMED BY DESIGN TEAM. BASED ON OS MAPPING.
4. HIGHWAY BOUNDARY PLOTTED IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL HIGHWAY EXTENTS PLAN (DATED 3RD OCTOBER 2022). BASED ON OS MAPPING.
5. EXISTING ROAD MARKINGS BASED ON TOPOGRAPHICAL SURVEY.
6. VISIBILITY BASED ON ASSUMED CHANGE OF SPEED LIMIT (30MPH- SEE NOTE 10), CD/109 AND 85TH PERCENTILE SPEEDS (SEE NOTE 7.)
7. AS PER, CA 185, THE SPEED SURVEY WAS NOT UNDERTAKEN DURING WET WEATHER CONDITIONS SO NO ADDITIONAL VALUE WAS ADDED TO THE 85TH PERCENTILE SPEEDS.
8. VISIBILITY SPLAYS BASED ON SPEED SURVEY RESULTS FROM 05.07.23-11.07.23.
9. SUBJECT TO CAPACITY ASSESSMENTS, FINAL INTERNAL LAYOUT, ARBORICULTURAL SURVEY AND ASSESSMENT OF LEVELS.
10. CHANGE OF SPEED LIMIT SHOWN AND IS SUBJECT TO TRAFFIC REGULATION ORDER (TRO).
11. SUBJECT TO STAGE 1 ROAD SAFETY AUDIT.

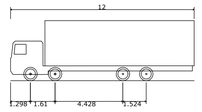
KEY

- TITLE PLAN BOUNDARY
- PUBLICLY MAINTAINED HIGHWAY
- TREE CATEGORY A 1,2 OR 3 (TREES OF HIGH QUALITY)
- TREE CATEGORY B 1,2 OR 3 (TREES OF MODERATE QUALITY)
- TREE CATEGORY U (TREES CANNOT REALISTICALLY BE RETAINED DUE TO THEIR CONDITION)
- ROOT PROTECTION AREA
- TREE NUMBER 19

VEHICLE USED:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
C	UPDATED TO SITE LAYOUT	GL	PR	ATB	14.11.23
B	UPDATED WITH SPEED SURVEY RESULTS	GL	PR	ATB	04.08.23
A	TREE SURVEY ADDED AND ACCESS UPDATED	GL	PR	ATB	06.07.23

ARDENT CONSULTING ENGINEERS
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: BELLWAY HOMES LIMITED

Project Title: MONAGHAN MUSHROOMS, THAKEHAM

Drawing Title: SITE ACCESS ARRANGEMENT

A1 Scale	Date	Designed by
AS SHOWN	13.06.23	GL
Drawn by	Checked by	Approved by
GL	PR	ATB

Drawing Number: 2206671-D003 Rev C

Appendix A
Visibility Calculator

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**35.20**	mph				
	56.64	kph				
	15.73	v (m/s)				
	247.51	v^2				
Driver Perception-Reaction time	**1.5**	t (s)				
	23.60	v x t				
Deceleration Rate	**0.375**	g				
	3.68	d (m/s)				
	7.36		50			
Gradient	**0.00**	a*				
	3.68	d+0.1a				
	7.3575	2(d+0.1a)				
	v t	+	v^2 / 2(d+0.1a)	=	SSD	
Stopping Sight Distance (SSD) =	**23.60**	+	**33.64**	=	**57.24**	

Formula: $SSD = vt + v^2/2(d+0.1a)$

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate (g = 9.81m/s^2)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: MONOGHAN MUSHROOMS, NORTHBOUND

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**34.40**	mph				
	55.35	kph				
	15.37	v (m/s)				
	236.39	v^2				
Driver Perception-Reaction time	**1.5**	t (s)				
	23.06	v x t				
Deceleration Rate	**0.375**	g				
	3.68	d (m/s)				
	7.36		50			
Gradient	**0.00**	a*				
	3.68	d+0.1a				
	7.3575	2(d+0.1a)				
	v t	+	v^2 / 2(d+0.1a)	=	SSD	
Stopping Sight Distance (SSD) =	**23.06**	+	**32.13**	=	**55.19**	

Formula: $SSD = vt + v^2/2(d+0.1a)$

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

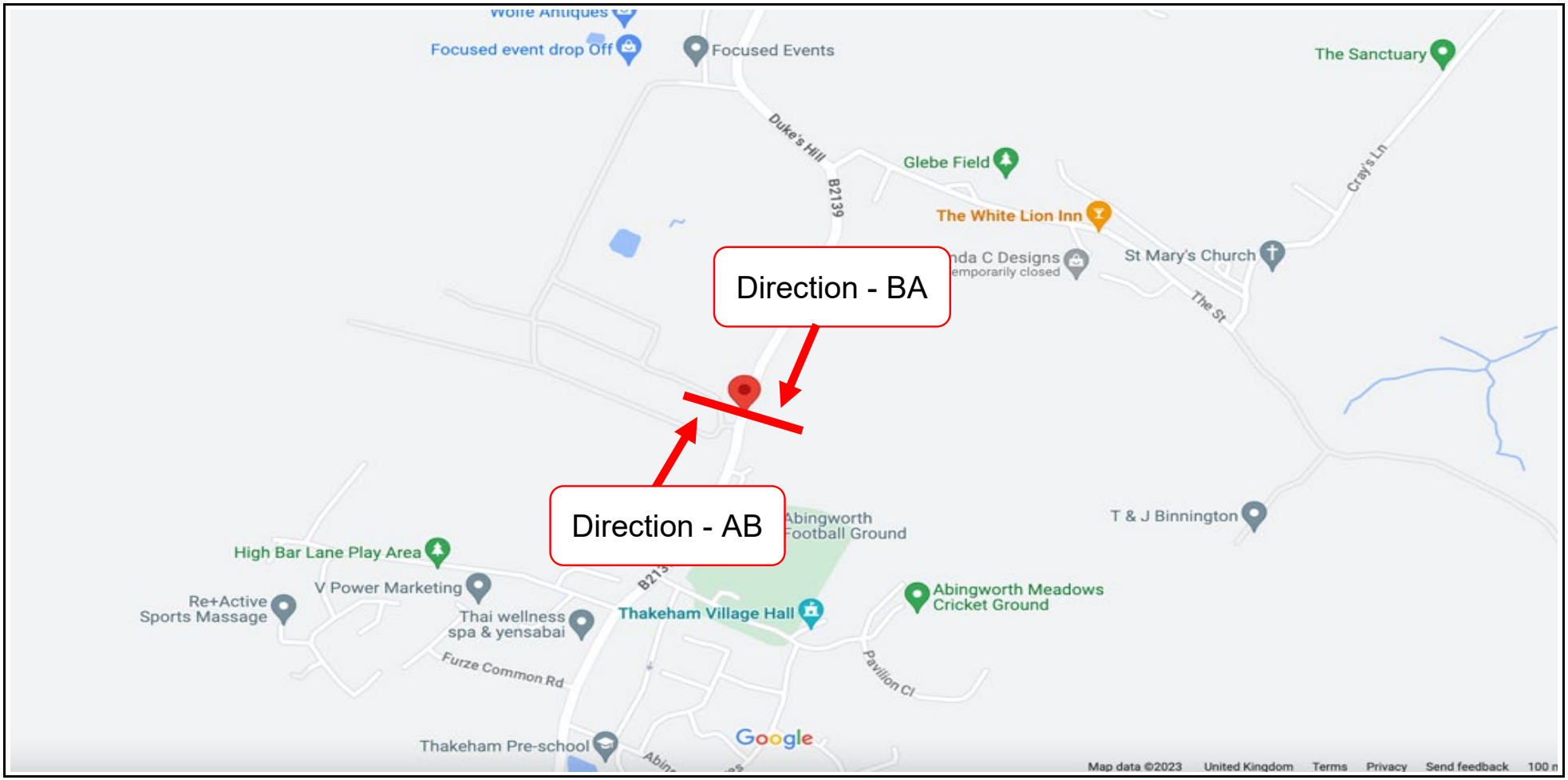
	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate (g = 9.81m/s^2)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: MONOGHAN MUSHROOMS, SOUTHBOUND

Appendix B
ATC Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0147	Thakeham	Storrington Road	50.942879, -0.430438	05/07/2023 - 11/07/2023	Wednesday - Tuesday	0000-0000hrs on each day



Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

05 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0230	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	1
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0430	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0
0445	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	1	0	0	0	2	1	1	0	0	0	0	0	0	1
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0
0530	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
0545	22	18	0	4	0	0	0	0	0	0	0	0	0	0	0	32.5	36	0	0	0	0	0	1	4	13	3	1	0	0	0	0	0	1
0600	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	37.6	0	0	0	0	0	0	2	6	3	0	1	0	0	0	0	1
0615	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	4	4	0	0	0	0	0	0	0
0630	29	25	0	4	0	0	0	0	0	0	0	0	0	0	0	33.5	36.7	0	0	0	0	0	0	6	15	7	1	0	0	0	0	0	1
0645	31	25	0	5	0	0	0	0	0	0	0	0	0	1	0	31.6	38.1	0	0	0	4	3	3	7	13	1	0	0	0	0	0	0	1
0700	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	38.7	0	0	0	0	0	0	6	19	10	2	0	0	0	0	0	2
0715	43	39	1	3	0	0	0	0	0	0	0	0	0	0	0	34	36.8	0	0	0	0	0	0	5	19	18	1	0	0	0	0	0	1
0730	45	40	0	3	1	0	0	0	0	0	0	0	0	1	0	30.8	34.6	0	0	0	2	4	9	24	6	0	0	0	0	0	0	0	0
0745	49	39	0	7	0	0	0	0	0	0	0	0	0	3	0	31.5	37.1	0	0	0	0	5	14	18	10	2	0	0	0	0	0	0	2
0800	52	51	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	35.6	0	0	0	0	0	9	33	9	1	0	0	0	0	0	0	1
0815	47	43	0	3	0	0	0	0	0	0	0	0	0	1	0	32.2	35.3	0	0	0	0	0	11	29	6	1	0	0	0	0	0	0	1
0830	47	43	0	3	0	1	0	0	0	0	0	0	0	0	0	32.3	34.9	0	0	0	0	0	10	31	4	2	0	0	0	0	0	0	2
0845	50	44	1	5	0	0	0	0	0	0	0	0	0	0	0	31.9	36.7	0	0	0	0	2	14	24	9	1	0	0	0	0	0	0	1
0900	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	36.4	0	0	0	0	1	7	23	12	1	0	0	0	0	0	0	1
0915	30	26	1	2	1	0	0	0	0	0	0	0	0	0	0	32.2	35.4	0	0	0	0	1	8	16	4	1	0	0	0	0	0	0	1
0930	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	35.5	0	0	0	0	4	7	8	4	0	0	0	0	0	0	0	0
0945	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	1	10	14	1	0	0	0	0	0	0	0	0
1000	25	22	0	2	0	0	0	1	0	0	0	0	0	0	0	29.9	33.9	0	0	0	0	2	11	10	2	0	0	0	0	0	0	0	0
1015	16	13	0	2	0	0	0	1	0	0	0	0	0	0	0	30	34.6	0	0	0	0	2	5	9	0	0	0	0	0	0	0	0	0
1030	26	21	0	4	0	0	1	0	0	0	0	0	0	0	0	31.1	36.4	0	0	0	0	3	6	13	3	1	0	0	0	0	0	0	1
1045	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	32.2	0	0	0	0	2	8	12	0	0	0	0	0	0	0	0	0
1100	32	28	1	0	0	1	0	1	0	0	0	0	0	0	1	29	32.9	0	0	2	0	3	8	18	1	0	0	0	0	0	0	0	0
1115	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.1	0	0	0	0	2	7	9	4	0	0	0	0	0	0	0	0
1130	26	21	0	4	0	0	1	0	0	0	0	0	0	0	0	30.5	36	0	0	0	0	1	14	7	3	1	0	0	0	0	0	0	1
1145	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	34.3	0	0	0	1	1	11	8	3	0	0	0	0	0	0	0	0
1200	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34.5	0	0	0	0	1	7	10	2	0	0	0	0	0	0	0	0
1215	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0	0	0	0	5	8	8	2	0	0	0	0	0	0	0	0
1230	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	30.1	33.1	0	0	0	0	1	10	15	2	0	0	0	0	0	0	0	0
1245	25	22	0	2	0	1	0	0	0	0	0	0	0	0	0	29.2	33.9	0	0	0	0	4	11	9	1	0	0	0	0	0	0	0	0
1300	33	27	1	4	0	0	0	0	0	0	0	0	0	0	1	29.4	34.6	0	1	1	1	3	9	14	4	0	0	0	0	0	0	0	0
1315	24	19	0	3	0	0	0	1	0	0	0	0	0	1	0	31	35.9	0	0	0	0	2	6	12	4	0	0	0	0	0	0	0	0
1330	19	15	1	3	0	0	0	0	0	0	0	0	0	0	0	29.7	32.7	0	0	0	0	2	7	10	0	0	0	0	0	0	0	0	0
1345	32	28	0	3	0	1	0	0	0	0	0	0	0	0	0	29.3	35.2	0	0	0	0	5	14	8	5	0	0	0	0	0	0	0	0
1400	29	20	0	8	0	0	0	0	0	0	0	0	0	1	0	30.7	35.2	0	0	0	1	2	9	13	4	0	0	0	0	0	0	0	0
1415	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	29.5	34.1	0	0	0	1	3	15	10	3	0	0	0	0	0	0	0	0
1430	33	28	1	2	0	0	0	0	0	0	0	0	0	2	0	29.9	33.5	0	0	0	0	1	17	14	1	0	0	0	0	0	0	0	0
1445	21	17	0	2	0	0	0	1	0	0	0	0	1	0	0	28.5	33.6	0	0	0	1	3	8	9	0	0	0	0	0	0	0	0	0
1500	23	19	2	1	1	0	0	0	0	0	0	0	0	0	0	28.6	33.4	0	0	0	2	5	3	13	0	0	0	0	0	0	0	0	0
1515	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	0	0	0	0	1	10	10	5	0	0	0	0	0	0	0	0
1530	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	30.7	35.7	0	0	1	1	0	11	7	5	1	0	0	0	0	0	0	1
1545	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	35.9	0	0	0	0	2	4	13	4	0	0	0	0	0	0	0	0
1600	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.8	0	0	0	0	1	15	18	6	0	1	0	0	0	0	0	1
1615	35	29	0	5	0	0	0	0	0	0	0	0	0	1	0	30.9	35.7	0	0	0	0	1	15	12	7	0	0	0	0	0	0	0	0
1630	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	34.2	0	0	0	0	1	6	17	1	0	0	0	0	0	0	0	0
1645	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	33.9	0	0	0	0	8	12	10	4	0	0	0	0	0	0	0	0
1700	37	36	1	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.8	0	0	0	0	1	11	20	5	0	0	0	0	0	0	0	0
1715	31	25	1	4	0	0	0	0	0	0	0	0	0	1	0	30.7	35.4	0	0	0	0	5	7	13	5	1	0	0	0	0	0	0	1
1730	23	19	0	3	0	0	0	0	0	0	0	0	0	1	0	31.6	35.3	0	0	0	0	1	9	8	4	0	1	0	0	0	0	0	1
1745	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	32.8	37.7	0	0	0	0	0	8	11	8	1	1	0	0	0	0	0	2
1800	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	34.2	0	0	0	0	2	10	15	2	1	0	0	0	0	0	0	1
1815	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	36.6	0	0	0	0	0	8	5	3	0	0	0	0	0	0	0	0
1830	27	25	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34.6	0	1	0	0	2	10	11	2	1	0	0	0	0	0	0	1
1845	16	11	1	1	0	1	1	0	0	0	0	0	0	1	0	28.5	33	0	0	1	0	0	8	7	0	0	0	0	0	0	0	0	0
1900	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37.9	0	0	0	0	3	4	6	3	2	0	0	0	0	0	0	2
1915	24	21	0	2	0	0	0	0	0	0	0	0	0	0	1	30.3	33.9	0	0	0	0	1	1	8	12	2	0	0	0	0	0	0	0
1930	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	37.4	0	0	0	0	0	1	6	5	3	1	0	0	0	0	0	1
1945	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0
2000	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	35.5	0	0	0	1	0	0	6	9	3	0	0	0	0	0	0	0
2015	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	37.2	0	0	0	0	0	0	6	3	3	0	0	0	0	0	0	0
2030	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0
2045	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	33.6	0	0	0	0	0	2	7	7	1	0	0	0	0	0	0	0
2100	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.8	0	0	0	0	0	3	10	5	2	0	0	0	0	0	0	0
2115	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	28.7	33	0	0	0	0	1	1	5	4	0	0	1	0	0	0	0	1
2130	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	3	3	1	2	0	0	0	0	0	0	0
2145	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	37.5	0	0	0	0	0	0	3	5	3	1	0	0	0	0	0	1
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0
2215	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	35.1	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0
2230	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**1447**	**1281**	**12**	**120**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**14**	**2**	**30.9**	**35**	**0**	**2**	**5**	**10**	**96**	**448**	**666**	**198**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
06-22	**1705**	**1513**	**12**	**143**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31**	**35.2**	**0**	**2**	**5**	**17**	**113**	**524**	**762**	**252**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
06-00	**1736**	**1543**	**12**	**144**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31**	**35.2**	**0**	**2**	**5**	**17**	**115**	**532**	**778**	**257**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**
00-00	**1829**	**1627**	**12**	**153**	**3**	**4**	**4**	**6**	**0**	**0**	**0**	**0**	**1**	**16**	**3**	**31.1**	**35.2**	**0**	**2**	**6**	**17**	**122**	**551**	**826**	**272**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

06 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	34.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0145	4	3	0	0	0	0	1	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	1
0430	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0
0515	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	34.4	-	0	0	0	0	0	1	5	1	1	1	0	0	0	0	0	2
0530	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0
0545	14	11	0	2	0	0	0	0	0	0	0	0	0	1	0	34.1	38.1	0	0	0	0	0	1	9	4	0	0	0	0	0	0	0	0
0600	14	10	0	4	0	0	0	0	0	0	0	0	0	0	0	33.6	39.3	0	0	0	0	0	3	7	3	1	0	0	0	0	0	0	1
0615	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	32.9	37.2	0	0	0	0	1	3	10	5	0	0	0	0	0	0	0	0
0630	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	34	38.1	0	0	0	0	1	5	8	9	3	0	0	0	0	0	0	3
0645	28	23	0	4	0	0	0	0	0	0	0	0	0	1	0	32.5	36.6	0	0	0	0	0	7	15	6	0	0	0	0	0	0	0	0
0700	35	33	0	2	0	0	0	0	0	0	0	0	0	0	0	33.9	37.6	0	0	0	0	0	6	16	10	3	0	0	0	0	0	0	3
0715	39	32	0	5	0	0	0	0	0	0	0	0	0	2	0	33.2	36.2	0	0	0	0	1	5	21	11	1	0	0	0	0	0	0	1
0730	42	35	0	6	0	0	0	0	0	0	0	0	0	1	0	33	36.6	0	0	0	0	1	5	26	10	0	0	0	0	0	0	0	0
0745	52	45	0	4	0	0	0	0	0	0	0	0	0	3	0	33.8	37.5	0	0	0	0	1	5	29	14	3	0	0	0	0	0	0	3
0800	43	41	1	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.1	0	0	0	1	0	9	22	11	0	0	0	0	0	0	0	0
0815	59	47	0	10	0	1	0	0	0	0	0	0	0	1	0	30.9	35.1	0	0	0	1	6	16	26	8	2	0	0	0	0	0	0	2
0830	42	40	0	2	0	0	0	0	0	0	0	0	0	0	0	32.2	36.5	0	0	0	0	1	11	22	7	1	0	0	0	0	0	0	1
0845	39	34	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	35.8	0	0	1	0	1	17	13	6	1	0	0	0	0	0	0	1
0900	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.2	0	0	0	0	1	3	12	8	0	0	0	0	0	0	0	0
0915	31	26	1	3	1	0	0	0	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	1	14	14	2	0	0	0	0	0	0	0	0
0930	25	21	0	2	0	0	0	0	0	0	0	0	0	1	1	30.8	36.3	0	0	1	0	2	6	12	2	2	0	0	0	0	0	0	2
0945	25	20	0	4	0	0	0	0	0	0	0	0	0	1	0	32.7	35.5	0	0	0	0	0	5	14	4	2	0	0	0	0	0	0	2
1000	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7	0	0	0	0	0	13	7	3	0	0	0	0	0	0	0	0
1015	26	21	0	4	0	0	0	0	0	0	0	0	0	0	1	29.4	34.1	0	0	0	1	3	9	11	2	0	0	0	0	0	0	0	0
1030	30	25	0	5	0	0	0	0	0	0	0	0	0	0	0	30.8	35.7	0	0	0	0	4	9	12	4	1	0	0	0	0	0	0	1
1045	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	34.5	0	0	0	0	2	8	11	3	0	0	0	0	0	0	0	0
1100	23	21	0	1	0	0	0	0	0	0	0	0	0	1	0	31	34.3	0	0	0	0	0	9	13	0	1	0	0	0	0	0	0	1
1115	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	36.9	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	1
1130	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	29.6	33.2	0	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0
1145	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	30	34.5	0	0	0	0	4	14	8	3	1	0	0	0	0	0	0	1
1200	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	29.9	33.9	0	0	0	0	2	16	12	1	1	0	0	0	0	0	0	1
1215	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	30.4	35.3	0	0	0	0	1	17	9	5	0	0	0	0	0	0	0	0
1230	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	33.7	0	0	0	0	1	13	9	2	0	0	0	0	0	0	0	0
1245	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	30.2	35.6	0	0	0	1	3	9	6	3	2	0	0	0	0	0	0	2
1300	31	28	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	32.9	0	0	0	1	2	13	14	1	0	0	0	0	0	0	0	0
1315	22	17	1	3	0	0	0	0	0	0	0	0	0	1	0	30.3	36.4	0	0	0	0	3	9	5	5	0	0	0	0	0	0	0	0
1330	30	22	0	8	0	0	0	0	0	0	0	0	0	0	0	29.9	33.1	0	0	0	0	3	13	12	2	0	0	0	0	0	0	0	0
1345	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	28.5	32.8	0	0	0	0	6	13	5	2	1	0	0	0	0	0	0	1
1400	26	22	2	2	0	0	0	0	0	0	0	0	0	0	0	30.6	35.1	0	0	0	0	2	8	12	4	0	0	0	0	0	0	0	0
1415	16	12	0	2	0	0	1	0	0	0	0	0	0	1	0	29	32.7	0	0	0	0	3	7	5	1	0	0	0	0	0	0	0	0
1430	30	25	0	4	0	0	1	0	0	0	0	0	0	0	0	30	32.9	0	0	0	0	2	11	17	0	0	0	0	0	0	0	0	0
1445	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	36.5	0	0	0	0	1	9	11	4	1	0	0	0	0	0	0	1
1500	39	33	1	4	0	0	0	0	1	0	0	0	0	0	0	30.1	34.8	0	0	0	0	2	4	8	20	5	0	0	0	0	0	0	0
1515	22	17	0	5	0	0	0	0	0	0	0	0	0	0	0	30	35.4	0	0	0	0	3	7	9	2	1	0	0	0	0	0	0	1
1530	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	31.1	34.1	0	0	0	0	0	8	13	3	0	0	0	0	0	0	0	0
1545	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.4	0	0	0	1	2	14	14	4	0	0	0	0	0	0	0	0
1600	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	36.8	0	0	0	0	2	13	7	8	0	0	0	0	0	0	0	0
1615	32	28	0	4	0	0	0	0	0	0	0	0	0	0	0	32	35.9	0	0	0	0	0	5	22	4	1	0	0	0	0	0	0	1
1630	34	28	0	2	0	1	1	1	0	0	0	0	0	1	0	28.3	32.9	0	0	0	1	6	14	12	1	0	0	0	0	0	0	0	0
1645	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	37.3	0	0	0	0	0	5	13	5	0	0	0	0	0	0	0	0
1700	40	39	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	37.4	0	0	0	0	1	11	15	11	2	0	0	0	0	0	0	2
1715	37	36	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34.3	0	0	0	0	0	14	19	4	0	0	0	0	0	0	0	0
1730	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	33.9	0	0	0	0	0	12	16	2	0	0	0	0	0	0	0	0
1745	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	34.6	0	0	0	0	2	10	21	4	1	0	0	0	0	0	0	1
1800	25	21	0	3	0	0	0	0	0	0	0	0	0	1	0	31.3	35.9	0	0	0	0	1	9	11	3	1	0	0	0	0	0	0	1
1815	30	27	0	0	0	0	0	1	0	0	0	0	0	2	0	30.6	34.7	0	0	0	0	2	10	14	4	0	0	0	0	0	0	0	0
1830	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	34.8	0	0	0	1	1	4	11	1	1	0	0	0	0	0	0	1
1845	14	12	0	1	0	0	0	0	0	0	0	0	0	1	0	31.8	34.5	0	0	0	0	0	4	9	0	1	0	0	0	0	0	0	1
1900	18	15	1	2	0	0	0	0	0	0	0	0	0	0	0	32	39.2	0	0	0	1	1	4	7	4	1	0	0	0	0	0	0	1
1915	15	11	0	1	0	0	0	0	0	0	0	0	0	2	1	30.6	35.4	0	0	0	1	0	4	8	2	0	0	0	0	0	0	0	0
1930	18	14	0	0	0	0	0	0	0	0	0	0	0	3	1	29.1	38.4	0	0	1	0	5	5	3	4	0	0	0	0	0	0	0	0
1945	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	32.3	0	0	0	0	1	14	8	1	0	0	0	0	0	0	0	0
2000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0
2015	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	1
2030	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	30.3	-	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0
2045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2100	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0
2115	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	40.2	0	0	0	0	0	1	8	3	2	0	0	0	0	0	0	2
2130	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0
2145	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	35.8	0	0	0	0	0	3	5	2	2	0	0	0	0	0	0	0
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1
2215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	1
2230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
2245	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**1438**	**1263**	**6**	**138**	**1**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**3**	**31.1**	**35.2**	**0**	**0**	**2**	**10**	**83**	**467**	**643**	**201**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
06-22	**1665**	**1460**	**7**	**157**	**2**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**5**	**31.2**	**35.4**	**0**	**0**	**3**	**12**	**95**	**533**	**739**	**243**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
06-00	**1691**	**1486**	**7**	**157**	**2**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**5**	**31.2**	**35.5**	**0**	**0**	**3**	**12**	**96**	**538**	**751**	**249**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
00-00	**1758**	**1544**	**7**	**163**	**2**	**2**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**5**	**31.2**	**35.5**	**0**	**0**	**4**	**12**	**100**	**549**	**790**	**257**	**44**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**46**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

07 July 2023

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Number of vehicles exceeding PSL 40
[--		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85																	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
0515	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0
0530	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0545	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0
0600	9	5	0	4	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	4	2	2	1	0	0	0	0	0	0	0	1
0615	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	37.3	0	0	1	0	0	5	5	4	1	0	0	0	0	0	0	0	1
0630	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	40.2	0	0	0	0	0	6	8	4	3	1	0	0	0	0	0	0	4
0645	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	33.8	39.3	0	0	0	1	1	2	4	8	1	0	0	0	0	0	0	0	1
0700	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1	38	0	0	0	0	0	3	12	9	1	0	0	0	0	0	0	0	1
0715	28	22	0	4	0	0	0	0	0	0	0	0	0	2	0	34.3	37.7	0	0	0	0	0	4	14	9	1	0	0	0	0	0	0	0	1
0730	37	34	1	2	0	0	0	0	0	0	0	0	0	0	0	32.1	36.7	0	0	0	0	0	14	16	7	0	0	0	0	0	0	0	0	0
0745	39	32	0	4	0	0	0	0	0	0	0	0	0	3	0	32.5	35	0	0	1	0	1	4	27	5	1	0	0	0	0	0	0	0	1
0800	49	44	0	4	0	0	0	0	0	0	0	0	0	0	1	30.6	34.5	0	0	2	1	2	10	29	4	1	0	0	0	0	0	0	0	1
0815	45	41	0	4	0	0	0	0	0	0	0	0	0	0	0	33.4	36.5	0	0	0	0	0	7	25	12	1	0	0	0	0	0	0	0	1
0830	51	49	0	1	0	0	0	0	0	0	0	0	0	1	0	31.4	34.1	0	0	0	0	1	15	30	5	0	0	0	0	0	0	0	0	0
0845	32	27	0	4	0	0	0	1	0	0	0	0	0	0	0	29.6	34.5	0	0	0	1	4	9	14	4	0	0	0	0	0	0	0	0	0
0900	34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	30.9	36.4	0	0	0	0	1	13	13	7	0	0	0	0	0	0	0	0	0
0915	36	32	1	3	0	0	0	0	0	0	0	0	0	0	0	28.9	34.4	0	0	0	3	4	11	17	1	0	0	0	0	0	0	0	0	0
0930	25	22	0	1	0	0	0	1	0	0	0	0	0	0	1	30	35.1	0	0	1	1	2	8	9	3	1	0	0	0	0	0	0	0	1
0945	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	30.2	34.6	0	0	0	0	1	16	9	4	0	0	0	0	0	0	0	0	0
1000	26	22	0	3	0	0	0	1	0	0	0	0	0	0	0	29.9	33.2	0	0	0	0	1	13	12	0	0	0	0	0	0	0	0	0	0
1015	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	28.3	31.6	0	0	0	2	4	11	12	1	0	0	0	0	0	0	0	0	0
1030	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	30.2	35.3	0	0	0	1	0	11	7	5	0	0	0	0	0	0	0	0	0
1045	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	29.4	34.6	0	0	1	0	5	6	11	2	0	0	0	0	0	0	0	0	0
1100	33	28	0	2	1	0	0	1	0	0	0	0	0	0	1	27.5	32.9	0	1	2	1	2	17	8	2	0	0	0	0	0	0	0	0	0
1115	20	18	0	1	0	0	0	1	0	0	0	0	0	0	0	30.1	34.8	0	0	0	0	2	7	9	2	0	0	0	0	0	0	0	0	0
1130	31	25	0	5	1	0	0	0	0	0	0	0	0	0	0	29.3	33.6	0	0	0	1	4	11	12	3	0	0	0	0	0	0	0	0	0
1145	21	17	1	2	0	1	0	0	0	0	0	0	0	0	0	27.9	34.9	0	0	2	3	0	6	7	3	0	0	0	0	0	0	0	0	0
1200	32	31	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	36.5	0	0	0	0	3	9	14	5	0	1	0	0	0	0	0	0	1
1215	29	24	0	3	0	0	0	0	0	0	0	0	0	2	0	30.6	34.9	0	0	0	0	1	9	15	3	1	0	0	0	0	0	0	0	1
1230	32	26	0	4	0	0	0	2	0	0	0	0	0	0	0	30.4	35.1	0	0	0	0	4	12	11	5	0	0	0	0	0	0	0	0	0
1245	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	29.8	33.8	0	0	0	0	4	9	10	1	1	0	0	0	0	0	0	0	1
1300	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6	0	0	0	0	1	9	13	5	0	0	0	0	0	0	0	0	0
1315	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	0	9	13	2	0	0	0	0	0	0	0	0	0
1330	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	31.1	34.5	0	0	0	0	2	4	12	2	0	0	0	0	0	0	0	0	0
1345	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	31	35.1	0	0	0	1	1	4	9	3	0	0	0	0	0	0	0	0	0
1400	24	20	0	3	0	0	1	0	0	0	0	0	0	0	0	28.6	32.3	0	0	0	0	3	14	5	2	0	0	0	0	0	0	0	0	0
1415	21	16	0	4	1	0	0	0	0	0	0	0	0	0	0	31.3	36.6	0	0	0	0	1	8	8	2	2	0	0	0	0	0	0	0	2
1430	26	22	0	2	1	0	0	0	0	0	0	0	0	1	0	30	34.5	0	0	0	0	1	2	9	11	3	0	0	0	0	0	0	0	0
1445	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	29.1	34.1	0	0	0	0	0	5	13	7	3	0	0	0	0	0	0	0	0
1500	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	35.3	0	0	0	0	0	0	5	10	3	0	0	0	0	0	0	0	0
1515	34	28	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	33.7	0	0	1	1	4	6	20	2	0	0	0	0	0	0	0	0	0
1530	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	1	1	1	15	12	3	0	0	0	0	0	0	0	0	0
1545	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	30.1	34.5	0	0	0	0	1	17	11	4	0	0	0	0	0	0	0	0	0
1600	33	30	0	2	0	0	0	0	0	0	0	0	0	1	0	29.4	34.9	0	0	0	2	3	13	10	4	1	0	0	0	0	0	0	0	1
1615	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	35.7	0	0	0	1	4	13	9	6	0	0	0	0	0	0	0	0	0
1630	31	30	0	0	0	0	0	1	0	0	0	0	0	0	0	29.7	35.6	0	0	0	1	7	7	9	6	1	0	0	0	0	0	0	0	1
1645	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	37.2	0	0	0	0	2	9	9	4	0	0	0	0	0	0	0	0	0
1700	41	38	0	2	0	0	0	0	0	0	0	0	0	1	0	31.4	34.8	0	0	0	0	1	11	25	4	0	0	0	0	0	0	0	0	0
1715	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	33.6	0	0	0	0	0	5	10	1	1	0	0	0	0	0	0	0	1
1730	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8	0	0	0	0	0	11	8	8	0	0	0	0	0	0	0	0	0
1745	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	32.9	0	0	1	1	6	12	11	3	0	0	0	0	0	0	0	0	0
1800	25	24	0	0	0	0	0	0	0	0	0	0	0	1	0	28.9	34.9	0	0	1	2	3	5	11	2	1	0	0	0	0	0	0	0	1
1815	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	38.6	0	0	0	0	5	3	7	4	1	0	0	0	0	0	0	0	1
1830	31	28	0	2	0	0	0	0	0	0	0	0	0	0	1	29.1	32.9	0	0	1	1	2	10	15	2	0	0	0	0	0	0	0	0	0
1845	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	38.8	0	0	0	0	0	5	6	2	1	0	0	0	0	0	0	0	1
1900	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	1	6	8	1	0	0	0	0	0	0	0	0	0
1915	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	29	32.2	0	0	0	0	0	10	3	1	0	0	0	0	0	0	0	0	0
1930	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.8	0	0	0	0	1	5	8	2	0	0	0	0	0	0	0	0	0
1945	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.7	0	0	0	0	0	7	4	2	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
2015	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
2030	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	1
2045	8	6	0	1	0	0	0	0	0	0	0	0	0	1	0	29.3	-	0	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	1
2115	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0
2130	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	33.4	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
2200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	2	1	5	1	0	0	0	0	0	0	0	0	0
2215	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	29.1	-	0	0	0	1	0	4	3	1	0	0	0	0	0	0	0	0	0
2230	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
2245	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	1
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07-19	**1396**	**1248**	**3**	**112**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**6**	**30.5**	**34.9**	**0**	**1**	**14**	**26**	**100**	**452**	**604**	**182**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**
06-22	**1574**	**1410**	**3**	**126**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**7**	**30.6**	**35**	**0**	**1**	**16**	**27**	**106**	**512**	**677**	**209**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**26**
06-00	**1607**	**1439**	**3**	**129**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**7**	**30.6**	**35**	**0**	**1**	**16**	**29**	**110**	**520**	**691**	**212**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**1647**	**1475**	**3**	**133**	**4**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**7**	**30.6**	**35.1**	**0**	**1**	**17**	**30**	**112**	**527**	**702**	**230**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

08 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0300	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	31.3	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0415	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0430	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0530	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
0545	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	1
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	1
0615	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	24.9	-	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0
0630	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
0645	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	1
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
0715	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	35.1	0	0	0	0	0	5	5	2	0	0	0	0	0	0	0	0
0730	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	33.9	36.9	0	0	0	0	0	1	8	3	1	0	0	0	0	0	0	1
0745	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	29.8	35.7	0	0	0	0	1	9	4	2	0	0	0	0	0	0	0	0
0800	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	31.2	-	0	0	1	0	0	2	1	4	0	0	0	0	0	0	0	0
0815	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	34.6	0	0	0	0	0	3	14	2	0	0	0	0	0	0	0	0
0830	22	18	1	2	1	0	0	0	0	0	0	0	0	0	0	32.1	37.6	0	0	0	0	2	5	9	6	0	0	0	0	0	0	0	0
0845	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	36.8	0	0	0	0	1	4	13	5	0	0	0	0	0	0	0	0
0900	23	22	0	0	0	0	0	0	0	0	0	0	1	0	0	32.1	37	0	0	0	0	0	6	13	4	0	0	0	0	0	0	0	0
0915	19	17	1	0	0	0	0	0	0	0	0	0	0	1	0	30.9	37.2	0	0	0	0	0	9	5	5	0	0	0	0	0	0	0	0
0930	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	0	0	12	9	4	0	0	0	0	0	0	0	0
0945	33	27	0	4	0	0	0	0	0	0	0	0	0	2	0	30.3	37.2	0	0	0	2	0	2	12	9	7	1	0	0	0	0	0	1
1000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.2	0	0	0	0	0	2	4	15	4	0	0	0	0	0	0	0
1015	20	15	0	2	0	1	0	1	0	0	0	0	0	0	1	29.2	36.2	0	0	0	0	1	2	10	4	3	0	0	0	0	0	0	0
1030	34	32	0	1	0	0	0	0	0	0	0	0	0	1	0	30.6	33.4	0	0	0	0	0	2	13	17	2	0	0	0	0	0	0	0
1045	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	32.5	0	0	0	0	0	3	10	10	1	0	0	0	0	0	0	0
1100	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31	35.3	0	0	0	0	0	4	5	16	3	1	0	0	0	0	0	1
1115	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34	0	0	0	0	1	1	14	11	3	0	0	0	0	0	0	0
1130	47	45	0	2	0	0	0	0	0	0	0	0	0	0	0	30.8	34.6	0	0	0	0	0	3	16	23	4	1	0	0	0	0	0	1
1145	35	30	0	4	0	0	0	0	0	0	0	0	0	1	0	30.3	34.5	0	0	0	1	0	3	14	13	4	0	0	0	0	0	0	0
1200	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	29	33.4	0	0	0	0	0	2	13	6	2	0	0	0	0	0	0	0
1215	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	32.7	0	0	0	0	1	3	17	10	0	1	0	0	0	0	0	1
1230	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	0	3	15	13	2	0	0	0	0	0	0	0
1245	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	39	0	0	0	0	0	0	3	10	3	1	0	0	0	0	0	1
1300	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.3	0	0	0	0	0	2	9	16	0	0	0	0	0	0	0	0
1315	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.5	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0
1330	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	30	33.9	0	0	0	0	0	0	19	9	1	0	0	0	0	0	0	0
1345	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	29	34.6	0	0	1	0	1	0	6	5	2	0	0	0	0	0	0	0
1400	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.8	0	0	0	1	0	6	6	3	1	0	0	0	0	0	0	1
1415	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	37.3	0	0	0	2	1	4	7	5	1	0	0	0	0	0	0	1
1430	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	0	8	16	0	0	0	0	0	0	0	0	0
1445	28	26	1	1	0	0	0	0	0	0	0	0	0	0	0	28.9	32.5	0	0	0	1	1	15	11	0	0	0	0	0	0	0	0	0
1500	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2	0	0	0	0	0	5	12	2	1	0	0	0	0	0	0	1
1515	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	34.5	0	0	0	0	2	9	13	2	1	0	0	0	0	0	0	1
1530	21	18	1	2	0	0	0	0	0	0	0	0	0	0	0	30	33.1	0	0	0	0	0	11	9	1	0	0	0	0	0	0	0	0
1545	21	19	1	1	0	0	0	0	0	0	0	0	0	0	0	30	35.4	0	0	0	1	2	5	10	3	0	0	0	0	0	0	0	0
1600	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.3	0	0	0	0	2	4	11	2	0	0	0	0	0	0	0	0
1615	19	13	1	4	0	0	0	1	0	0	0	0	0	0	0	30.9	33.8	0	0	0	0	1	6	10	2	0	0	0	0	0	0	0	0
1630	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.7	0	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0
1645	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	31.9	0	0	0	0	0	3	7	7	0	0	0	0	0	0	0	0
1700	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	33.4	0	0	0	0	0	0	12	9	3	0	0	0	0	0	0	0
1715	29	27	0	1	0	0	0	0	0	0	0	0	0	0	1	29.2	33.8	0	0	0	1	1	0	14	9	3	1	0	0	0	0	0	1
1730	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	29.4	35.8	0	0	0	1	1	2	11	5	3	1	0	0	0	0	0	1
1745	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.2	0	0	0	1	0	2	7	6	1	1	0	0	0	0	0	1
1800	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	40.6	0	0	0	0	0	1	5	5	2	1	1	0	0	0	0	2
1815	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	38.5	0	0	0	0	0	2	6	5	6	1	0	0	0	0	0	1
1830	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	0	0	5	6	1	0	0	0	0	0	0	0
1845	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	36.1	0	0	0	0	0	0	7	6	3	1	0	0	0	0	0	1
1900	18	17	1	0	0	0	0	0	0	0	0	0	0	0	0	31	34.7	0	0	0	0	0	2	4	10	1	1	0	0	0	0	0	1
1915	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	0	0	2	5	5	2	0	0	0	0	0	0	0
1930	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	40.2	0	0	0	0	0	1	6	4	0	2	0	0	0	0	0	2
1945	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.3	0	0	0	0	0	0	7	7	1	0	1	0	0	0	0	1
2000	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	35.9	0	0	0	0	1	4	1	7	1	0	1	0	0	0	0	1
2015	17	14	0	1	0	0	0	0	0	0	0	0	0	2	0	31.1	36.8	0	0	0	0	0	1	6	7	3	0	0	0	0	0	0	0
2030	18	16	0	1	0	1	0	0	0	0	0	0	0	0	0	28.4	34.1	0	0	0	0	0	5	9	2	2	0	0	0	0	0	0	0
2045	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0
2100	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0
2115	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	23.8	-	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0
2130	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	32.3	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0
2200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
2215	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	29.1	0	0	0	1	0	3	8	1	0	0	0	0	0	0	0	0
2230	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	1
2245	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	36.3	0	0	0	0	0	3	3	5	3	0	0	0	0	0	0	0
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
2315	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.1	0	0	0	0	3	2	8	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	0
2345	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	28.6	34.7	0	0	0	1	1	6	2	0	1	0	0	0	0	0	0	0	1
07-19	**1055**	**978**	**7**	**55**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**6**	**30.5**	**34.5**	**0**	**0**	**8**	**10**	**58**	**397**	**442**	**123**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
06-22	**1227**	**1136**	**8**	**64**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**30.5**	**34.6**	**0**	**0**	**9**	**13**	**81**	**451**	**507**	**141**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
06-00	**1307**	**1211**	**8**	**69**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**30.4**	**34.5**	**0**	**0**	**10**	**17**	**93**	**493**	**519**	**148**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
00-00	**1344**	**1243**	**8**	**73**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**7**	**30.4**	**34.7**	**0**	**0**	**11**	**17**	**96**	**500**	**530**	**159**	**28**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**31**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

09 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0115	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	1
0515	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-	0	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0715	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
0730	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0745	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
0800	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	-	0	0	0	0	0	2	1	3	1	0	0	0	0	0	0	1
0815	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	39.5	0	0	0	1	1	6	2	2	1	0	0	0	0	0	0	1
0830	7	5	0	1	0	0	0	0	0	0	0	0	0	0	1	30.5	-	0	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0
0845	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0
0900	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.9	0	0	0	0	0	6	5	1	0	0	0	0	0	0	0	0
0915	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	30.7	36.2	0	1	1	0	0	2	12	3	0	0	0	0	0	0	0	0
0930	27	24	1	1	0	0	0	0	0	0	0	0	0	1	0	28.3	33.2	0	0	0	2	0	16	9	0	0	0	0	0	0	0	0	0
0945	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.4	0	0	0	0	2	12	14	3	0	0	0	0	0	0	0	0
1000	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31	36	0	0	0	0	2	12	8	3	1	0	0	0	0	0	0	1
1015	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34.4	0	0	0	0	0	8	11	2	0	0	0	0	0	0	0	0
1030	24	20	0	3	0	0	0	0	0	0	0	0	0	0	1	30.4	34.3	0	0	1	0	0	10	11	2	0	0	0	0	0	0	0	0
1045	23	21	0	1	0	0	0	0	0	0	0	0	1	0	0	30.8	36	0	0	1	0	1	8	7	5	1	0	0	0	0	0	0	1
1100	28	26	0	0	0	2	0	0	0	0	0	0	0	0	0	28.5	33.7	0	0	2	1	1	13	9	2	0	0	0	0	0	0	0	0
1115	18	17	0	0	0	0	0	0	0	0	0	0	0	0	1	28.8	32.5	0	0	1	0	1	9	6	1	0	0	0	0	0	0	0	0
1130	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	32.7	0	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0
1145	29	27	0	1	0	0	0	0	0	0	0	0	1	0	0	31.8	37.2	0	0	0	0	0	11	13	5	0	0	0	0	0	0	0	0
1200	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	34.3	0	0	0	0	5	10	8	1	0	0	0	0	0	0	0	0
1215	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	34.5	0	0	0	0	2	12	19	5	0	0	0	0	0	0	0	0
1230	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7	0	0	0	0	0	8	8	2	0	0	0	0	0	0	0	0
1245	33	30	0	1	0	0	0	0	0	0	0	0	0	0	2	28.7	33.5	0	0	1	3	2	11	14	2	0	0	0	0	0	0	0	0
1300	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.9	0	0	0	0	0	10	10	5	0	0	0	0	0	0	0	0
1315	20	18	1	1	0	0	0	0	0	0	0	0	0	0	0	30.4	34.2	0	0	0	0	1	8	9	2	0	0	0	0	0	0	0	0
1330	33	29	0	3	0	0	0	0	0	0	0	0	1	0	0	31.1	33.8	0	0	0	0	1	9	20	3	0	0	0	0	0	0	0	0
1345	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	37	0	0	0	0	0	9	6	3	1	0	0	0	0	0	0	1
1400	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	36.3	0	0	0	0	2	10	5	4	0	0	0	0	0	0	0	0
1415	19	17	0	0	0	0	0	0	0	0	0	0	2	0	0	29.2	33.6	0	0	0	1	3	5	9	1	0	0	0	0	0	0	0	0
1430	21	18	0	1	0	0	0	0	0	0	0	0	2	0	0	31.1	36.1	0	0	0	0	1	8	9	3	0	0	0	0	0	0	0	0
1445	29	26	0	2	0	1	0	0	0	0	0	0	0	0	0	29.3	34.7	0	0	1	0	2	15	8	3	0	0	0	0	0	0	0	0
1500	23	22	0	0	0	0	0	0	0	0	0	0	1	0	0	32.7	37.5	0	0	0	0	2	5	9	5	1	1	0	0	0	0	0	2
1515	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35	0	0	0	0	1	11	9	4	0	0	0	0	0	0	0	0
1530	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	1	8	13	2	0	0	0	0	0	0	0	0
1545	21	20	0	0	0	0	0	0	0	0	0	0	1	0	0	33.1	38.6	0	0	0	0	0	8	8	4	0	0	1	0	0	0	0	1
1600	17	14	0	2	0	0	0	0	0	1	0	0	0	0	0	25.8	33.3	0	0	1	1	6	4	4	1	0	0	0	0	0	0	0	0
1615	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.2	0	0	0	0	2	7	6	0	0	0	0	0	0	0	0	0
1630	42	40	0	1	0	0	0	0	0	0	0	0	0	1	0	27.1	32	0	0	0	3	9	21	5	4	0	0	0	0	0	0	0	0
1645	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	30.6	37	0	0	0	0	2	5	7	2	1	0	0	0	0	0	0	1
1700	20	16	1	1	0	0	0	0	0	0	0	0	0	1	1	30.6	36.7	0	0	0	1	2	5	8	3	0	1	0	0	0	0	0	1
1715	18	16	0	1	0	0	0	0	0	0	0	0	0	1	0	31.5	35.6	0	0	0	0	0	7	8	2	1	0	0	0	0	0	0	1
1730	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	28.3	34.4	0	1	1	3	0	4	12	3	0	0	0	0	0	0	0	0
1745	30	25	1	3	0	0	0	0	0	1	0	0	0	0	0	29.4	34.4	0	0	0	0	6	9	13	2	0	0	0	0	0	0	0	0
1800	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	32.8	0	1	0	0	0	5	8	1	0	0	0	0	0	0	0	0
1815	26	24	0	1	0	0	0	0	1	0	0	0	0	0	0	29.5	33.2	0	0	0	0	6	7	12	1	0	0	0	0	0	0	0	0
1830	21	18	1	1	0	0	1	0	0	0	0	0	0	0	0	28	34.2	0	1	2	0	1	8	7	2	0	0	0	0	0	0	0	0
1845	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0
1900	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0
1915	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0
1930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	1
1945	12	9	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	38.6	0	0	0	1	0	2	6	2	1	0	0	0	0	0	0	1
2000	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	1
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0
2030	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36.1	0	0	0	0	0	4	5	2	1	0	0	0	0	0	0	1
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2130	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2145	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
2215	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**974**	**898**	**5**	**42**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**14**	**7**	**30.1**	**34.6**	**0**	**4**	**12**	**17**	**65**	**361**	**397**	**107**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
06-22	**1067**	**983**	**6**	**48**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.3**	**34.7**	**0**	**4**	**12**	**18**	**68**	**384**	**440**	**125**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
06-00	**1078**	**994**	**6**	**48**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.4**	**34.8**	**0**	**4**	**12**	**18**	**68**	**387**	**443**	**128**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
00-00	**1114**	**1028**	**6**	**50**	**0**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**1**	**15**	**7**	**30.4**	**34.9**	**0**	**4**	**13**	**19**	**71**	**392**	**458**	**136**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

10 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	1
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0
0515	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	1
0530	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	34.1	-	0	0	0	0	0	1	2	3	3	1	0	0	0	0	0	1
0545	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	35.1	-	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	2
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	39.1	0	0	0	0	0	1	6	3	1	0	0	0	0	0	0	1
0615	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	33.9	38.3	0	0	0	0	0	6	9	8	2	0	0	0	0	0	0	2
0630	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	37.3	0	0	0	0	0	3	12	6	0	0	0	0	0	0	0	0
0645	23	18	0	4	0	0	0	0	0	0	0	0	0	1	0	32.7	37.7	0	0	0	0	1	6	8	7	1	0	0	0	0	0	0	1
0700	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	33.9	37.5	0	0	0	0	0	2	15	8	1	0	0	0	0	0	0	1
0715	42	35	0	6	0	0	0	0	0	0	0	0	0	1	0	33	37.1	0	0	0	0	0	6	26	9	1	0	0	0	0	0	0	1
0730	54	50	0	3	0	0	0	0	0	0	0	0	0	1	0	32.3	35.9	0	0	0	0	1	13	27	13	0	0	0	0	0	0	0	0
0745	48	41	0	7	0	0	0	0	0	0	0	0	0	0	0	33.1	37.3	0	0	0	0	0	2	10	19	14	3	0	0	0	0	0	3
0800	43	36	1	3	0	1	0	0	0	0	0	0	0	2	0	32	35.6	0	0	0	0	0	3	6	26	8	0	0	0	0	0	0	0
0815	55	50	1	4	0	0	0	0	0	0	0	0	0	0	0	30.9	35.5	0	0	0	0	0	7	9	28	11	0	0	0	0	0	0	0
0830	50	42	0	5	0	0	1	1	0	0	0	0	0	1	0	31.2	34.3	0	0	0	0	0	1	17	26	6	0	0	0	0	0	0	0
0845	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	34.9	0	0	0	0	1	1	10	13	4	0	0	0	0	0	0	0
0900	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	35.7	0	0	0	0	0	0	11	20	6	0	0	0	0	0	0	0
0915	32	26	0	5	0	0	0	1	0	0	0	0	0	0	0	29	32.8	0	0	0	1	2	16	11	1	1	0	0	0	0	0	0	1
0930	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	35.2	0	0	0	0	1	8	13	5	0	0	0	0	0	0	0	0
0945	24	19	0	4	0	0	0	0	0	0	0	0	0	0	1	28.2	34.3	0	0	2	0	3	8	9	2	0	0	0	0	0	0	0	0
1000	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.5	0	0	0	0	2	14	11	3	2	0	0	0	0	0	0	2
1015	34	30	1	3	0	0	0	0	0	0	0	0	0	0	0	31.1	34.2	0	0	0	0	0	14	19	1	0	0	0	0	0	0	0	0
1030	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	29.5	33.4	0	0	0	0	2	9	9	2	0	0	0	0	0	0	0	0
1045	25	18	0	6	0	1	0	0	0	0	0	0	0	0	0	29.7	35.2	0	1	0	0	0	10	10	4	0	0	0	0	0	0	0	0
1100	25	20	0	3	0	0	0	1	0	0	0	0	0	1	0	29.7	32	0	0	0	0	1	11	13	0	0	0	0	0	0	0	0	0
1115	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	32.5	0	0	0	0	0	8	8	1	0	0	0	0	0	0	0	0
1130	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	35.2	0	0	0	1	0	5	15	2	1	0	0	0	0	0	0	1
1145	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	38.3	0	0	0	0	1	2	6	5	0	0	0	0	0	0	0	0
1200	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35	0	0	0	0	1	6	13	3	0	0	0	0	0	0	0	0
1215	27	23	1	1	1	0	0	0	0	0	0	0	0	1	0	28.7	33	0	0	0	0	1	3	12	11	0	0	0	0	0	0	0	0
1230	25	23	1	1	0	0	0	0	0	0	0	0	0	0	0	29.4	34.1	0	0	0	0	0	5	11	6	2	1	0	0	0	0	0	1
1245	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	33.6	0	0	0	0	2	6	12	1	0	0	0	0	0	0	0	0
1300	30	25	0	4	0	0	0	1	0	0	0	0	0	0	0	29.1	32.7	0	0	0	0	2	3	12	11	2	0	0	0	0	0	0	0
1315	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	29.6	33.1	0	0	0	0	0	4	9	10	1	0	0	0	0	0	0	0
1330	19	11	1	7	0	0	0	0	0	0	0	0	0	0	0	30.4	34.1	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1345	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.2	0	0	0	0	0	2	12	6	1	0	0	0	0	0	0	0
1400	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31	35.8	0	0	0	0	3	1	6	14	3	2	0	0	0	0	0	2
1415	28	25	1	1	0	0	0	0	0	0	0	0	0	1	0	30.3	34.2	0	0	0	0	0	0	15	11	2	0	0	0	0	0	0	0
1430	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	29.8	34	0	0	0	0	0	1	18	10	2	1	0	0	0	0	0	1
1445	30	23	1	6	0	0	0	0	0	0	0	0	0	0	0	31.3	34.7	0	0	0	0	0	0	12	14	3	1	0	0	0	0	0	1
1500	32	28	0	3	0	0	0	0	0	0	0	0	0	1	0	30	33	0	0	0	0	0	1	18	11	2	0	0	0	0	0	0	0
1515	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.8	0	0	0	0	0	1	3	16	4	1	0	0	0	0	0	1
1530	20	16	1	3	0	0	0	0	0	0	0	0	0	0	0	27	32.1	0	0	0	0	3	4	9	3	1	0	0	0	0	0	0	0
1545	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	34.9	0	0	0	0	0	0	13	12	3	0	0	0	0	0	0	0
1600	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.9	36.2	0	0	0	0	1	1	5	17	6	0	0	0	0	0	0	0
1615	36	30	0	4	0	0	1	1	0	0	0	0	0	0	0	32.5	36.7	0	0	0	0	0	1	9	16	10	0	0	0	0	0	0	0
1630	32	28	0	3	0	0	0	0	0	0	0	0	0	1	0	30.5	33.7	0	0	0	0	0	1	12	16	3	0	0	0	0	0	0	0
1645	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	30.5	34.4	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0
1700	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.4	0	0	0	0	0	2	11	13	5	1	0	0	0	0	0	1
1715	26	22	0	1	0	0	0	1	0	0	0	0	0	1	1	30.4	34.1	0	0	0	0	0	1	10	13	2	0	0	0	0	0	0	0
1730	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	35.4	0	0	0	0	0	0	12	8	5	0	0	0	0	0	0	0
1745	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.5	0	0	0	0	0	1	4	4	5	0	0	0	0	0	0	0
1800	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	39.2	0	0	0	0	0	1	2	6	4	2	0	0	0	0	0	2
1815	28	25	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33	0	0	0	0	0	2	12	13	1	0	0	0	0	0	0	0
1830	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0
1845	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	38	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.9	0	0	0	0	0	0	5	9	0	1	0	0	0	0	0	1
1915	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0
1930	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	41	0	0	0	0	0	0	4	7	0	2	0	0	0	0	0	2
1945	24	22	0	1	0	0	0	0	0	0	0	0	0	0	1	30	33.9	0	0	0	0	1	0	9	13	1	0	0	0	0	0	0	0
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31	35.9	0	0	0	0	1	0	3	8	2	0	0	0	0	0	0	0
2015	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	0	0	0	0	1	0	4	2	0	1	0	0	0	0	0	1
2030	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	34.7	40.5	0	0	0	0	0	0	2	5	3	1	0	0	0	0	0	1
2045	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0
2115	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0
2130	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	36.5	0	0	0	0	0	0	0	8	3	1	0	0	0	0	0	1
2145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
2200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	**1356**	**1187**	**11**	**133**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**2**	**30.9**	**35**	**0**	**1**	**2**	**13**	**67**	**449**	**619**	**187**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
06-22	**1563**	**1377**	**11**	**147**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**31.1**	**35.2**	**0**	**1**	**2**	**16**	**74**	**501**	**716**	**225**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
06-00	**1574**	**1386**	**11**	**149**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**3**	**31.1**	**35.2**	**0**	**1**	**2**	**16**	**74**	**504**	**718**	**231**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**1617**	**1423**	**11**	**154**	**1**	**2**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**3**	**31.2**	**35.3**	**0**	**1**	**2**	**17**	**77**	**513**	**730**	**244**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

11 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0415	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0530	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	38.7	0	0	0	0	2	1	5	2	1	0	0	0	0	0	0	1
0545	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0
0600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0
0615	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	32.9	36.4	0	0	0	0	1	2	11	4	0	0	0	0	0	0	0	0
0630	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	37.8	0	0	0	0	0	2	11	6	1	0	0	0	0	0	0	1
0645	27	22	0	4	0	0	0	0	0	0	0	0	0	1	0	33.7	36.6	0	0	0	0	1	2	14	10	0	0	0	0	0	0	0	0
0700	31	25	0	6	0	0	0	0	0	0	0	0	0	0	0	33.3	37.3	0	0	0	0	1	5	14	9	1	1	0	0	0	0	0	2
0715	42	37	0	3	0	0	0	0	0	0	0	0	0	2	0	34.4	39.9	0	0	0	0	0	7	20	9	6	0	0	0	0	0	0	6
0730	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	33.4	36.9	0	0	0	0	0	8	27	12	3	0	0	0	0	0	0	3
0745	44	40	0	3	0	0	0	0	0	0	0	0	0	1	0	31.2	36.4	0	0	1	1	1	12	19	10	0	0	0	0	0	0	0	0
0800	48	46	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1	35.8	0	0	0	0	0	11	24	11	0	1	0	1	0	0	0	2
0815	57	53	0	4	0	0	0	0	0	0	0	0	0	0	0	32.5	35.7	0	0	0	0	1	12	34	8	2	0	0	0	0	0	0	2
0830	44	41	1	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35	0	0	0	0	0	17	21	6	0	0	0	0	0	0	0	0
0845	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	34.7	0	0	0	1	2	6	23	1	2	0	0	0	0	0	0	2
0900	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38.2	0	0	0	0	0	9	15	8	1	0	0	0	0	0	0	1
0915	21	16	0	3	0	0	0	0	0	0	0	0	0	2	0	31	35	0	0	0	0	2	6	10	3	0	0	0	0	0	0	0	0
0930	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	30.8	33.4	0	0	0	0	0	14	16	2	0	0	0	0	0	0	0	0
0945	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	34.7	0	0	0	1	1	10	11	3	0	0	0	0	0	0	0	0
1000	22	20	0	1	0	0	0	1	0	0	0	0	0	0	0	30.9	34.6	0	0	0	0	0	7	12	3	0	0	0	0	0	0	0	0
1015	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34.8	0	0	0	0	2	12	4	3	0	0	0	0	0	0	0	0
1030	31	28	0	2	1	0	0	0	0	0	0	0	0	0	0	30.7	33.3	0	0	0	0	0	15	13	2	1	0	0	0	0	0	0	1
1045	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	36.4	0	0	0	0	1	10	6	4	0	0	0	0	0	0	0	0
1100	25	23	0	1	0	0	0	0	0	0	0	0	0	0	1	29.1	33.3	0	0	1	0	2	12	8	2	0	0	0	0	0	0	0	0
1115	29	27	1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.3	0	0	0	0	0	15	13	1	0	0	0	0	0	0	0	0
1130	22	17	0	4	0	0	0	0	0	0	0	0	0	0	1	29	34.1	0	0	0	0	2	11	8	1	0	0	0	0	0	0	0	0
1145	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	30.3	33.6	0	0	0	0	2	14	17	1	0	0	0	0	0	0	0	0
1200	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	32.8	0	0	0	0	2	7	13	1	0	0	0	0	0	0	0	0
1215	23	19	1	2	0	0	0	0	0	0	0	0	0	0	1	28.3	33	0	0	0	1	2	1	8	9	2	0	0	0	0	0	0	0
1230	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	32.6	0	0	0	0	0	3	11	11	0	1	0	0	0	0	0	1
1245	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	34.2	0	0	0	0	0	5	12	8	2	0	0	0	0	0	0	0
1300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	34.2	0	0	0	0	0	6	11	2	0	0	0	0	0	0	0	0
1315	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	31.3	36	0	0	0	0	1	6	11	3	0	0	0	0	0	0	0	0
1330	23	18	0	5	0	0	0	0	0	0	0	0	0	0	0	29.9	33.5	0	0	0	0	4	9	8	2	0	0	0	0	0	0	0	0
1345	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	37.3	0	0	0	0	0	6	9	6	1	0	0	0	0	0	0	1
1400	24	19	0	3	0	0	2	0	0	0	0	0	0	0	0	30.1	35.7	0	0	0	0	2	2	6	10	3	1	0	0	0	0	0	1
1415	23	22	0	0	0	0	0	0	0	0	0	0	0	1	0	30.6	35.9	0	0	0	0	1	1	7	9	4	1	0	0	0	0	0	1
1430	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	30.7	34.7	0	0	0	0	0	3	14	14	4	0	0	0	0	0	0	0
1445	27	21	0	5	0	0	0	0	0	1	0	0	0	0	0	30.6	33.3	0	0	0	0	0	1	9	15	2	0	0	0	0	0	0	0
1500	29	25	1	3	0	0	0	0	0	0	0	0	0	0	0	30.6	33.8	0	0	0	0	0	0	13	13	3	0	0	0	0	0	0	0
1515	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	30.3	35.8	0	0	0	0	1	0	7	8	3	0	0	0	0	0	0	0
1530	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	33.8	0	0	0	0	1	0	8	15	2	0	0	0	0	0	0	0
1545	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	36.6	0	0	0	0	0	0	14	9	7	0	0	0	0	0	0	0
1600	38	32	0	4	0	0	0	1	0	0	0	0	0	1	0	30.7	36.2	0	0	0	0	0	6	10	16	5	1	0	0	0	0	0	1
1615	33	23	2	8	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	0	0	0	0	0	1	16	10	6	0	0	0	0	0	0	0
1630	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	34.6	0	0	0	0	0	2	13	16	5	0	0	0	0	0	0	0
1645	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.2	0	0	0	0	0	2	10	11	2	0	0	0	0	0	0	0
1700	42	37	0	4	0	0	0	1	0	0	0	0	0	0	0	32.1	34.4	0	0	0	0	0	1	10	26	3	2	0	0	0	0	0	2
1715	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.7	0	0	0	0	0	2	9	18	4	0	1	0	0	0	0	1
1730	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	36.8	0	0	0	0	0	2	11	7	3	1	0	0	0	0	0	1
1745	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	36.6	0	0	0	0	0	1	5	11	4	1	0	0	0	0	0	1
1800	26	22	0	1	0	0	0	0	0	1	0	0	0	0	2	28.4	34.3	0	0	3	2	1	5	12	3	0	0	0	0	0	0	0	0
1815	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.3	0	0	0	0	0	0	5	7	2	0	0	0	0	0	0	0
1830	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	36.8	0	0	0	0	0	0	4	6	3	0	0	0	0	0	0	0
1845	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	31.3	35.5	0	0	0	0	1	0	5	10	2	0	0	0	0	0	0	0
1900	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	37.9	0	0	0	0	0	0	5	11	2	1	0	0	0	0	0	1
1915	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	38.2	0	0	0	0	0	0	2	7	2	0	1	0	0	0	0	1
1930	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	2	5	2	0	0	0	0	0	0	0
1945	12	10	0	0	0	0	0	0	0	0	0	0	0	2	0	32.5	38.1	0	0	0	1	0	4	2	4	0	1	0	0	0	0	0	1
2000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	1	0	0	2	2	2	0	0	0	0	0	0	0	0
2015	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	2	1	1	3	0	0	0	0	0	0	0
2030	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-	0	0	0	0	2	1	2	2	1	0	0	0	0	0	0	0
2045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
2115	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	1
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	0	0	0	0	0	0	3	2	0	0	0	1	0	0	0	1
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0
2230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
2245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: AB (Northbound)

2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1390**	**1254**	**6**	**106**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**9**	**6**	**31.1**	**35.1**	**0**	**0**	**6**	**13**	**58**	**459**	**638**	**187**	**25**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**29**
06-22	**1558**	**1407**	**6**	**118**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**12**	**6**	**31.3**	**35.5**	**0**	**0**	**7**	**16**	**63**	**491**	**718**	**229**	**28**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**34**
06-00	**1573**	**1422**	**6**	**118**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**12**	**6**	**31.3**	**35.5**	**0**	**0**	**7**	**16**	**64**	**497**	**723**	**231**	**28**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**35**
00-00	**1609**	**1452**	**6**	**123**	**2**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**13**	**6**	**31.3**	**35.7**	**0**	**0**	**7**	**17**	**67**	**500**	**735**	**246**	**30**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**37**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

05 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15			85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0215	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	27.5	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0445	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
0615	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0
0630	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
0645	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	34.9	0	0	0	0	1	2	9	1	0	0	0	0	0	0	0	0
0700	12	10	0	1	1	0	0	0	0	0	0	0	0	0	0	33.1	37.9	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0
0715	19	16	0	1	2	0	0	0	0	0	0	0	0	0	0	31	35.7	0	0	0	0	0	8	7	4	0	0	0	0	0	0	0	0
0730	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	27.2	34.6	0	0	0	2	6	4	4	14	4	0	0	0	0	0	0	0
0745	40	27	0	10	2	0	1	0	0	0	0	0	0	0	0	29.4	36.8	0	0	0	0	1	8	13	10	8	0	0	0	0	0	0	0
0800	30	26	0	3	0	0	1	0	0	0	0	0	0	0	0	31.5	35.5	0	0	0	0	0	2	8	15	4	1	0	0	0	0	0	1
0815	36	30	1	5	0	0	0	0	0	0	0	0	0	0	0	29.2	33.7	0	0	0	0	0	7	11	16	2	0	0	0	0	0	0	0
0830	35	32	1	2	0	0	0	0	0	0	0	0	0	0	0	31.2	35.9	0	0	0	0	2	0	11	16	5	1	0	0	0	0	0	1
0845	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.1	0	0	0	0	0	0	11	17	2	1	0	0	0	0	0	1
0900	21	17	0	3	1	0	0	0	0	0	0	0	0	0	0	30.2	35.5	0	0	0	0	0	0	12	5	4	0	0	0	0	0	0	0
0915	31	27	0	3	0	1	0	0	0	0	0	0	0	0	0	28.3	31.5	0	0	0	0	1	1	21	7	1	0	0	0	0	0	0	0
0930	24	16	0	4	1	0	2	1	0	0	0	0	0	0	0	29.3	33.1	0	0	0	0	2	2	5	14	1	0	0	0	0	0	0	0
0945	31	27	1	2	1	0	0	0	0	0	0	0	0	0	0	28.4	33.7	0	0	0	0	0	9	12	7	2	1	0	0	0	0	0	1
1000	19	17	0	1	0	1	0	0	0	0	0	0	0	0	0	27.6	31.8	0	0	0	0	0	6	7	6	0	0	0	0	0	0	0	0
1015	21	13	1	5	0	0	0	1	1	0	0	0	0	0	0	29.1	32.3	0	0	0	0	0	3	8	10	0	0	0	0	0	0	0	0
1030	25	23	0	1	0	0	0	0	0	0	0	0	0	1	0	30.6	33.6	0	0	0	0	0	4	4	15	2	0	0	0	0	0	0	0
1045	30	26	0	2	1	0	0	0	0	0	0	0	0	0	1	29.9	34.7	0	0	0	0	0	1	17	9	3	0	0	0	0	0	0	0
1100	19	13	0	5	0	0	0	0	0	0	0	0	0	1	0	28.5	35.1	0	0	0	1	0	2	7	6	3	0	0	0	0	0	0	0
1115	31	24	0	4	2	0	0	0	0	0	0	0	0	0	1	27.7	34.1	0	0	0	1	3	3	13	8	3	0	0	0	0	0	0	0
1130	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	32.4	0	0	0	0	0	4	9	10	1	0	0	0	0	0	0	0
1145	27	24	0	2	0	0	0	0	0	0	0	0	0	1	0	29.4	32.8	0	0	0	0	0	3	12	10	2	0	0	0	0	0	0	0
1200	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	29.4	33	0	0	0	0	0	3	14	11	1	0	0	0	0	0	0	0
1215	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	0	1	12	8	1	0	0	0	0	0	0	0
1230	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	0	2	13	9	0	0	0	0	0	0	0	0
1245	29	26	1	1	0	0	0	1	0	0	0	0	0	0	0	29.5	32.7	0	0	0	0	0	3	13	11	2	0	0	0	0	0	0	0
1300	28	24	0	4	0	0	0	0	0	0	0	0	0	0	0	28.4	31.6	0	0	0	0	0	6	12	9	1	0	0	0	0	0	0	0
1315	18	14	0	2	0	0	0	0	0	0	0	0	0	2	0	30.6	34.2	0	0	0	0	1	0	7	8	2	0	0	0	0	0	0	0
1330	38	32	1	4	0	0	0	0	0	0	0	0	0	1	0	29.3	33.9	0	0	0	0	0	5	14	18	1	0	0	0	0	0	0	0
1345	34	27	0	6	1	0	0	0	0	0	0	0	0	0	0	29.1	34.2	0	0	0	0	1	3	17	10	3	0	0	0	0	0	0	0
1400	39	35	0	2	0	0	0	0	0	0	0	0	0	2	0	28.3	33.3	0	0	0	0	1	8	14	13	3	0	0	0	0	0	0	0
1415	30	25	0	3	0	0	0	1	0	0	0	0	0	1	0	28.6	34.3	0	0	0	1	0	4	13	9	3	0	0	0	0	0	0	0
1430	20	15	0	4	0	0	0	1	0	0	0	0	0	0	0	31	34.8	0	0	0	0	0	0	7	11	2	0	0	0	0	0	0	0
1445	35	32	0	2	0	0	0	1	0	0	0	0	0	0	0	29.5	34.3	0	0	0	0	0	4	14	15	2	0	0	0	0	0	0	0
1500	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	30.4	35.5	0	0	0	0	0	3	15	13	5	1	0	0	0	0	0	1
1515	60	53	1	5	0	0	0	0	0	0	0	0	0	1	0	29.5	32.9	0	0	0	0	0	4	31	22	3	0	0	0	0	0	0	0
1530	43	37	0	6	0	0	0	0	0	0	0	0	0	0	0	27.5	32.9	0	0	0	1	3	10	13	14	2	0	0	0	0	0	0	0
1545	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.1	0	0	0	0	0	3	17	14	2	0	0	0	0	0	0	0
1600	52	46	0	4	0	1	0	0	0	0	0	0	0	1	0	30.4	33.6	0	0	0	1	1	1	17	28	3	1	0	0	0	0	0	1
1615	55	47	0	5	0	0	0	0	0	1	0	0	0	2	0	30.6	34.8	0	0	0	0	0	9	12	26	7	1	0	0	0	0	0	1
1630	78	68	0	9	0	0	0	0	0	0	0	0	0	1	0	30.3	34.3	0	0	0	0	0	12	23	35	8	0	0	0	0	0	0	0
1645	81	73	0	5	0	0	0	0	0	0	0	0	0	2	1	30	34	0	0	0	0	1	5	32	36	6	1	0	0	0	0	0	1
1700	71	62	0	7	0	1	0	0	0	0	0	0	0	1	0	31.6	34.4	0	0	0	0	0	2	19	42	7	1	0	0	0	0	0	1
1715	99	94	0	5	0	0	0	0	0	0	0	0	0	0	0	32.1	35.2	0	0	0	0	0	2	26	56	11	4	0	0	0	0	0	4
1730	94	87	0	5	0	0	0	0	1	0	0	0	0	1	0	29.7	34.1	0	0	0	0	0	9	44	35	6	0	0	0	0	0	0	0
1745	81	72	0	8	0	0	0	0	0	0	0	0	0	1	0	29.4	34.9	0	0	0	7	6	1	12	44	11	0	0	0	0	0	0	0
1800	55	50	0	5	0	0	0	0	0	0	0	0	0	0	0	32.2	36.1	0	0	0	0	0	1	14	29	11	0	0	0	0	0	0	0
1815	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	35.7	0	0	0	0	0	5	10	22	7	0	0	0	0	0	0	0
1830	38	34	2	2	0	0	0	0	0	0	0	0	0	0	0	31.4	35.6	0	0	0	0	0	3	12	16	7	0	0	0	0	0	0	0
1845	32	27	0	4	0	0	0	0	0	0	0	0	0	1	0	31.8	37.1	0	0	0	0	0	1	10	11	9	1	0	0	0	0	0	1
1900	18	16	1	1	0	0	0	0	0	0	0	0	0	0	0	32.1	37.7	0	0	0	0	0	0	7	7	3	1	0	0	0	0	0	1
1915	13	12	0	0	0	0	0	1	0	0	0	0	0	0	0	29.1	33.9	0	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0
1930	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.3	0	0	0	0	1	0	6	10	7	0	0	0	0	0	0	0
1945	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	35.1	0	0	0	0	1	2	7	5	3	0	0	0	0	0	0	0
2000	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	29.7	34.9	0	0	0	2	0	0	6	10	2	0	0	0	0	0	0	0
2015	24	21	0	2	0	0	0	0	0	0	0	0	0	1	0	28.7	31.4	0	0	0	0	0	2	15	6	1	0	0	0	0	0	0	0
2030	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	35.4	0	0	0	0	0	0	2	9	1	1	0	0	0	0	0	1
2045	17	16	0	0	0	0	0	0	0	0	0	0	0	0	1	31.6	37.8	0	0	0	0	0	1	5	7	2	2	0	0	0	0	0	2
2100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0
2115	15	13	0	1	0	0	0	0	0	0	0	0	0	0	1	25.9	33.1	0	0	0	1	0	7	4	2	1	0	0	0	0	0	0	0
2130	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0
2145	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0
2215	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0
2245	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	39.5	0	0	0	0	0	0	2	5	3	1	0	0	0	0	0	1
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	1

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1842**	**1604**	**9**	**177**	**12**	**4**	**4**	**6**	**2**	**1**	**0**	**0**	**0**	**20**	**3**	**29.9**	**34.1**	**0**	**0**	**14**	**29**	**169**	**654**	**781**	**181**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**2054**	**1799**	**10**	**187**	**12**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30**	**34.2**	**0**	**0**	**17**	**31**	**188**	**722**	**868**	**210**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
06-00	**2096**	**1841**	**10**	**187**	**12**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30.1**	**34.3**	**0**	**0**	**17**	**31**	**190**	**734**	**884**	**220**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
00-00	**2111**	**1854**	**10**	**188**	**13**	**4**	**4**	**7**	**2**	**1**	**0**	**0**	**0**	**22**	**6**	**30.1**	**34.4**	**0**	**0**	**17**	**31**	**191**	**740**	**888**	**223**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

06 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.5	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
0600	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	30	-	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0
0615	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0
0630	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0645	15	12	0	2	1	0	0	0	0	0	0	0	0	0	0	30	34.2	0	0	0	0	1	5	8	1	0	0	0	0	0	0	0	0
0700	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	32	34.7	0	0	0	0	1	3	13	2	0	0	0	0	0	0	0	0
0715	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	37.4	0	0	0	0	2	5	4	2	1	0	0	0	0	0	0	1
0730	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	31.4	35.5	0	0	0	0	0	4	5	10	3	0	1	0	0	0	0	1
0745	39	31	1	6	0	1	0	0	0	0	0	0	0	0	0	30.5	37	0	0	0	0	3	4	11	12	7	2	0	0	0	0	0	2
0800	39	31	1	5	1	0	1	0	0	0	0	0	0	0	0	30.3	34.1	0	0	0	0	0	2	18	17	2	0	0	0	0	0	0	0
0815	36	30	0	4	1	1	0	0	0	0	0	0	0	0	0	29.1	34.6	0	0	0	0	0	12	5	15	4	0	0	0	0	0	0	0
0830	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	31	36.1	0	0	0	0	0	0	10	10	6	0	0	0	0	0	0	0
0845	39	34	0	4	0	0	0	0	0	0	0	0	0	1	0	29.1	33	0	0	0	0	1	4	14	18	2	0	0	0	0	0	0	0
0900	29	23	0	5	0	0	1	0	0	0	0	0	0	0	0	31.7	35	0	0	0	0	1	5	19	4	0	0	0	0	0	0	0	0
0915	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	30.2	36.4	0	0	0	1	3	13	16	6	0	0	0	0	0	0	0	0
0930	35	32	0	3	0	0	0	0	0	0	0	0	0	0	0	28.8	33.6	0	0	0	0	8	11	14	2	0	0	0	0	0	0	0	0
0945	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	32.4	36.8	0	0	0	0	0	8	17	5	0	0	0	0	0	0	0	0
1000	18	14	1	2	1	0	0	0	0	0	0	0	0	0	0	28.5	33.2	0	0	0	0	3	11	3	1	0	0	0	0	0	0	0	0
1015	36	30	1	5	0	0	0	0	0	0	0	0	0	0	0	27.5	32.3	0	0	0	0	12	14	10	0	0	0	0	0	0	0	0	0
1030	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.5	0	0	0	0	2	4	12	0	0	0	0	0	0	0	0	0
1045	32	26	0	5	0	0	0	0	0	0	0	0	0	1	0	29.8	34.7	0	0	0	0	4	15	9	4	0	0	0	0	0	0	0	0
1100	16	14	0	1	0	0	0	0	0	0	0	0	0	0	1	30	34.6	0	0	0	0	1	7	6	2	0	0	0	0	0	0	0	0
1115	27	22	1	4	0	0	0	0	0	0	0	0	0	0	0	29.1	33.8	0	0	0	0	5	11	9	2	0	0	0	0	0	0	0	0
1130	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	33.6	0	0	0	0	3	12	14	1	0	0	0	0	0	0	0	0
1145	18	14	0	2	0	0	0	0	0	0	0	0	0	1	1	28.9	34.8	0	0	0	0	4	6	6	2	0	0	0	0	0	0	0	0
1200	22	20	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8	37.5	0	0	0	0	3	8	7	2	2	0	0	0	0	0	0	2
1215	38	31	0	3	1	0	0	0	0	0	0	0	0	3	0	29.2	33.2	0	0	0	0	5	19	12	2	0	0	0	0	0	0	0	0
1230	36	32	0	3	0	0	0	0	1	0	0	0	0	0	0	29.8	33.9	0	0	0	0	3	18	11	4	0	0	0	0	0	0	0	0
1245	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	28.1	32.9	0	0	0	1	10	16	12	2	0	0	0	0	0	0	0	0
1300	38	33	0	4	0	0	0	0	0	0	0	0	0	1	0	29.8	33.1	0	0	0	0	4	16	14	4	0	0	0	0	0	0	0	0
1315	36	29	3	2	0	1	0	0	0	0	0	0	0	1	0	27.5	34.2	0	0	0	3	10	10	10	3	0	0	0	0	0	0	0	0
1330	23	19	0	3	0	0	0	0	0	0	0	0	0	1	0	28.8	31.3	0	0	0	0	3	8	12	0	0	0	0	0	0	0	0	0
1345	26	19	0	6	0	1	0	0	0	0	0	0	0	0	0	28.8	33.4	0	0	0	0	3	15	7	1	0	0	0	0	0	0	0	0
1400	44	37	0	5	0	1	0	0	0	0	0	0	0	1	0	29.7	32.3	0	0	0	0	4	19	18	3	0	0	0	0	0	0	0	0
1415	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	33.9	0	0	0	0	2	13	13	2	0	0	0	0	0	0	0	0
1430	35	29	0	5	0	0	0	0	0	0	0	0	0	1	0	29.4	33.2	0	0	0	0	5	14	14	2	0	0	0	0	0	0	0	0
1445	41	36	0	4	0	0	0	0	0	0	0	0	0	0	1	30.2	34.9	0	0	1	2	1	15	16	6	0	0	0	0	0	0	0	0
1500	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	36	0	0	0	1	4	9	14	6	0	0	0	0	0	0	0	0
1515	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	28.8	32.9	0	0	0	0	8	16	12	1	0	0	0	0	0	0	0	0
1530	52	47	0	5	0	0	0	0	0	0	0	0	0	0	0	29.1	34.7	0	0	0	1	11	15	20	5	0	0	0	0	0	0	0	0
1545	30	22	0	5	0	0	1	0	0	0	0	0	0	2	0	29.9	34.6	0	0	0	0	1	20	6	3	0	0	0	0	0	0	0	0
1600	52	43	1	8	0	0	0	0	0	0	0	0	0	0	0	28	34.1	0	0	0	1	16	17	15	3	0	0	0	0	0	0	0	0
1615	58	49	0	7	0	0	0	1	0	0	0	0	0	1	0	30.2	32.8	0	0	0	0	3	23	29	2	1	0	0	0	0	0	0	1
1630	71	62	0	8	0	0	0	0	0	0	0	0	0	1	0	29.7	33.6	0	0	0	0	2	41	24	4	0	0	0	0	0	0	0	0
1645	94	80	0	9	0	0	0	0	0	0	0	0	0	5	0	31.2	34.4	0	0	0	0	1	31	51	9	2	0	0	0	0	0	0	2
1700	76	66	0	9	0	0	0	0	0	0	0	0	0	1	0	31	34.6	0	0	0	0	0	37	30	7	2	0	0	0	0	0	0	2
1715	79	73	0	5	0	0	0	0	0	0	0	0	0	1	0	31.6	35.1	0	0	0	0	0	33	33	13	0	0	0	0	0	0	0	0
1730	70	63	0	3	0	1	0	0	0	0	0	0	0	3	0	29.9	33.9	0	0	0	0	5	0	28	32	5	0	0	0	0	0	0	0
1745	69	63	0	4	0	1	0	0	0	0	0	0	0	1	0	31.8	34.7	0	0	0	0	0	0	21	39	9	0	0	0	0	0	0	0
1800	57	55	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	34.3	0	0	1	0	7	13	33	2	1	0	0	0	0	0	0	1
1815	55	53	0	2	0	0	0	0	0	0	0	0	0	0	0	32.3	35.4	0	0	0	0	0	11	35	8	1	0	0	0	0	0	0	1
1830	35	31	1	2	0	0	0	0	0	0	0	0	0	1	0	31.2	35.3	0	0	0	0	3	9	17	6	0	0	0	0	0	0	0	0
1845	27	24	0	0	0	1	0	1	0	0	0	0	0	1	0	31.6	34.5	0	0	0	0	0	10	14	2	1	0	0	0	0	0	0	1
1900	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	35.4	0	0	0	0	1	14	9	4	0	0	0	0	0	0	0	0
1915	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	36.3	0	0	0	0	1	5	12	4	1	0	0	0	0	0	0	1
1930	25	21	0	2	0	0	0	0	0	0	0	0	0	2	0	31	34.7	0	0	0	0	2	8	12	3	0	0	0	0	0	0	0	0
1945	27	25	0	0	0	0	0	0	1	0	0	0	0	0	1	30.9	34.8	0	0	0	0	2	0	6	16	3	0	0	0	0	0	0	0
2000	15	13	0	1	0	0	0	0	0	0	0	0	0	1	0	33.1	42	0	0	0	0	1	0	2	8	2	1	1	0	0	0	0	2
2015	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	34.1	40	0	0	0	0	0	0	3	2	5	1	0	0	0	0	0	1
2030	11	9	0	1	0	0	0	0	0	0	0	0	0	1	0	34	36.9	0	0	0	0	0	0	2	6	2	1	0	0	0	0	0	1
2045	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	-	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0
2100	26	23	0	1	0	0	0	1	0	0	0	0	0	1	0	30.1	37	0	0	0	0	2	14	6	2	2	0	0	0	0	0	0	2
2115	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	29.7	-	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0
2130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	36.2	0	0	0	0	0	4	8	1	1	0	0	0	0	0	0	1
2145	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0
2200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	44.8	0	0	0	0	1	2	5	3	0	2	0	0	0	0	0	2
2215	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0
2230	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0
2245	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	31.1	-	0	0	0	0	1	4	0	4	0	0	0	0	0	0	0	0
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
2315	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	2

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	1
2345	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
07-19	**1869**	**1629**	**12**	**178**	**4**	**8**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**3**	**30.1**	**34.3**	**0**	**0**	**2**	**19**	**184**	**693**	**784**	**173**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**2102**	**1836**	**12**	**193**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**35**	**5**	**30.2**	**34.4**	**0**	**0**	**2**	**22**	**193**	**765**	**888**	**210**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
06-00	**2157**	**1888**	**12**	**195**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**35**	**6**	**30.3**	**34.6**	**0**	**0**	**2**	**22**	**196**	**777**	**901**	**231**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**28**
00-00	**2173**	**1902**	**12**	**197**	**5**	**8**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**35**	**6**	**30.4**	**34.6**	**0**	**0**	**2**	**22**	**197**	**780**	**904**	**236**	**27**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**32**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

07 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9	-	0	0	0	0	1	1	2	1	2	0	1	0	0	0	0	0	3
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56.7	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0545	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	1
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0615	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	26.9	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0630	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0
0645	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0
0700	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.8	0	0	0	0	0	1	4	1	5	0	0	0	0	0	0	0	0
0715	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	28.5	31.2	0	0	0	0	0	2	7	4	0	0	0	0	0	0	0	0	0
0730	33	30	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	35.4	0	0	0	0	0	1	8	16	7	1	0	0	0	0	0	0	1
0745	34	24	0	8	0	0	0	1	0	0	0	0	0	1	0	25.9	33.1	0	0	2	5	8	7	11	1	0	0	0	0	0	0	0	0	0
0800	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	33.2	0	0	0	0	2	18	11	3	0	0	0	0	0	0	0	0	0
0815	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0	31.2	35.7	0	0	0	0	4	5	17	5	1	0	0	0	0	0	0	0	1
0830	33	28	0	4	0	0	0	1	0	0	0	0	0	0	0	31.3	34.9	0	0	0	0	3	9	16	2	3	0	0	0	0	0	0	0	3
0845	33	25	1	5	0	0	0	0	0	0	0	0	0	2	0	30.7	36.7	0	0	0	2	1	14	9	6	1	0	0	0	0	0	0	0	1
0900	25	21	0	1	1	0	0	2	0	0	0	0	0	0	0	31.2	37.2	0	0	0	0	1	9	10	5	0	0	0	0	0	0	0	0	0
0915	40	36	0	2	0	0	1	1	0	0	0	0	0	0	0	29.5	33	0	0	0	0	0	8	11	18	3	0	0	0	0	0	0	0	0
0930	23	18	0	4	0	0	0	0	0	0	0	0	0	1	0	29	33.6	0	0	0	0	2	4	5	10	2	0	0	0	0	0	0	0	0
0945	31	28	0	2	0	0	0	1	0	0	0	0	0	0	0	29	34.9	0	0	0	0	0	6	13	8	4	0	0	0	0	0	0	0	0
1000	23	19	2	2	0	0	0	0	0	0	0	0	0	0	0	30.4	32.9	0	0	0	0	0	1	8	14	0	0	0	0	0	0	0	0	0
1015	34	29	0	4	0	0	0	0	0	0	0	0	0	1	0	29.8	34.7	0	0	0	0	0	5	15	12	2	0	0	0	0	0	0	0	0
1030	33	27	0	4	0	0	0	1	0	0	0	0	0	1	0	27.9	33.3	0	0	0	0	1	8	12	11	0	1	0	0	0	0	0	0	1
1045	29	25	0	2	0	0	0	0	0	0	0	0	0	2	0	29.9	32.9	0	0	0	0	0	1	14	13	1	0	0	0	0	0	0	0	0
1100	23	20	0	2	1	0	0	0	0	0	0	0	0	0	0	27	32.8	0	0	2	2	2	7	8	2	0	0	0	0	0	0	0	0	0
1115	34	32	0	1	0	0	0	0	0	0	0	0	0	0	1	29.1	33.4	0	0	0	0	5	15	13	1	0	0	0	0	0	0	0	0	0
1130	21	18	0	2	0	0	0	0	0	0	0	0	0	0	1	28.9	33.1	0	0	0	0	3	10	8	0	0	0	0	0	0	0	0	0	0
1145	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	28.7	32	0	0	0	0	1	3	21	11	0	0	0	0	0	0	0	0	0
1200	30	27	0	2	1	0	0	0	0	0	0	0	0	0	0	29.9	34.9	0	0	0	0	0	2	16	8	3	1	0	0	0	0	0	0	1
1215	33	31	0	1	0	0	0	0	0	0	0	0	0	1	0	28.9	32.7	0	0	0	0	0	5	16	11	1	0	0	0	0	0	0	0	0
1230	36	31	0	4	0	0	0	0	0	0	0	0	0	1	0	30.4	34.5	0	0	0	0	0	1	18	14	2	1	0	0	0	0	0	0	1
1245	41	34	0	6	0	0	0	0	0	0	0	0	0	1	0	29.6	33.5	0	0	0	0	0	5	18	15	3	0	0	0	0	0	0	0	0
1300	36	29	1	6	0	0	0	0	0	0	0	0	0	0	0	31.5	37.3	0	0	0	0	0	0	17	11	6	2	0	0	0	0	0	0	2
1315	39	35	0	3	0	1	0	0	0	0	0	0	0	0	0	29.4	33.1	0	0	0	0	0	6	15	15	3	0	0	0	0	0	0	0	0
1330	41	36	0	4	0	0	0	0	0	0	0	0	0	0	1	29.2	35	0	0	0	0	1	6	17	11	5	1	0	0	0	0	0	0	1
1345	49	40	0	7	0	0	0	1	0	0	0	0	0	1	0	29.5	32.9	0	0	0	0	0	3	27	14	5	0	0	0	0	0	0	0	0
1400	31	21	1	7	1	0	0	0	0	0	0	0	0	1	0	30	34.8	0	0	0	0	0	3	13	11	4	0	0	0	0	0	0	0	0
1415	45	41	0	3	0	0	0	0	0	0	0	0	0	1	0	28.4	31.6	0	0	0	0	1	4	26	14	0	0	0	0	0	0	0	0	0
1430	41	36	1	4	0	0	0	0	0	0	0	0	0	0	0	30.3	34	0	0	0	0	0	4	12	23	2	0	0	0	0	0	0	0	0
1445	30	28	0	1	0	0	0	0	0	0	0	0	0	1	0	30.7	34.9	0	0	0	0	0	1	13	12	4	0	0	0	0	0	0	0	0
1500	49	43	0	4	0	0	0	0	0	0	0	0	0	0	2	29.1	33.9	0	0	0	0	1	9	21	15	3	0	0	0	0	0	0	0	0
1515	39	32	0	4	0	0	0	0	0	0	0	0	0	3	0	27	34.4	0	0	0	0	0	9	4	16	6	3	0	1	0	0	0	0	1
1530	50	48	0	2	0	0	0	0	0	0	0	0	0	0	0	28.1	34.3	0	0	0	0	4	8	20	14	4	0	0	0	0	0	0	0	0
1545	47	35	1	9	0	0	0	1	0	0	0	0	0	1	0	30.3	33.9	0	0	0	0	1	4	18	20	3	1	0	0	0	0	0	0	1
1600	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	26.1	32.6	0	1	4	7	8	17	15	4	0	0	0	0	0	0	0	0	0
1615	69	63	1	3	0	0	0	0	0	0	0	0	0	2	0	30.7	34.6	0	0	0	0	6	23	31	8	1	0	0	0	0	0	0	0	1
1630	65	55	0	8	0	0	0	0	0	0	0	0	0	2	0	28.2	32.2	0	0	0	0	12	31	17	5	0	0	0	0	0	0	0	0	0
1645	78	70	0	8	0	0	0	0	0	0	0	0	0	0	0	29.4	33	0	0	0	0	11	31	33	3	0	0	0	0	0	0	0	0	0
1700	63	58	0	5	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9	0	0	0	0	1	29	24	8	1	0	0	0	0	0	0	0	1
1715	64	57	0	7	0	0	0	0	0	0	0	0	0	0	0	30.4	32.8	0	0	0	0	1	26	33	3	1	0	0	0	0	0	0	0	1
1730	66	63	0	1	0	0	0	0	0	1	0	0	0	1	0	30.5	34.4	0	0	0	0	3	30	25	7	1	0	0	0	0	0	0	0	1
1745	47	44	0	2	0	0	0	0	0	0	0	0	0	1	0	31.6	35.2	0	0	0	0	4	10	23	10	0	0	0	0	0	0	0	0	0
1800	44	38	0	6	0	0	0	0	0	0	0	0	0	0	0	29.2	34.1	0	0	2	2	4	16	16	4	0	0	0	0	0	0	0	0	0
1815	46	40	0	6	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8	0	0	0	0	2	15	19	9	1	0	0	0	0	0	0	0	1
1830	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	35	0	0	0	0	0	0	11	17	4	0	0	0	0	0	0	0	0
1845	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	34.2	0	0	0	0	0	0	6	15	1	1	0	0	0	0	0	0	1
1900	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	33	38.6	0	0	0	0	0	0	8	9	7	0	0	0	0	0	0	0	0
1915	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	36.6	0	0	0	0	0	0	9	9	3	2	0	0	0	0	0	0	2
1930	21	17	1	0	0	0	0	0	0	0	0	0	0	3	0	30.7	35	0	0	0	0	1	0	6	11	3	0	0	0	0	0	0	0	0
1945	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1	0	0	0	0	0	1	6	9	3	0	0	0	0	0	0	0	0
2000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0
2015	20	17	0	1	0	0	0	0	0	0	0	0	0	1	1	31.7	37.2	0	0	0	0	0	1	8	5	6	0	0	0	0	0	0	0	0
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	1
2045	13	11	0	0	0	0	0	0	0	0	0	0	0	2	0	30.2	33.3	0	0	0	0	0	1	6	5	0	0	1	0	0	0	0	0	1
2100	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	31.9	36.9	0	0	0	0	0	1	4	2	4	0	0	0	0	0	0	0	0
2115	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0
2130	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	37.6	0	0	0	0	0	2	7	2	2	1	0	0	0	0	0	0	1
2145	10	7	1	1	0	0	0	0	0	0	0	0	0	1	0	31.5	-	0	0	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0
2215	10	9	0	0	0	0	0	0	0	0	0	0	0	1	0	29.8	-	0	0	0	0	1	0	5	3	0	0	1	0	0	0	0	0	1
2230	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	28.5	-	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0
2245	9	6	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	-	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0
2300	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	-	0	0	0	0	0	0	3	2	1	4	0	0	0	0	0	0	4
2315	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	3

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2345	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	1	0	1	3	2	0	0	0	0	0	0	0	0
07-19	**1865**	**1628**	**8**	**183**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**23**	**7**	**29.7**	**34**	**0**	**1**	**10**	**39**	**186**	**740**	**703**	**166**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
06-22	**2062**	**1802**	**10**	**193**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**32**	**9**	**29.8**	**34.2**	**0**	**1**	**10**	**40**	**192**	**816**	**772**	**206**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
06-00	**2122**	**1854**	**11**	**198**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**33**	**10**	**29.9**	**34.3**	**0**	**1**	**10**	**43**	**192**	**830**	**799**	**214**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
00-00	**2148**	**1877**	**11**	**201**	**4**	**1**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**33**	**10**	**30**	**34.4**	**0**	**1**	**10**	**43**	**194**	**832**	**807**	**221**	**32**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**40**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

08 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0615	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0
0700	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	1
0715	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	1
0730	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	1
0745	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	37.8	0	0	0	0	0	3	5	5	0	0	0	0	0	0	0	0
0800	8	5	0	2	0	0	0	1	0	0	0	0	0	0	0	28.3	-	0	0	0	0	2	4	0	2	0	0	0	0	0	0	0	0
0815	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.5	0	0	0	0	0	9	6	3	1	0	0	0	0	0	0	1
0830	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	34.3	0	0	0	0	2	9	10	2	0	0	0	0	0	0	0	0
0845	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	33.2	0	0	0	0	0	14	12	1	0	0	0	0	0	0	0	0
0900	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	36	0	0	0	0	0	11	11	6	0	0	0	0	0	0	0	0
0915	28	24	1	2	0	0	0	1	0	0	0	0	0	0	0	30	32	0	0	0	0	1	13	12	2	0	0	0	0	0	0	0	0
0930	26	23	1	1	0	0	0	0	0	0	0	0	0	1	0	30.7	35.9	0	0	0	0	2	10	10	4	0	0	0	0	0	0	0	0
0945	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	31.3	0	0	0	1	5	15	5	1	1	0	0	0	0	0	0	1
1000	31	27	0	2	0	0	0	0	0	0	0	0	0	2	0	30.6	36.2	0	0	0	1	0	15	8	7	0	0	0	0	0	0	0	0
1015	28	27	0	0	0	0	0	1	0	0	0	0	0	0	0	28.4	32.2	0	0	0	0	6	14	7	0	0	1	0	0	0	0	0	1
1030	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	31.8	0	0	0	0	2	12	16	0	0	0	0	0	0	0	0	0
1045	52	34	0	3	0	0	0	0	0	0	0	0	0	15	0	30.5	34.1	0	0	0	0	1	29	17	4	0	1	0	0	0	0	0	1
1100	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.7	0	0	0	0	0	6	12	10	3	0	0	0	0	0	0	0
1115	38	36	0	1	0	0	0	0	0	0	0	0	0	1	0	30.3	33.4	0	0	0	0	2	19	16	0	1	0	0	0	0	0	0	1
1130	34	32	0	1	0	0	0	0	0	0	0	0	0	1	0	28.5	32.1	0	0	0	0	4	20	8	2	0	0	0	0	0	0	0	0
1145	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	32.6	0	0	0	0	2	16	10	1	0	0	0	0	0	0	0	0
1200	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	32	0	0	0	0	2	14	18	1	0	0	0	0	0	0	0	0
1215	39	35	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	32.3	0	0	0	1	3	22	13	0	0	0	0	0	0	0	0	0
1230	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	29.7	33	0	0	0	0	2	16	8	1	1	0	0	0	0	0	0	1
1245	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	33.2	0	0	0	0	1	10	13	2	0	0	0	0	0	0	0	0
1300	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	33.4	0	0	0	0	1	8	11	2	0	0	0	0	0	0	0	0
1315	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	29.4	33.4	0	0	0	0	3	17	16	2	0	0	0	0	0	0	0	0
1330	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	34.1	0	0	0	0	0	10	16	3	0	0	0	0	0	0	0	0
1345	44	39	0	5	0	0	0	0	0	0	0	0	0	0	0	29.3	32.2	0	0	0	1	2	20	21	0	0	0	0	0	0	0	0	0
1400	28	27	0	0	0	0	0	0	1	0	0	0	0	0	0	27.8	32.4	0	0	0	0	3	4	11	9	1	0	0	0	0	0	0	0
1415	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	32.4	0	0	0	0	4	15	13	1	0	0	0	0	0	0	0	0
1430	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	33.3	0	0	0	0	1	15	9	2	0	0	0	0	0	0	0	0
1445	23	20	1	2	0	0	0	0	0	0	0	0	0	0	0	27.6	31.2	0	0	0	0	4	14	4	1	0	0	0	0	0	0	0	0
1500	25	24	0	0	0	0	0	0	0	0	0	0	0	0	1	30.3	35	0	0	0	0	1	4	4	13	3	0	0	0	0	0	0	0
1515	24	21	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	33.4	0	0	0	0	1	8	13	0	2	0	0	0	0	0	0	2
1530	34	30	1	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.5	0	0	0	0	0	4	18	12	0	0	0	0	0	0	0	0
1545	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	33.8	0	0	0	0	1	2	8	6	2	0	0	0	0	0	0	0
1600	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.4	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1615	19	18	0	0	0	0	0	1	0	0	0	0	0	0	0	29.8	33.3	0	0	0	0	1	1	8	8	1	0	0	0	0	0	0	0
1630	36	33	1	2	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	0	2	17	13	4	0	0	0	0	0	0	0
1645	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	33.2	0	0	0	0	1	1	10	14	1	0	0	0	0	0	0	0
1700	30	26	0	4	0	0	0	0	0	0	0	0	0	0	0	29	33.1	0	0	0	0	0	3	15	9	3	0	0	0	0	0	0	0
1715	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	34	0	0	0	1	2	6	13	1	1	0	0	0	0	0	0	1
1730	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	35.8	0	0	0	2	3	6	6	5	0	0	0	0	0	0	0	0
1745	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.7	0	0	0	0	3	15	13	1	0	0	0	0	0	0	0	0
1800	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30	35	0	0	0	1	0	8	6	2	0	0	0	0	0	0	0	0
1815	17	15	0	1	0	0	0	0	0	0	0	0	0	1	0	28.4	32.6	0	0	0	0	2	12	2	0	1	0	0	0	0	0	0	1
1830	26	25	0	0	0	0	0	0	0	0	0	0	0	1	0	31.2	37.4	0	0	0	0	3	10	5	7	1	0	0	0	0	0	0	1
1845	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	35	0	0	0	0	5	5	6	3	0	0	0	0	0	0	0	0
1900	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	33.6	0	0	0	0	2	12	11	1	1	0	0	0	0	0	0	1
1915	19	16	0	1	0	0	0	0	0	0	0	0	0	2	0	30.2	36.1	0	1	0	1	1	5	7	3	1	0	0	0	0	0	0	1
1930	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	33.1	0	0	1	0	0	6	9	1	0	0	0	0	0	0	0	0
1945	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	34.9	0	0	1	2	3	5	5	2	0	0	0	0	0	0	0	0
2000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	34	0	0	0	0	4	9	5	1	1	0	0	0	0	0	0	1
2015	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	30	35.7	0	0	0	0	0	1	6	3	1	0	0	0	0	0	0	0
2030	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.9	0	0	0	1	2	3	7	2	0	0	0	0	0	0	0	0
2045	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30	33.8	0	0	1	0	1	5	5	0	1	0	0	0	0	0	0	1
2100	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	27	-	0	0	0	0	4	4	0	1	0	0	0	0	0	0	0	0
2115	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	2	1	4	3	0	0	0	0	0	0	0	0
2130	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0
2145	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	1	4	2	2	0	0	0	0	0	0	0	0
2215	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	31.5	34.3	0	0	0	0	0	2	3	9	0	0	0	1	0	0	0	1
2230	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	1
2245	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0
2300	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	36.9	0	0	0	0	0	1	0	8	5	0	0	0	0	0	0	0
2315	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	2	1	0	2	0	0	0	0	0	2

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
2345	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	1	0	0	2	4	3	0	0	0	0	0	0	0	0
07-19	**1258**	**1158**	**5**	**66**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**29.8**	**33.6**	**0**	**0**	**1**	**17**	**99**	**560**	**469**	**98**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**1441**	**1328**	**6**	**76**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**1**	**29.7**	**33.7**	**0**	**1**	**4**	**21**	**123**	**623**	**537**	**114**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**
06-00	**1512**	**1396**	**6**	**78**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**29.9**	**33.9**	**0**	**1**	**5**	**21**	**127**	**638**	**571**	**127**	**18**	**3**	**1**	**0**	**0**	**0**	**0**	**22**
00-00	**1536**	**1419**	**6**	**79**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**29.9**	**34**	**0**	**1**	**5**	**21**	**129**	**641**	**579**	**136**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**24**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

09 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
0015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-	0	0	0	0	0	2	0	0	1	1	0	1	0	0	0	3
0030	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
0045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0115	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
0130	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2
0145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0630	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0645	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0715	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0730	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
0745	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0815	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0830	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0
0845	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	33.1	0	0	0	0	0	6	3	4	0	0	0	0	0	0	0	0
0900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.3	0	0	0	0	3	4	8	0	0	0	0	0	0	0	0	0
0915	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	31.7	0	0	0	0	4	13	6	0	0	0	0	0	0	0	0	0
0930	33	29	1	3	0	0	0	0	0	0	0	0	0	0	0	29.1	33.1	0	0	0	0	4	16	12	1	0	0	0	0	0	0	0	0
0945	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	36.4	0	0	0	0	4	12	10	4	2	0	0	0	0	0	0	2
1000	25	19	0	0	0	0	0	0	0	0	0	0	0	5	1	30	33.4	0	0	0	0	3	10	11	1	0	0	0	0	0	0	0	0
1015	19	16	0	1	0	0	0	0	0	0	0	0	0	1	1	30.8	36.6	0	0	0	0	1	7	8	3	0	0	0	0	0	0	0	0
1030	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	35.7	0	0	0	0	0	4	5	3	1	0	0	0	0	0	0	1
1045	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31	34.7	0	0	0	0	1	7	10	1	0	0	0	0	0	0	0	0
1100	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	28.4	33.5	0	0	0	0	0	5	13	7	1	0	0	0	0	0	0	0
1115	22	21	0	0	0	0	0	0	0	0	0	0	0	1	0	29.6	35.8	0	0	0	0	0	4	8	7	3	0	0	0	0	0	0	0
1130	35	32	0	1	0	0	0	0	0	0	0	0	0	0	2	28.7	33.6	0	0	0	0	2	5	14	10	4	0	0	0	0	0	0	0
1145	45	42	1	2	0	0	0	0	0	0	0	0	0	0	0	27.9	32.3	0	0	0	0	3	6	20	16	0	0	0	0	0	0	0	0
1200	47	43	0	1	0	0	0	0	0	0	1	0	0	2	0	28.7	31.4	0	0	0	0	1	4	26	15	1	0	0	0	0	0	0	0
1215	27	24	0	2	0	0	0	0	0	0	0	0	0	0	1	31.5	36.7	0	0	0	0	0	0	12	9	5	1	0	0	0	0	0	1
1230	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.7	0	0	0	0	0	0	9	12	5	0	0	0	0	0	0	0
1245	34	30	0	3	0	0	0	0	0	0	0	0	0	1	0	29.5	32.3	0	0	0	0	2	0	18	12	2	0	0	0	0	0	0	0
1300	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	31.2	36.2	0	0	0	0	0	1	6	11	6	0	0	0	0	0	0	0
1315	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	32	35.8	0	0	0	0	0	0	6	10	5	0	0	0	0	0	0	0
1330	28	25	1	0	0	0	0	0	0	0	0	0	0	0	2	26.2	31.4	0	0	0	0	1	13	8	6	0	0	0	0	0	0	0	0
1345	30	28	0	1	0	0	0	0	0	0	0	0	0	1	0	29	33.2	0	0	0	0	2	1	11	14	2	0	0	0	0	0	0	0
1400	32	30	0	1	0	0	0	0	0	0	0	0	0	1	0	29	34.1	0	0	0	0	0	7	12	9	4	0	0	0	0	0	0	0
1415	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	30.6	34	0	0	0	0	0	4	8	12	2	1	0	0	0	0	0	1
1430	29	28	0	0	0	0	0	0	0	0	0	0	0	1	0	30.8	34.8	0	0	0	0	0	1	11	13	4	0	0	0	0	0	0	0
1445	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	31.8	0	0	0	0	0	1	17	6	1	0	0	0	0	0	0	0
1500	25	21	0	1	0	0	0	0	0	0	0	0	0	2	1	30	34.1	0	0	0	0	0	4	9	9	3	0	0	0	0	0	0	0
1515	19	16	0	1	0	0	0	0	0	0	0	0	0	1	1	29.5	34.7	0	0	0	0	0	1	9	7	2	0	0	0	0	0	0	0
1530	21	20	0	0	0	0	0	0	0	0	0	0	0	1	0	27.1	29.3	0	0	0	0	0	5	14	2	0	0	0	0	0	0	0	0
1545	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	35.2	0	0	0	0	0	0	11	9	1	1	0	1	0	0	0	2
1600	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	30.4	34.7	0	0	0	0	0	3	14	14	4	1	0	0	0	0	0	1
1615	27	24	0	2	0	0	0	0	0	0	0	0	0	1	0	28.3	31.4	0	0	0	0	0	2	18	6	1	0	0	0	0	0	0	0
1630	29	26	1	2	0	0	0	0	0	0	0	0	0	0	0	30.1	35.3	0	0	0	0	0	5	8	12	3	1	0	0	0	0	0	1
1645	15	14	0	0	0	0	0	0	0	0	0	0	0	1	0	32.8	36.9	0	0	0	0	0	1	5	3	5	0	1	0	0	0	0	1
1700	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.3	0	0	0	0	0	1	9	10	1	0	0	0	0	0	0	0
1715	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	34.6	0	0	0	0	0	0	6	11	2	0	0	0	0	0	0	0
1730	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	28.4	32.5	0	0	0	0	0	3	13	5	0	0	0	0	0	0	0	0
1745	16	15	0	0	0	0	0	0	0	0	0	0	0	0	1	30.9	36.2	0	0	0	0	1	0	6	7	2	0	0	0	0	0	0	0
1800	32	29	1	1	0	0	0	0	0	0	0	0	0	1	0	29.9	35.1	0	0	0	0	0	3	12	13	3	1	0	0	0	0	0	1
1815	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	31	34	0	0	0	0	0	1	8	8	2	0	0	0	0	0	0	0
1830	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	35.9	0	0	0	0	0	1	7	6	2	1	0	0	0	0	0	1
1845	30	26	0	2	1	0	0	0	0	0	0	0	0	1	0	31.9	36.2	0	0	0	0	0	1	11	12	4	2	0	0	0	0	0	2
1900	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	31.8	37.1	0	0	0	0	0	1	4	7	3	1	0	0	0	0	0	1
1915	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	2	4	3	0	1	0	0	0	0	1
1930	16	14	1	0	0	0	0	0	0	0	0	0	0	1	0	29.4	35.3	0	0	0	0	3	1	1	9	2	0	0	0	0	0	0	0
1945	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	30.1	35.6	0	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0
2000	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	35.7	0	0	0	0	0	0	5	7	4	0	0	0	0	0	0	0
2015	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	34	0	0	0	0	0	0	5	7	1	0	0	0	0	0	0	0
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	1
2045	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34	42.4	0	0	0	0	0	0	2	8	1	1	1	0	0	0	0	2
2100	9	7	0	1	0	0	0	0	0	0	0	0	0	1	0	32.7	-	0	0	0	0	0	2	1	2	3	0	1	0	0	0	0	1
2115	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0
2130	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0
2145	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	1
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	1
2215	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2230	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	1
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1
2315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07-19	**1065**	**978**	**6**	**44**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**25**	**10**	**29.8**	**33.9**	**0**	**0**	**0**	**12**	**110**	**442**	**392**	**95**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**14**
06-22	**1195**	**1096**	**7**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.1**	**34.2**	**0**	**0**	**0**	**15**	**116**	**472**	**449**	**121**	**17**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**22**
06-00	**1219**	**1120**	**7**	**51**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.1**	**34.3**	**0**	**0**	**0**	**15**	**117**	**479**	**456**	**126**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**26**
00-00	**1249**	**1148**	**7**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**28**	**11**	**30.3**	**34.6**	**0**	**0**	**0**	**15**	**119**	**484**	**466**	**129**	**25**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**36**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

10 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.1	-	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0600	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
0615	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
0630	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0645	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	1
0715	19	16	2	1	0	0	0	0	0	0	0	0	0	0	0	29.6	34.9	0	0	0	0	3	6	8	2	0	0	0	0	0	0	0	0
0730	25	21	0	3	1	0	0	0	0	0	0	0	0	0	0	32	37.4	0	0	0	0	0	9	10	5	1	0	0	0	0	0	0	1
0745	27	18	0	8	0	0	1	0	0	0	0	0	0	0	0	27.9	34.4	0	0	3	1	2	7	12	2	0	0	0	0	0	0	0	0
0800	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.5	0	0	0	0	1	19	11	3	1	0	0	0	0	0	0	1
0815	32	26	1	5	0	0	0	0	0	0	0	0	0	0	0	29.6	34.7	0	0	0	0	5	13	10	4	0	0	0	0	0	0	0	0
0830	30	25	0	4	0	0	0	1	0	0	0	0	0	0	0	31.2	35.2	0	0	0	0	2	10	14	4	0	0	0	0	0	0	0	0
0845	32	27	1	3	1	0	0	0	0	0	0	0	0	0	0	27.3	31.9	0	0	1	4	3	11	13	0	0	0	0	0	0	0	0	0
0900	22	16	0	4	0	0	1	1	0	0	0	0	0	0	0	32.1	35.5	0	0	0	0	0	5	13	3	1	0	0	0	0	0	0	1
0915	29	19	0	8	0	0	0	1	0	0	0	0	0	1	0	30.4	34.6	0	0	0	0	2	10	15	2	0	0	0	0	0	0	0	0
0930	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	29.1	32.5	0	0	0	1	1	5	8	1	0	0	0	0	0	0	0	0
0945	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	29.5	33.3	0	0	0	0	3	10	13	1	0	0	0	0	0	0	0	0
1000	28	23	0	5	0	0	0	0	0	0	0	0	0	0	0	31.3	33.7	0	0	0	0	0	7	20	1	0	0	0	0	0	0	0	0
1015	21	16	0	4	0	0	0	0	0	0	0	0	0	1	0	29.1	32.1	0	0	0	0	3	10	8	0	0	0	0	0	0	0	0	0
1030	23	20	0	2	0	0	0	0	0	0	0	0	0	1	0	30.7	34.2	0	0	0	0	0	9	12	2	0	0	0	0	0	0	0	0
1045	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	29.8	32	0	0	0	0	1	14	10	0	1	0	0	0	0	0	0	1
1100	20	16	0	3	0	0	0	0	0	0	0	0	0	1	0	27.4	31	0	0	0	0	4	13	3	0	0	0	0	0	0	0	0	0
1115	27	23	0	2	0	0	0	1	0	0	0	0	0	0	1	30.4	36.1	0	0	0	1	1	11	9	5	0	0	0	0	0	0	0	0
1130	37	28	0	8	0	0	0	0	0	0	0	0	0	1	0	29.9	33.4	0	0	0	0	2	18	16	1	0	0	0	0	0	0	0	0
1145	35	31	0	3	0	0	0	0	0	0	0	0	0	1	0	28.9	33.7	0	0	0	1	4	19	8	2	1	0	0	0	0	0	0	1
1200	26	21	0	5	0	0	0	0	0	0	0	0	0	0	0	30	33	0	0	0	0	2	10	14	0	0	0	0	0	0	0	0	1
1215	29	24	0	5	0	0	0	0	0	0	0	0	0	0	0	29.6	33.9	0	0	0	0	1	17	9	2	0	0	0	0	0	0	0	0
1230	42	35	0	6	0	0	0	0	0	0	0	0	0	1	0	28.3	31.1	0	0	0	0	5	29	7	1	0	0	0	0	0	0	0	0
1245	36	32	0	2	0	0	0	0	0	0	0	0	0	2	0	30.1	34.6	0	0	0	0	3	15	14	4	0	0	0	0	0	0	0	0
1300	40	33	1	5	0	0	0	0	0	0	0	0	0	0	1	28.1	32.8	0	0	0	2	6	20	11	1	0	0	0	0	0	0	0	0
1315	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	25.9	32.7	0	0	3	0	2	9	7	0	0	0	0	0	0	0	0	0
1330	32	23	0	9	0	0	0	0	0	0	0	0	0	0	0	30.5	35.4	0	0	0	1	2	9	15	4	1	0	0	0	0	0	0	1
1345	29	18	0	8	0	0	0	2	0	0	0	0	0	1	0	28.8	33.6	0	0	0	0	6	13	9	0	1	0	0	0	0	0	0	1
1400	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	30	32.1	0	0	0	0	3	18	21	3	0	0	0	0	0	0	0	0
1415	29	26	0	2	0	1	0	0	0	0	0	0	0	0	0	29.8	33.1	0	0	0	0	3	12	13	1	0	0	0	0	0	0	0	0
1430	29	23	0	4	0	0	0	1	0	0	0	0	0	1	0	29.5	33.4	0	0	0	0	3	12	13	1	0	0	0	0	0	0	0	0
1445	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	30.3	33.7	0	0	0	0	3	17	14	3	0	0	0	0	0	0	0	0
1500	37	30	1	4	0	0	0	0	0	0	0	0	0	2	0	28.9	32.9	0	0	0	0	5	21	9	2	0	0	0	0	0	0	0	0
1515	41	36	0	3	0	0	0	0	0	0	0	0	0	1	1	30.6	34.9	0	0	0	1	2	14	20	4	0	0	0	0	0	0	0	0
1530	43	34	0	9	0	0	0	0	0	0	0	0	0	0	0	29.5	32.7	0	0	0	0	2	21	18	2	0	0	0	0	0	0	0	0
1545	29	24	0	4	0	0	0	0	0	0	0	0	0	0	1	28.4	32.8	0	0	0	1	6	12	9	1	0	0	0	0	0	0	0	0
1600	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	30.9	33.6	0	0	0	0	1	16	24	3	0	0	0	0	0	0	0	0
1615	53	47	0	5	0	0	0	1	0	0	0	0	0	0	0	30.1	32.9	0	0	0	0	2	23	27	1	0	0	0	0	0	0	0	0
1630	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	36.1	0	0	0	0	1	14	17	7	0	0	0	0	0	0	0	0
1645	55	50	1	3	0	0	0	0	0	0	0	0	0	1	0	30.5	35.3	0	0	0	0	7	16	23	8	0	1	0	0	0	0	0	1
1700	77	66	0	9	0	0	0	0	0	0	0	0	0	2	0	30.3	33.7	0	0	0	0	4	33	35	4	0	1	0	0	0	0	0	1
1715	67	63	0	4	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	2	32	29	3	1	0	0	0	0	0	0	1
1730	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33.7	0	0	0	0	4	15	17	2	0	0	0	0	0	0	0	0
1745	39	33	0	5	0	0	0	0	0	0	0	0	0	1	0	30.5	33.6	0	0	0	0	0	19	15	5	0	0	0	0	0	0	0	0
1800	49	45	0	2	0	0	0	0	0	0	0	0	0	2	0	31.1	35.3	0	0	0	0	0	21	21	7	0	0	0	0	0	0	0	0
1815	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	4	6	16	2	1	0	0	0	0	0	0	1
1830	36	35	0	0	0	0	0	0	0	0	0	0	0	0	1	28.4	32.4	0	0	0	0	10	9	16	1	0	0	0	0	0	0	0	0
1845	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	36.9	0	0	0	0	1	6	11	4	1	0	0	0	0	0	0	1
1900	24	19	0	3	0	0	0	0	0	0	0	0	0	2	0	33.2	36.9	0	0	0	0	0	4	14	6	0	0	0	0	0	0	0	0
1915	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	36.5	0	0	0	0	0	7	7	2	2	0	0	0	0	0	0	2
1930	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	35.9	0	0	0	0	3	2	4	4	0	0	0	0	0	0	0	0
1945	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	44.4	0	0	0	0	0	0	8	3	0	2	0	0	0	0	0	2
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	35.1	0	0	0	0	1	5	5	3	0	0	0	0	0	0	0	0
2015	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0
2030	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0
2045	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
2115	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	-	0	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0
2130	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	0	0	0	0	0	3	2	2	1	0	0	0	0	0	0	1
2145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	1
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
2215	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0
2230	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2245	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
2315	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1612**	**1377**	**7**	**189**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**5**	**29.9**	**33.7**	**0**	**0**	**7**	**13**	**127**	**666**	**668**	**118**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**
06-22	**1753**	**1506**	**7**	**199**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**135**	**696**	**732**	**150**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**20**
06-00	**1775**	**1527**	**7**	**200**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**138**	**702**	**739**	**155**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**
00-00	**1786**	**1534**	**7**	**204**	**2**	**1**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**5**	**30.1**	**34**	**0**	**0**	**7**	**13**	**139**	**704**	**743**	**159**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**21**

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

11 July 2023

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Number of vehicles exceeding PSL
Period		1	2	3	4	5	6	7	8	9	10	11	12	14	15		85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	40
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0545	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
0615	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0630	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.5	-	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0
0645	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	37	0	0	0	0	0	3	7	4	0	0	0	0	0	0	0	0
0700	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	31.4	37.8	0	0	0	0	0	5	4	1	1	0	0	0	0	0	0	1
0715	21	14	0	7	0	0	0	0	0	0	0	0	0	0	0	32.1	35.7	0	0	0	0	0	6	11	4	0	0	0	0	0	0	0	0
0730	23	18	1	4	0	0	0	0	0	0	0	0	0	0	0	30.9	34.6	0	0	0	0	1	7	13	2	0	0	0	0	0	0	0	0
0745	41	32	0	8	0	0	0	1	0	0	0	0	0	0	0	29.7	34.8	0	0	0	1	1	25	9	4	1	0	0	0	0	0	0	1
0800	25	22	1	2	0	0	0	0	0	0	0	0	0	0	0	29.9	33	0	0	0	0	0	15	8	2	0	0	0	0	0	0	0	0
0815	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	36.1	0	0	0	0	0	7	21	9	1	0	0	0	0	0	0	1
0830	33	26	2	4	1	0	0	0	0	0	0	0	0	0	0	30.2	33.8	0	0	0	0	3	9	17	3	1	0	0	0	0	0	0	1
0845	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	35	0	0	0	1	0	10	15	4	0	0	0	0	0	0	0	0
0900	27	21	1	4	0	0	0	1	0	0	0	0	0	0	0	30.5	34.5	0	0	0	0	1	9	15	2	0	0	0	0	0	0	0	0
0915	24	19	0	4	0	0	0	0	0	0	0	0	0	0	1	31.3	35.1	0	0	0	0	2	6	13	3	0	0	0	0	0	0	0	0
0930	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	34.2	0	0	0	0	5	9	12	2	0	0	0	0	0	0	0	0
0945	28	24	0	3	0	0	1	0	0	0	0	0	0	0	0	28.4	33.2	0	0	0	0	6	13	7	2	0	0	0	0	0	0	0	0
1000	19	13	0	4	1	0	0	1	0	0	0	0	0	0	0	27.2	30.8	0	0	0	0	5	10	3	1	0	0	0	0	0	0	0	0
1015	23	17	0	6	0	0	0	0	0	0	0	0	0	0	0	30.2	36.1	0	0	0	0	3	9	6	5	0	0	0	0	0	0	0	0
1030	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	34.3	0	0	0	0	5	3	6	1	0	0	0	0	0	0	0	0
1045	30	24	0	4	0	1	0	0	0	0	0	0	0	0	1	28.7	31.8	0	0	0	0	2	18	8	1	1	0	0	0	0	0	0	1
1100	33	30	1	2	0	0	0	0	0	0	0	0	0	0	0	29.6	35.1	0	0	0	0	3	17	8	5	0	0	0	0	0	0	0	0
1115	25	22	0	1	0	1	0	0	0	0	0	0	0	0	1	28.7	33.1	0	0	0	2	1	12	9	1	0	0	0	0	0	0	0	0
1130	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	32.8	0	0	0	0	2	10	9	1	0	0	0	0	0	0	0	0
1145	38	33	1	3	0	0	1	0	0	0	0	0	0	0	0	29.7	32.8	0	0	0	0	4	15	18	1	0	0	0	0	0	0	0	0
1200	37	30	0	6	0	0	0	0	0	0	0	0	0	1	0	29.8	33.9	0	0	0	0	4	12	18	2	1	0	0	0	0	0	0	1
1215	37	33	0	2	1	0	0	0	0	0	0	0	0	0	1	28.7	33.1	0	0	0	1	6	13	16	1	0	0	0	0	0	0	0	0
1230	29	26	0	2	1	0	0	0	0	0	0	0	0	0	0	28.6	32.5	0	0	0	0	4	15	9	1	0	0	0	0	0	0	0	0
1245	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	35.1	0	0	0	0	6	7	4	3	0	0	0	0	0	0	0	0
1300	26	22	0	3	0	0	0	0	0	0	0	0	0	0	1	28.7	33.2	0	0	0	0	6	10	9	1	0	0	0	0	0	0	0	0
1315	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	31.8	0	0	0	0	1	12	2	1	0	0	0	0	0	0	0	0
1330	36	32	2	2	0	0	0	0	0	0	0	0	0	0	0	30.2	32.5	0	0	0	0	2	12	20	2	0	0	0	0	0	0	0	0
1345	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	30.9	34.8	0	0	0	0	1	14	9	4	0	0	0	0	0	0	0	0
1400	36	33	0	3	0	0	0	0	0	0	0	0	0	0	0	27.1	32.7	0	0	1	6	4	11	11	3	0	0	0	0	0	0	0	0
1415	31	22	1	6	0	0	0	0	0	0	0	0	0	2	0	28.6	33.8	0	0	0	0	7	14	7	3	0	0	0	0	0	0	0	0
1430	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	30.6	34.7	0	0	0	0	1	11	17	3	0	0	0	0	0	0	0	0
1445	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	31.1	35.1	0	0	0	0	1	17	16	6	0	0	0	0	0	0	0	0
1500	44	38	1	5	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	0	0	0	1	3	21	16	3	0	0	0	0	0	0	0	0
1515	46	43	1	2	0	0	0	0	0	0	0	0	0	0	0	30.6	35.6	0	0	0	0	2	20	17	7	0	0	0	0	0	0	0	0
1530	44	40	0	3	1	0	0	0	0	0	0	0	0	0	0	30.2	34.2	0	0	0	1	3	16	20	4	0	0	0	0	0	0	0	0
1545	36	29	0	5	1	0	0	0	0	0	0	0	0	1	0	28.7	33.6	0	0	0	0	8	15	10	2	1	0	0	0	0	0	0	1
1600	45	40	0	5	0	0	0	0	0	0	0	0	0	0	0	30.5	34	0	0	0	0	6	13	20	5	1	0	0	0	0	0	0	1
1615	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	31.5	35.6	0	0	0	0	8	7	29	11	1	0	0	0	0	0	0	1
1630	41	34	0	7	0	0	0	0	0	0	0	0	0	0	0	30.7	33.7	0	0	0	0	1	19	19	2	0	0	0	0	0	0	0	0
1645	55	49	0	5	0	0	0	0	0	0	0	0	0	1	0	29.4	33	0	0	0	0	3	33	17	2	0	0	0	0	0	0	0	0
1700	68	60	0	7	0	0	0	0	0	0	0	0	0	1	0	31.2	35	0	0	0	0	0	32	27	8	1	0	0	0	0	0	0	1
1715	64	58	1	5	0	0	0	0	0	0	0	0	0	0	0	31.7	34.9	0	0	0	0	1	16	39	8	0	0	0	0	0	0	0	0
1730	71	66	0	4	0	0	0	0	0	0	0	0	0	1	0	31.2	34.2	0	0	0	0	1	23	40	6	0	1	0	0	0	0	0	1
1745	81	76	0	4	0	0	0	0	0	0	0	0	0	1	0	30.5	33.4	0	0	0	0	4	31	40	5	1	0	0	0	0	0	0	1
1800	53	49	0	2	0	0	0	0	0	0	0	0	0	2	0	30.4	34.3	0	0	0	4	2	14	26	6	1	0	0	0	0	0	0	1
1815	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	32.2	36.4	0	0	0	0	0	9	11	6	1	0	0	0	0	0	0	1
1830	24	23	0	0	0	1	0	0	0	0	0	0	0	0	0	31.7	36.2	0	0	0	0	1	6	10	6	1	0	0	0	0	0	0	1
1845	27	24	0	1	0	0	0	1	0	0	0	0	0	0	1	29.8	33.4	0	0	0	1	0	15	8	2	1	0	0	0	0	0	0	1
1900	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1	0	0	0	0	0	6	2	5	0	0	0	0	0	0	0	0
1915	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	41.8	0	0	0	0	1	7	7	3	2	0	1	0	0	0	0	3
1930	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	37.3	0	0	0	0	2	6	5	7	1	0	0	0	0	0	0	1
1945	19	15	0	1	0	1	0	0	0	0	0	0	0	1	1	29.3	35.8	0	0	1	1	3	4	6	3	1	0	0	0	0	0	0	1
2000	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	31	35.1	0	0	0	0	0	5	8	2	0	0	0	0	0	0	0	0
2015	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	1
2030	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	1
2045	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	-	0	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-	0	0	0	0	0	3	4	0	1	0	0	0	0	0	0	1
2115	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	42.1	0	0	0	0	0	3	10	0	3	0	0	0	0	0	0	3
2130	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2145	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	1
2215	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7	-	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	1
2230	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
2245	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project ID and Name: IW0147 Thakeham
Site No: 1
Location Name Storrington Road
Direction: BA (Southbound)

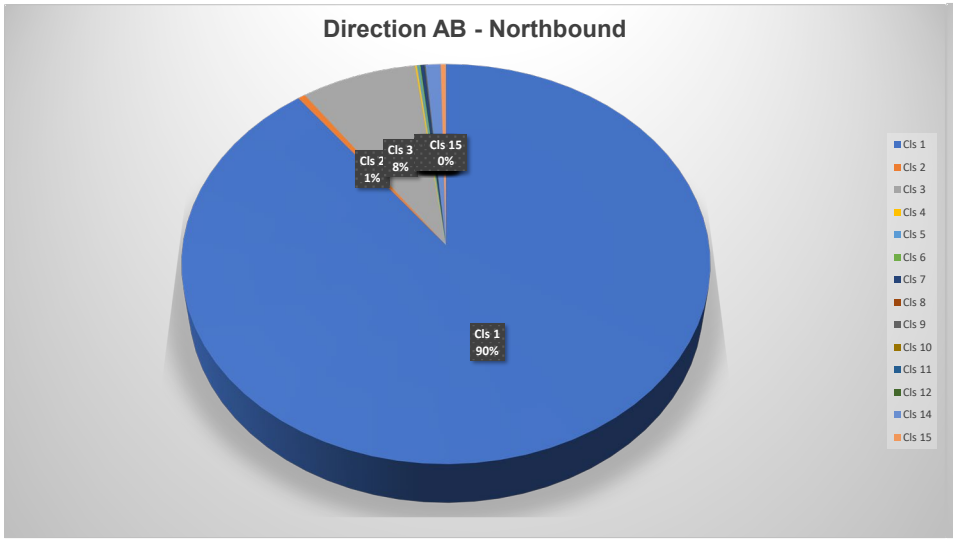
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07-19	**1684**	**1480**	**13**	**159**	**6**	**3**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**6**	**30.2**	**34.1**	**0**	**0**	**1**	**18**	**130**	**653**	**699**	**167**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
06-22	**1854**	**1637**	**14**	**168**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.4**	**34.4**	**0**	**0**	**2**	**19**	**136**	**699**	**768**	**203**	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**27**
06-00	**1879**	**1661**	**14**	**169**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.4**	**34.6**	**0**	**0**	**2**	**19**	**137**	**702**	**777**	**212**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**30**
00-00	**1894**	**1675**	**14**	**170**	**6**	**4**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**30.5**	**34.7**	**0**	**0**	**2**	**19**	**137**	**703**	**786**	**216**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**31**

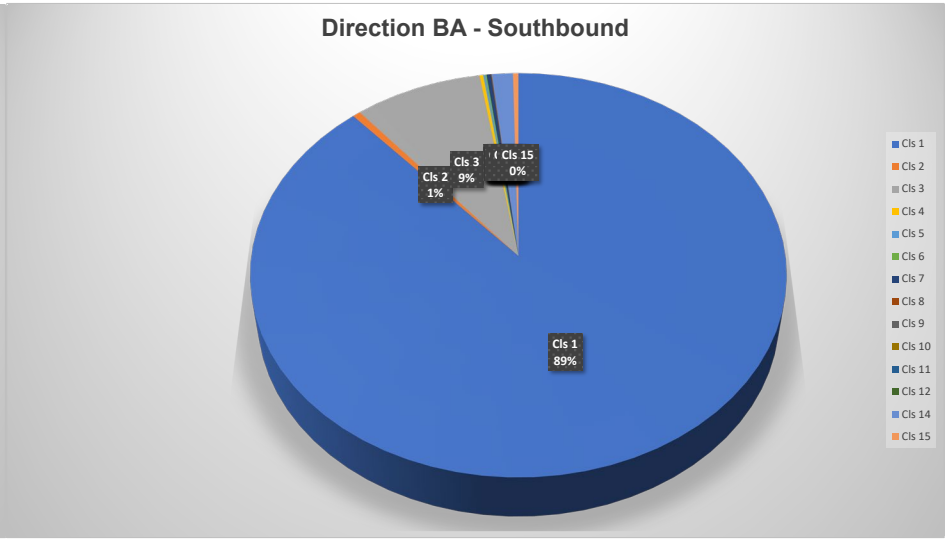
Project ID and Name: **IW0147 Thakeham**
Site No: **1**
Location Name **Storrington Road**
Direction: **AB (Northbound) + BA (Southbound)**

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (40mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	10918	229	**2%**
Direction BA - Southbound	12897	205	**2%**

Direction - AB	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	9792	53	849	13	14	12	29	2	4	0	0	2	110	38
Vehicle Proportion - %	89.7%	0.5%	7.8%	0.1%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.3%

Direction - BA	**Cls 1**	**Cls 2**	**Cls 3**	**Cls 4**	**Cls 5**	**Cls 6**	**Cls 7**	**Cls 8**	**Cls 9**	**Cls 10**	**Cls 11**	**Cls 12**	**Cls 14**	**Cls 15**
Total Vehicle Proportion	11409	67	1092	31	18	11	36	5	2	1	0	0	179	46
Vehicle Proportion - %	88.5%	0.5%	8.5%	0.2%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.4%





Vehicle Classification - VRX

Cls 1	SV	2 axles	Short vehicle car or light Van
Cls 2	SVT	3,4 or 5 axles	Short vehicle towing trailer, caravan, boat, etc
Cls 3	TB2	2 axles	Two-axle truck or bus
Cls 4	TB3	3 axles	Three-axle truck or bus
Cls 5	T4	> 4 axles	Four-axle truck
Cls 6	ART3	3 axles	Three-axle articulated or rigid vehicle and trailer
Cls 7	ART4	4 axles	Four-axle articulated or rigid vehicle and trailer
Cls 8	ART5	5 axles	Five-axle articulated or rigid vehicle and trailer
Cls 9	RT6	>6 axles	Six or more axle articulated or rigid vehicle and trailer
Cls 10	BD	>6 axles	Double or heavy truck and trailer
Cls 11	DRT	>6 axles	Double road train or heavy truck and two trailers
Cls 12	TRT	>6 axles	Triple road train or heavy truck and three or more trailers
Cls 14	M/C	2 axles	Motorcycles
Cls 15	Cycle	2 axles	Bicycles

Appendix C
Collision Data

B2139 – Thakeham – Ardent

Collision report 01/01/2018 – 31/08/2023

Date produced
23 October 2023

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.

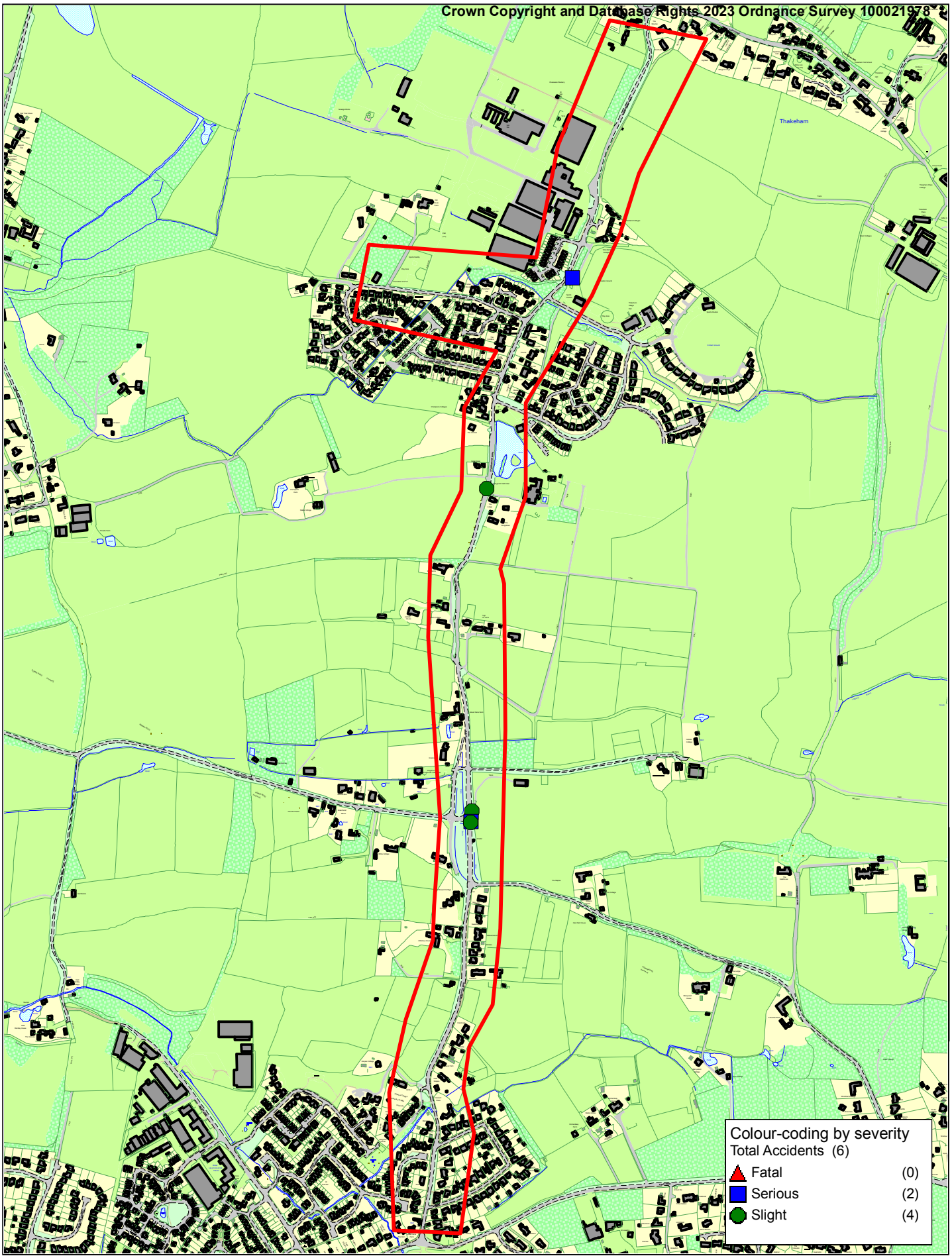
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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

B2139 Thakeham
Collision Dates 01/01/2018 - 31/08/2023
Ardent

SCALE	1 : 10000
DATE	23/10/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2018 to 31/08/2023 (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:B2139 Takeham (Ardent)

471802480
R1: B 2139
R2: U
E 510,113
N 115,842

Tuesday 08/05/2018 1522hrs
Daylight:street lights present
Dry
Fine without high winds
40 mph

B2139 THAKEHAM AT JUNCTION OF U GREENHURST LANE

Veh 1	Car	Going ahead	S	to	N	Dri	M	31	Slight
Veh 1	Car	Going ahead	S	to	N	FSP	F	25	Slight
Veh 2	Car	Wait to turn right	N	to	W				

Causation Factor:		**Participant:**	**Confidence:**
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible

V2 TRAVELLED SOUTH ON B2139, DRIVER STOPPED AGAINST ONCOMING TRAFFIC WAITING TO TURN RIGHT INTO GREENHURST LANE. V1 ALSO TRAVELLING SOUTH ON B2139. DRIVER V1 STATED TO POLICE THAT HE WAS DAZZLED BY SUNLIGHT OR REFLECTION WHICH CAUSED HIM TO FAIL TO SEE V
2. V1 COLLIDED WITH REAR OF V2 CAUSING DAMAGE TO BOTH VEHICES. DRIVER V1 FAILED TO WEAR SEAT BELT AND SUSTAINE HEAD INJURY WHEN HE IMPACTED WINDSCREEN, PAX IN V1 SUSTAINED SEAT BELT INJURY TO CHEST.

471805090
R1: B 2139
E 510,315
N 116,920

Thursday 13/09/2018 2200hrs
Darkness: street lighting
Dry
Unknown
30 mph

B2139 STORRINGTON ROAD THAKEHAM 40M NORTH OF U HIGH BAR LANE OUTSIDE OPPOSITE NEW

Veh 1	Car	Going ahead	NE	to	SW	Dri	M	27	Serious

Causation Factor:		**Participant:**	**Confidence:**
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely

VEHICLE BELIEVED TO BE TRAVELING SOUTH ON STORRINGTON ROAD. NO SIGNS OF BRAKING OR ATTEMPTS TO AVOID RTC. VEHICLE FOUND WEDGED BETWEEN TREES WITH EXTENSIVE FRONT END DAMAGE.

470882325
R1: B 2139
R2: U
E 510,114
N 115,855

Saturday 28/09/2019 2357hrs
Darkness: no street lighting
Wet/Damp
Raining with high winds
60 mph

STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE

Veh 1	Car	Going ahead	W	to	E	Dri	M	28	Slight

Causation Factor:		**Participant:**	**Confidence:**
1st:	Driver using mobile phone	Vehicle 1	Possible
2nd:	Impaired by alcohol	Vehicle 1	Possible

SINGLE VEHICLE COLLISION WHEREBY DRIVER HAS MISJUDGED THE ROAD AND FAILED TO STOP AT JUNCTION OF TWO COUNTR ROADS. INSTEAD HE HAS CROSSED ADJOINING ROAD AND COLLIDED WITH A TREE. AIRBAGS DEPLOYED AND BELIEVED MINOR INJURY TO WRIST

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:											

211023458 Tuesday 23/02/2021 1819hrs — STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE — Veh 1 Car Going ahead W to E Dri M 51 Serious

R1: B 2139
R2: U
E 510,113
N 115,833

Darkness: no street lighting
Dry
Fine without high winds
40 mph

Causation Factor:		**Participant:**	**Confidence:**
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely

DRIVER HAS BEEN DRIVING EAST ALONG GREENHURST LANE TO JUNCTION OF STORRINGTON ROAD AND HAS GONE STRAIGHT THROUGH THE JUNCTION AND HAS GONE INTO THE HEDGE LINE AT THE EASTERN SIDE OF STORRINGTON ROAD. THE VEHICLE HAS COLLIDED WITH A TREE BEFORE RO
TATING 90 DEGREES AND FACING NORTH IN THE DITCH. FULL AIR BAGS HAVE DEPLOYED AND THE NEAR SIDE BUMPER TO THE VEHICLE HAS FULLY IMPLODED. THE SUSPECTED DRIVER OF THE VEHICLE HAS BEEN SEEN BY POLICE AT THE SIDE OF THE ROAD WITH A HEAD INJURY. THE
MALE SUSPECTED OF DRIVING PASSED A ROAD SIDE BREATH TEST AND BLEW ZERO. HOWEVER FAILED A ROAD SIDE DRUG ANALYSIS AND SHOWED POSITIVE FOR COCAINE. THE MALE WAS ARRESTED FOR THIS OFFENCE AS WELL AS DRIVING OTHERWISE IN ACCORDANCE WITH A LICENCE AND ALS
DRIVING WITH NO INSURANCE AS THE VEHICLE BELONGS TO HIS FRIENDS AND HIS LICENCE WAS REVOKED.

221166781 Wednesday 13/04/2022 1200hrs — STORRINGTON ROAD (B2139) NEAR JUNCTION WITH GREENHURST LANE, THAKEHAM, WEST SUSSEX — Veh 1 Car Turning right W to S FSP F 82 Slight

R1: B 2139
R2: U
E 510,112
N 115,832

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

Causation Factor:		**Participant:**	**Confidence:**
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely

V1 TRAVELLING EAST ON SINGLE CARRIAGEWAY 40MPH STRETCH OF RURAL RESIDENTIAL ROAD APPROACHED 'GIVE WAY' T-JUNCTION.V1 SLOWED TO A STOP. V1 WENT TO MOVE OFF TO TURN RIGHT. FOOT OF DRIVER OF V1 SLIPPED FROM BRAKE TO ACCELERATOR AND V1 SHOT ACROSS THE MA
IN CARRIAGEWAY, MOUNTED THE PAVEMENT BEFORE STRIKING A TREE OFF THE CARRIAGEWAY. V1 THEN CAME TO A HALT WITH SIGNIFICANT DAMAGE TO V1 AND MINOR INJURIES TO FSP OF V1.

Details of Personal Injury Accidents for Period - **01/01/2018** **to** **31/08/2023** (68) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -temp 2023 ("B2139 Takeham (Ardent)")

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:											
231303139	Tuesday	STORRINGTON ROAD (B2139) NEAR JUNCTION WITH PRIVATE DRIVE, THAKEHAM, WEST SUSSEX	Veh 1	Car	Going ahead	N	to S	Dri	F	67	Slight
	02/05/2023		Veh 2	Car	Going ahead	S	to N	RSP	F	8	Slight
R1: B 2139	1520hrs		Veh 2	Car	Going ahead	S	to N	FSP	F	75	Slight
R2: U	Daylight:street lights present		Veh 2	Car	Going ahead	S	to N	Dri	M	79	Slight
E 510,144	Dry										
N 116,499	Fine without high winds										
	40 mph										

Causation Factor:		**Participant:**	**Confidence:**
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Very Likely

ON TUESDAY 2ND MAY 2023 AT APPROXIMATELY 15:20 V1 WAS TRAVELLING SB ON STORRINGTON ROAD TOWARDS STORRINGTON. V2 WAS TRAVELLING NB ON STORRINGTON ROAD TOWARDS THAKEHAM. OUTSIDE ABINGWORTH HALL WHERE THERE IS A SPEED LIMIT CHANGE FROM 30MPH TO
40MPH GOING SB, V1 HAS DRIFTED INTO NB CARRIAGEWAY AND COLLIDED WITH V2 WHICH ENDED UP PARTLY ON THE NEARSIDE VERGE.

ARDENT
CONSULTING ENGINEERS
AN EMPLOYEE OWNED COMPANY

LAND WEST OF STORRINGTON ROAD

THAKEHAM, WEST SUSSEX

DESIGNER'S RESPONSE

REPORT REF NO. 2206671-R06A

PROJECT NO. 2206671

FEBRUARY 2023

Head Office: Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE | 020 7680 4088
Edinburgh: Suite 35, 4-5 Lochside Way, Edinburgh EH12 9DT | 0131 516 8111
Essex: 1-2 Crescent Court, High Street, Billericay CM12 9AQ | 01277 657677
Kent: Suite 10, 40 Churchill Business Square, Kings Hill, West Malling, Kent ME19 4YU | 01732 752155
Midlands: Office 3, The Garage Studios, 41-43 St Mary's Gate, The Lace Market, Nottingham NG1 1PU | 0115 697 0940
South West: Temple Studios, Temple Gate, Bristol BS1 6QA | 0117 456 4994
Suffolk: Suffolk Enterprise Centre, Felaw Maltings, 44 Felaw Street, Ipswich IP2 8SJ | 01473 407321

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APPENDICES

Appendix A **Stage 1 Road Safety Audit**

DRAWINGS

2206671-D003G **Proposed Access Arrangement**

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	SL	PR	ATB	08.12.23
-	Final Issue	SL	PR	ATB	19.12.23
A	Updated to Reflect GG119 Format	SL	PR	ATB	09.02.24
B	Updated to respond to Overseeing Organisation	SL	JE	ATB	05.04.24

Distribution

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1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Bellway Homes Limited to advise on the highways & transportation aspects of the proposed residential-led development on land at the former Monaghan Mushrooms site in Thakeham (RH20 3EQ). This document has been prepared in support of a planning application submission to Horsham District Council, with West Sussex County Council (WSCC) acting as the Local Highway Authority.

1.2 This report addresses matters originally raised in the Stage 1 Road Safety Audit (RSA) undertaken by M&S Traffic Ltd, dated 26th November 2023. The RSA is included at **Appendix A**. The RSA was informed by an Audit Brief prepared by ACE and issued to the Audit Team on 16th November 2023.

1.3 The drawings have been prepared to incorporate the findings of the RSA1. The latest access arrangement is shown at **ACE Drawing 2206671-D003G**.

1.4 The following drawing have been prepared to incorporate the findings of the RSA:

- **ACE Drawing 2206671-D003G** – Proposed Access Arrangement

2.0 DESIGNER'S RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

Table 2.1 Project Details

Report title:	Stage 1 Designer's Response
Date:	February 2024
Document reference and revision:	2206671-R06A
Prepared by:	Ardent Consulting Engineers
On behalf of:	Bellway Homes Limited

Table 2.2 Authorisation Sheet

Project:	Land West of Storrington Road, Thakeham
Report title:	Stage 1 RSA Designer's Response
Prepared by	
Name:	Sam Lee
Position:	Transport Planner
Signed:	[redacted]
Organisation:	Ardent Consulting Engineers
Date:	05/04/2024
Approved by	
Name:	Andrew Braun
Position:	Associate Director
Signed:	[redacted]
Organisation:	Ardent Consulting Engineers
Date:	09/02/2024

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC Highways – Mr S. Gee
RSA team:	M&S – Mr B. Shawyer & Mr M. Morris
Design organisation:	Ardent – Mr S. Lee, Mr P. Rynton, Mr J. Earp & Mr A. Braun

Table 2.4 Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
3.1.1 It is proposed to relocate the change of 30/40mph speed limit to the north of the proposed access. However, the proximity of the speed limit change to the access could lead to inappropriate approach vehicle speeds, and with increased vehicle movements, this could increase the risk of side impact collisions or rear end shunts."	It is recommended that the proposed change in speed limit should be relocated further north before the right turn lane.	Agreed. **ACE Drawing 2206671-D003E** has been updated to show that the proposed change in speed limit has been shifted circa 105m north along the B2139. It is considered that this location provides sufficient clearance from the access, noting the measured vehicle speeds, to avoid inappropriate approach vehicle speeds whilst minimising the impact on trees and landscaping along the B2139.	Disagree There is an existing gateway adjacent to the current speed limit terminal point. Naturally for greatest effect these should be together at any new location. However, this is going to be very difficult to achieve given the constraints of the area and lack of available verge on the east side of the road ,whilst still ensuring that the terminal signs on both sides of the road remain clearly visible to approaching traffic. As such it is recommended that the speed limit change stays as it is. It is noted that the visibility splays are provided in line with existing 85th% speeds.	Agree with Overseeing Organisation in principle. If the preference is for a speed limit change and gateway feature to be provided in tandem, this would be very difficult to the north due to the local constraints. The access is shown to accommodate visibility splays to both the north and south in line with observed 85th percentile speeds, as well as forward visibility for approaching drivers. The relocation of the speed limit is not therefore necessary to achieve appropriate visibility at the access. **ACE Drawing 2206671-D003G** has been updated to show no change in speed limit

3.1.2 No construction details for the proposed footway / cycleway link were provided. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.	It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 50PSV.	Agreed and noted. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.	Additional information to be provided at detailed design stage.	Agreed. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.
3.2.2 No forward visibility splay has been proposed on the southbound approach to the access, where a right turn lane is proposed. There is concern that the splay could pass over non-highway land, where vegetation or landscaping features in this splay could restrict visibility. Further, queuing southbound vehicles for the access may on occasion extend beyond the right turn lane. Insufficient forward visibility could lead to side swipe collisions or rear end shunts	It is recommended that forward visibility to the rear of the right turn lane should be commensurate with expected 85th percentile speeds. It is also recommended that the full extent of the forward visibility splay should either fall within the adoptable highway or under the responsibility of a private management company."	Agreed and noted. **ACE Drawing 2206671-D003E** has been updated to show the southbound forward visibility splay to the rear of the right turn lane in accordance with the surveyed southbound vehicle speeds (55m). All visibility splays are within either adoptable highway or land under control of the applicant. Any potential fencing, boundary walls or landscaping that falls within the visibility splay will be no more than 0.6m high and this can be secured by a suitably worded condition. PICADY analysis of the Storrington Road (B2139) / Site Access junction shows	Forward visibility splays are shown on the plan and are acceptable and in line with existing 85th% speeds. Junction Modelling has been provided and shows sufficient capacity.	Agreed and noted. No alteration to the access design required.

		that the proposed junction would operate satisfactorily at the 2036 Design Year with the proposed development in place and committed development flows included. The results show that up to 1 vehicle could be queuing at this junction in the final future year scenario, which is well below the capacity of the right hand turn lane. As such, this problem has been addressed.		
3.3.1 Visibility splays are proposed at the junction, however, there is concern that the splays pass over non-highway land. Vegetation or landscaping features in these splays could restrict visibility. Insufficient visibility could lead to side impact collisions or rear end shunts.	It is recommended that the full extent of the visibility splays should either fall within the adoptable highway or under the responsibility of a private management company.	Agreed and noted. All visibility splays are within either adoptable highway or land under control of the applicant. Any potential fencing, boundary walls or landscaping that falls within the visibility splay will be no more than 0.6m high and this can be secured by a suitably worded condition.	Visibility splays are within highway land or land under the applicants control.	Agreed and noted. No alteration to the access design required.

3.5.1 At this early stage no signing detail has been provided for the proposed traffic island, where the island is on a rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.	It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed.	Agreed and noted. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.	Further details to be provided at detailed design stage.	Agreed. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.
3.5.2 At this early stage no signing detail has been provided for the proposed pedestrian refuge, where the refuge is on a semi-rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.	It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed.	Agreed and noted. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.	Further details to be provided at detailed design stage.	Agreed. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.

3.5.3 At this early stage, no details have been provided on the vertical signage associated with the proposed extension to the shared use footway / cycleway. A lack of appropriate vertical signage may increase the risk of cyclist collisions with pedestrians on the route.	It is recommended that details of vertical signage are provided for assessment at Stage 2 Road Safety Audit.	Agreed and noted. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.	Further details to be provided at detailed design stage.	Agreed. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.
4.2 At detailed design stage, all items of street furniture such as lighting columns and road signs should be appropriately relocated where positioned within the widened footway on the A38.	n/a	Agreed and noted. If M&S are able to clarify that the above comment refers to the B2139 (rather than the A38 as referenced above), then this can be actioned with further details provided at the detailed design stage.	Further details to be provided at detailed design stage on the relocation of street furniture.	Agreed. Further details will be provided within detailed design drawings and reviewed as part of the Stage 2 Road Safety Audit.

Table 2.6 Design Organisation Statement

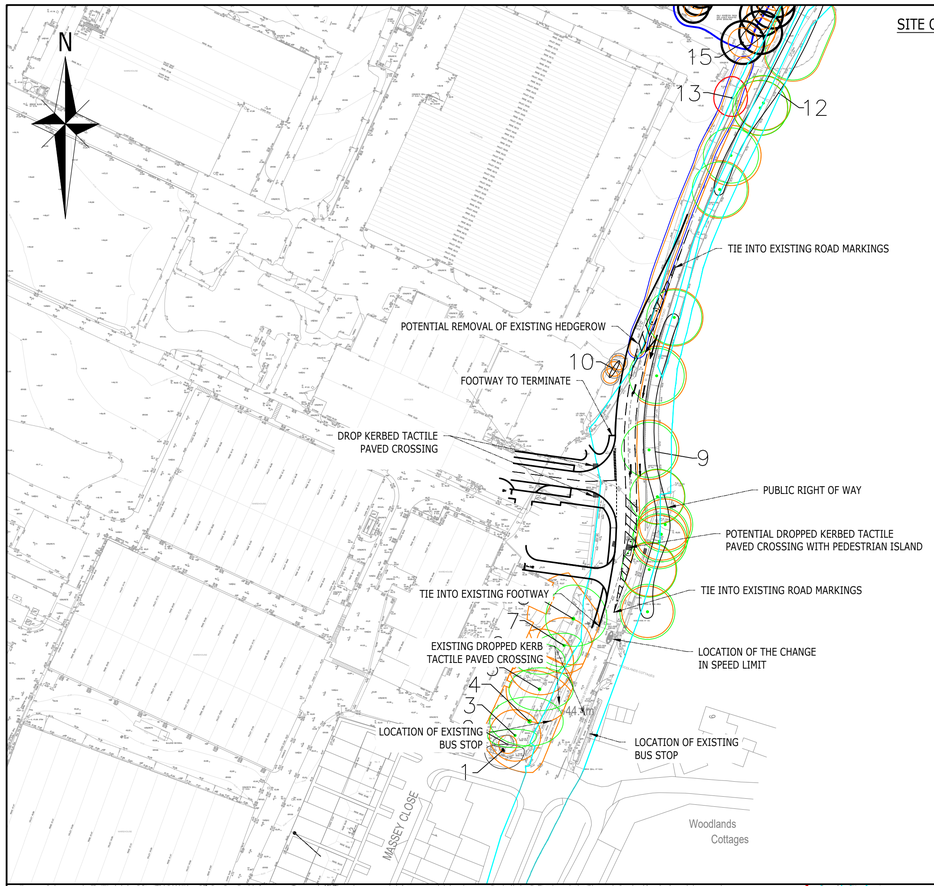
On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**	
Name:	Joe Earp
Signed	[redacted]
Position:	Senior Transport Planner
Organisation:	Ardent Consulting Engineers
Date:	05/04/2024

Table 2.6 Overseeing Organisation Statement

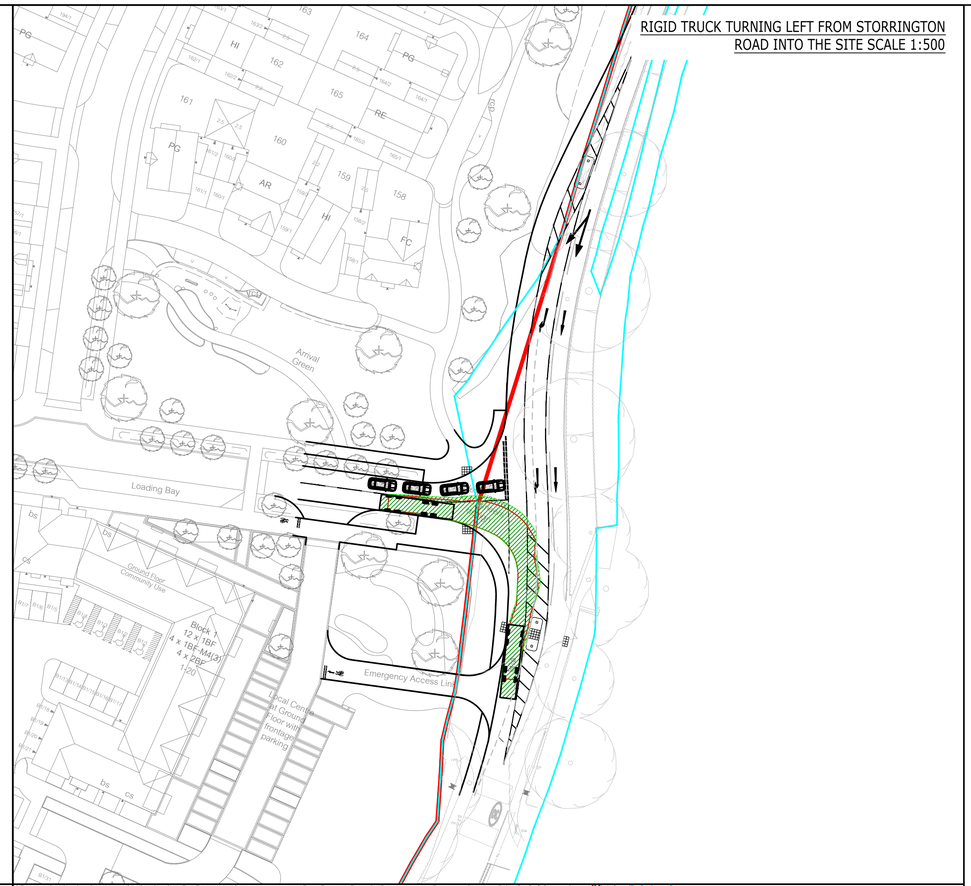
On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	Stephen Gee
Signed:	[redacted]
Position:	Principal Planner
Organisation:	West Sussex County Council Highways
Date:	29/04/2024

Drawings

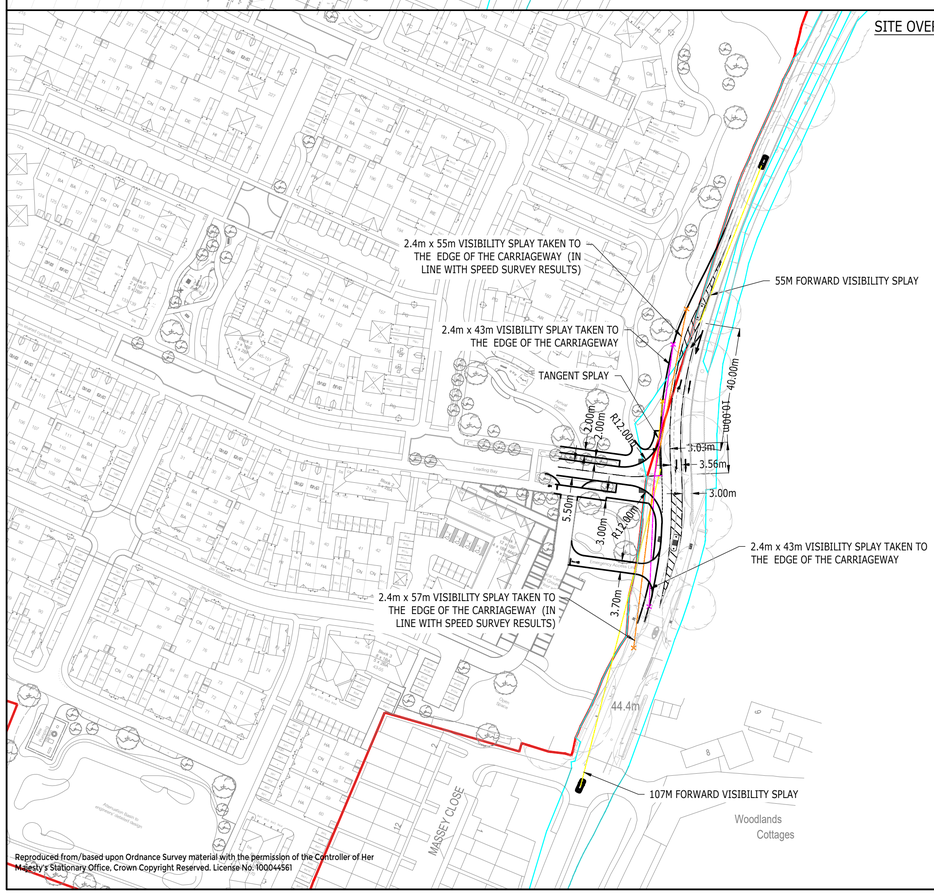
SITE OVERVIEW (WITH THE TREE SURVEY) SCALE 1:1000



RIGID TRUCK TURNING LEFT FROM STORRINGTON ROAD INTO THE SITE SCALE 1:500

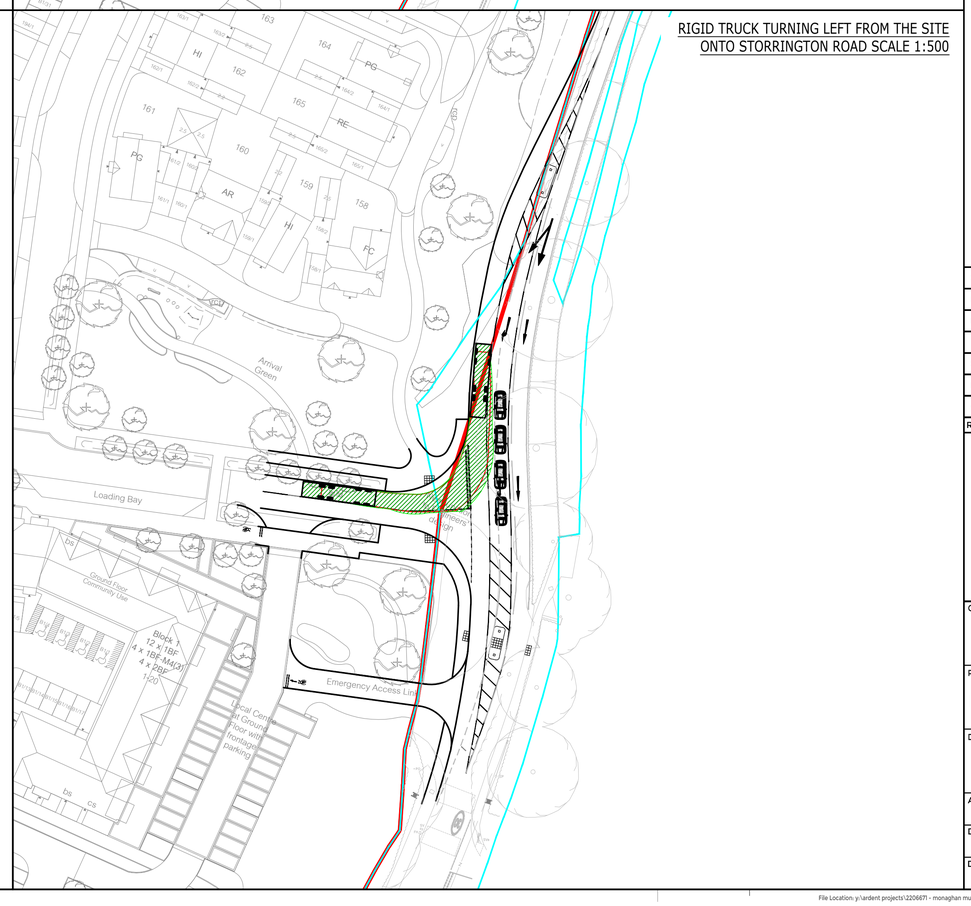


SITE OVERVIEW (WITHOUT THE TREE SURVEY) SCALE 1:1000



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RIGID TRUCK TURNING LEFT FROM THE SITE ONTO STORRINGTON ROAD SCALE 1:500



NOTES

1. JUNCTION DESIGN BASED ON DMRB CD 123.
2. ACCESS SHOWN INDICATIVELY AND SUBJECT TO DETAILED DESIGN AND AGREEMENT WITH HIGHWAY AUTHORITY.
3. RED LINE BOUNDARY TRANSCRIBBED IN LINE WITH PLANS RECEIVED FROM BELLWAY (TITLE NUMBER WSX365666). THIS SHOULD BE CONFIRMED BY DESIGN TEAM. BASED ON OS MAPPING.
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5. EXISTING ROAD MARKINGS BASED ON TOPOGRAPHICAL SURVEY.
6. VISIBILITY BASED ON CD/109 AND 85TH PERCENTILE SPEEDS (SEE NOTE 7.)
7. AS PER, CA 185, THE SPEED SURVEY WAS NOT UNDERTAKEN DURING WET WEATHER CONDITIONS SO NO ADDITIONAL VALUE WAS ADDED TO THE 85TH PERCENTILE SPEEDS.
8. VISIBILITY SPLAYS BASED ON SPEED SURVEY RESULTS FROM 05.07.23-11.07.23.
9. SUBJECT TO CAPACITY ASSESSMENTS, FINAL INTERNAL LAYOUT, ARBORICULTURAL SURVEY AND ASSESSMENT OF LEVELS.
10. DESIGNED IN ACCORDANCE WITH THE STAGE 1 ROAD SAFETY AUDIT.

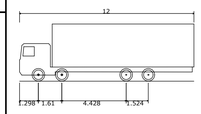
KEY

- TITLE PLAN BOUNDARY
- PUBLICLY MAINTAINED HIGHWAY
- TREE CATEGORY A 1,2 OR 3 (TREES OF HIGH QUALITY)
- TREE CATEGORY B 1,2 OR 3 (TREES OF MODERATE QUALITY)
- TREE CATEGORY U (TREES CANNOT REALISTICALLY BE RETAINED DUE TO THEIR CONDITION)
- ROOT PROTECTION AREA
- TREE NUMBER 19

VEHICLE USED:



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
G	UPDATED FOLLOWING RSA COMMENTS	JE	PR	ATB	08.04.24
F	UPDATED SITE LAYOUT	GL	PR	ATB	10.01.24
E	UPDATED LANDSCAPE LAYOUT	GL	PR	ATB	20.12.23
D	UPDATED TO RSA COMMENTS	GL	PR	ATB	05.12.23
C	UPDATED TO SITE LAYOUT	GL	PR	ATB	14.11.23
B	UPDATED WITH SPEED SURVEY RESULTS	GL	PR	ATB	04.08.23
A	TREE SURVEY ADDED AND ACCESS UPDATED	GL	PR	ATB	06.07.23

ARDENT CONSULTING ENGINEERS
Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE
Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: BELLWAY HOMES LIMITED

Project Title: MONAGHAN MUSHROOMS, THAKEHAM

Drawing Title: SITE ACCESS ARRANGEMENT

A1 Scale	Date	Designed by
AS SHOWN	13.06.23	GL
Drawn by	**Checked by**	**Approved by**
GL	PR	ATB

Drawing Number: 2206671-D003 Rev G

Appendix A

Stage 1 Road Safety Audit

M & S Traffic

Road Safety Audit Stage 1

Proposed Site Access Arrangements

Monaghan Mushrooms

Storrington Road

Thakeham

West Sussex

Date: 26th November 2023

Report produced for: Ardent Consulting Engineers

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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

Report Title:	Monaghan Mushrooms, Thakeham Road Safety Audit Stage 1
Document reference:	ARD/23/2206671/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Original	Bryan Shawyer	Alex Allen	[redacted]	26th November 2023

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Sam Lee	-
Ardent Consulting Engineers	Joe Earp	-
Ardent Consulting Engineers	Paul Rynton	-

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

Appendix A……. List of drawings

Appendix B……. Comment location drawing

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed site access arrangements at Storrington Road, Thakeham, associated with a 250-unit residential development, as detailed below:

- A new access to the site along the eastern frontage onto Storrington Road. The access comprises a priority T-junction with a ghost island right turn lane, with the site access road as the minor arm. The existing access / egress points will be stopped up.
- A minimum carriageway width of 5.5 metres has been identified for the main spine road to allow for internal bus access should this be required.
- There will be shared cycle/footways provided alongside the main spine road to connect to the internal pedestrian/cycle network on-site.
- In addition, 2m footways are proposed from the site access onto Storrington Road to connect with the existing facilities.
- There will be an emergency access to the south of the main access, which can be utilised by emergency vehicles. This will be secured to prevent access by non-emergency vehicles,

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE, on behalf of West Sussex County Council as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Alex Allen, AMIHE – Audit Team Member
RoSPA Cert. of Professional Competency

1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during November 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 23rd November 2023 between 10:00 and 10:30 hours. Weather conditions at the time were overcast and the road surface was damp. Traffic flows were low and free flow speeds were moderate. There were no pedestrians and low cycle movements were observed.

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

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

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

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Storrington Road.

Summary: Inappropriate location for speed limit change and increased vehicle movements could lead to side impact collisions or rear end shunts.

It is proposed to relocate the change of 30/40mph speed limit to the north of the proposed access. However, the proximity of the speed limit change to the access could lead to inappropriate approach vehicle speeds, and with increased vehicle movements, this could increase the risk of side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the proposed change in speed limit should be relocated further north before the right turn lane.

3.1.2 PROBLEM

Location: Proposed shared use footway / cycleway link.

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

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

RECOMMENDATION

It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 50PSV.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Northbound approach to proposed access.

Summary: Restricted forward visibility could lead to side impact collisions or rear end shunts.

A 107m forward visibility splay has been proposed on the northbound approach to the access. However, there is concern that the splay could pass over non-highway land, where vegetation or landscaping features in this splay could restrict visibility. Insufficient visibility could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the full extent of the forward visibility splay should either fall within the adoptable highway or under the responsibility of a private management company.

3.2.2 PROBLEM

Location. Southbound approach to proposed access.

Summary: Insufficient forward visibility could lead to side swipe collisions or rear end shunts.

No forward visibility splay has been proposed on the southbound approach to the access, where a right turn lane is proposed. There is concern that the splay could pass over non-highway land, where vegetation or landscaping features in this splay could restrict visibility. Further, queuing southbound vehicles for the access may on occasion extend beyond the right turn lane. Insufficient forward visibility could lead to side swipe collisions or rear end shunts.

RECOMMENDATION

It is recommended that forward visibility to the rear of the right turn lane should be commensurate with expected 85th percentile speeds. It is also recommended that the full extent of the forward visibility splay should either fall within the adoptable highway or under the responsibility of a private management company.

3.3 Junctions

3.3.1 **PROBLEM**

Location: Proposed access.

Summary: Restricted visibility at junction could lead to side impact collisions or rear end shunts.

Visibility splays are proposed at the junction, however, there is concern that the splays pass over non-highway land. Vegetation or landscaping features in these splays could restrict visibility. Insufficient visibility could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the full extent of the visibility splays should either fall within the adoptable highway or under the responsibility of a private management company.

3.4 Non-Motorised User (NMU) Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 **PROBLEM**

Location: Proposed traffic island on Storrington Road.

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

At this early stage no signing detail has been provided for the proposed traffic island, where the island is on a rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed.

3.5.2 **PROBLEM**

Location: Proposed pedestrian refuge on Storrington Road.

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

At this early stage no signing detail has been provided for the proposed pedestrian refuge, where the refuge is on a semi-rural road. There is concern that vehicle spray and detritus may obscure the bollards and may lead to the island being inconspicuous, where a lack of conspicuity, particularly in conditions of poor visibility may cause kerb strikes and possible loss of control collisions.

RECOMMENDATION

It is recommended that 'Keep left' bollards should be installed and that high mast mounted signs to diagram 610 (Keep left) should also be installed.

3.5.3 **PROBLEM**

Location: Proposed shared use footway / cycleway.

Summary: Lack of vertical signage may increase the risk of loss of cyclist collisions with pedestrians.

At this early stage, no details have been provided on the vertical signage associated with the proposed extension to the shared use footway / cycleway. A lack of appropriate vertical signage may increase the risk of cyclist collisions with pedestrians on the route.

RECOMMENDATION

It is recommended that details of vertical signage are provided for assessment at Stage 2 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

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

4.2 At detailed design stage, all items of street furniture such as lighting columns and road signs should be appropriately relocated where positioned within the widened footway on the A38.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed: [redacted] Date: 26/11/2023

Audit Team Member

Alex Allen, AMIE
RoSPA Cert. of Professional Competency

Signed: [redacted] Date: 26/11/2023

M & S Traffic
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

+44 (0) 1634 307 498

contact@mstraffic.co.uk

www.mstraffic.co.uk

APPENDIX A

List of Drawings and other information submitted for auditing:

Drawing Number	Title
2206671-D003 C	Site Access Arrangement

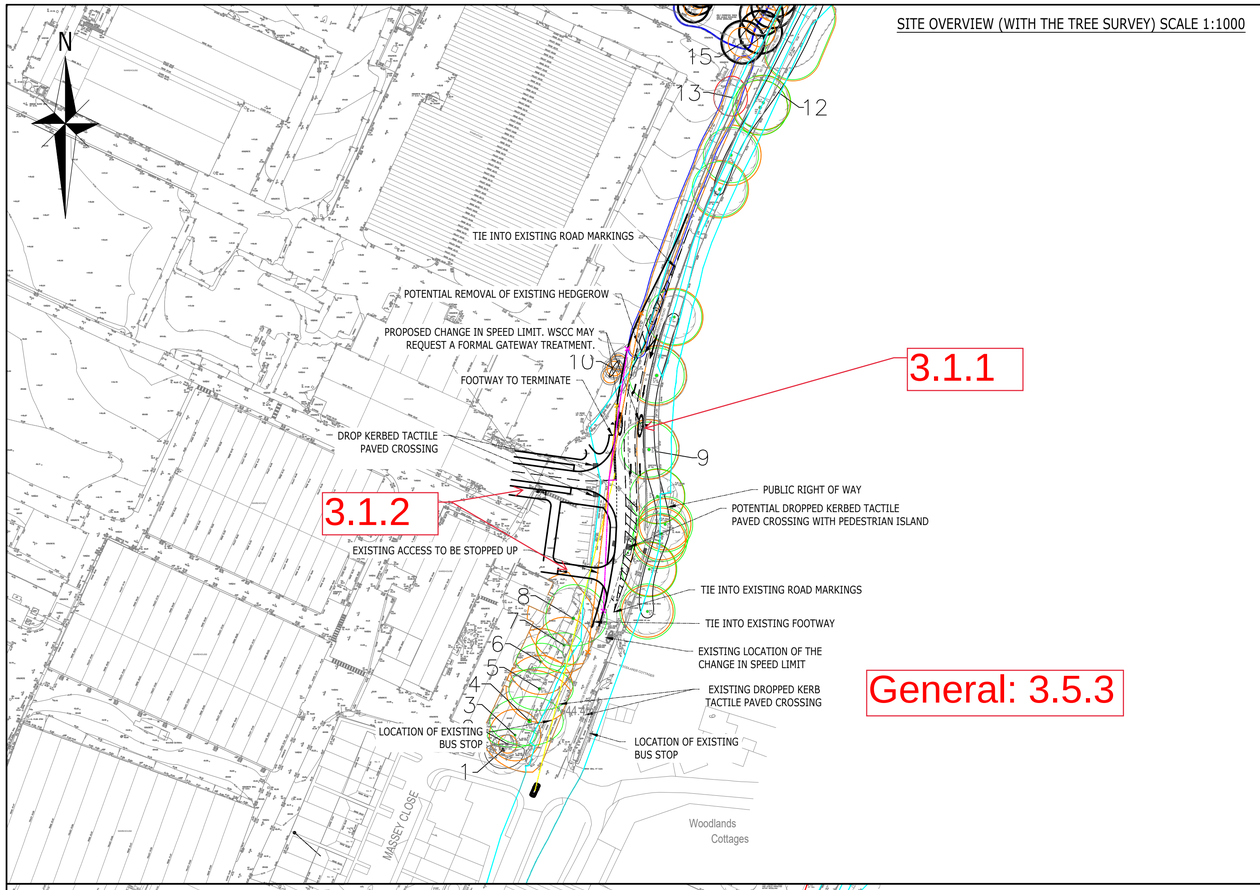
Supporting documentation:

- Road Safety Audit Brief (ref: 2206671-R04), Ardent Consulting Engineers, November 2023.
- Covering emails, Ardent Consulting Engineers.

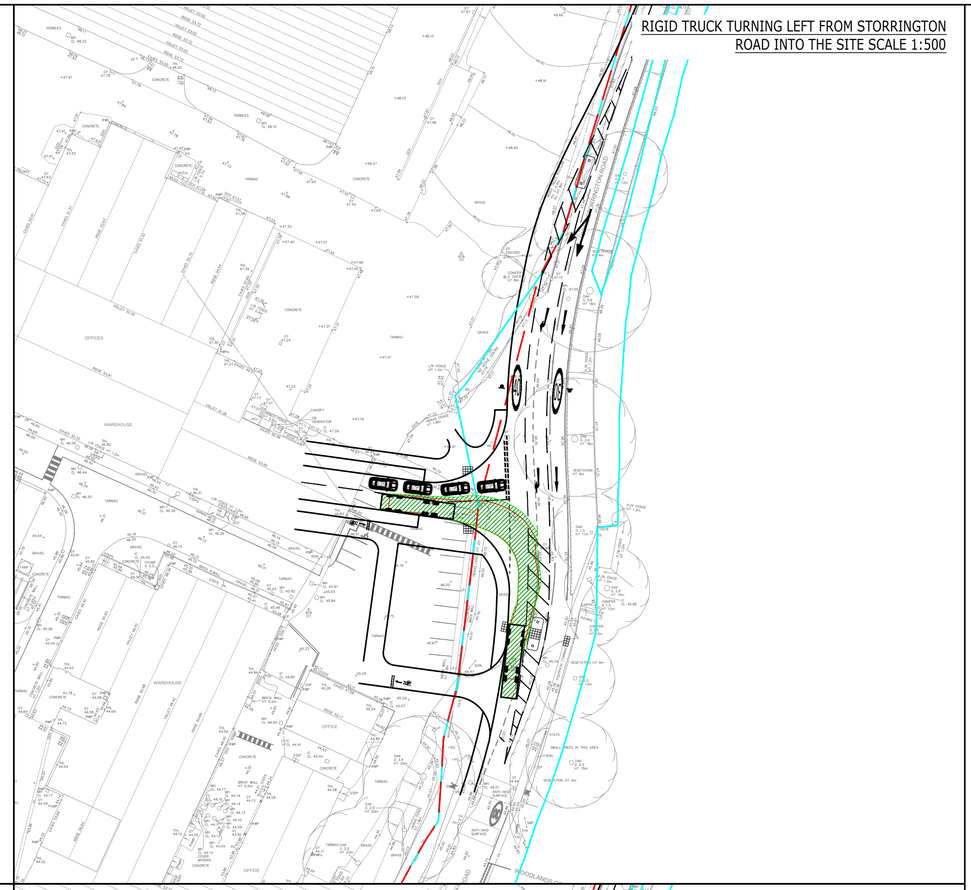
APPENDIX B

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

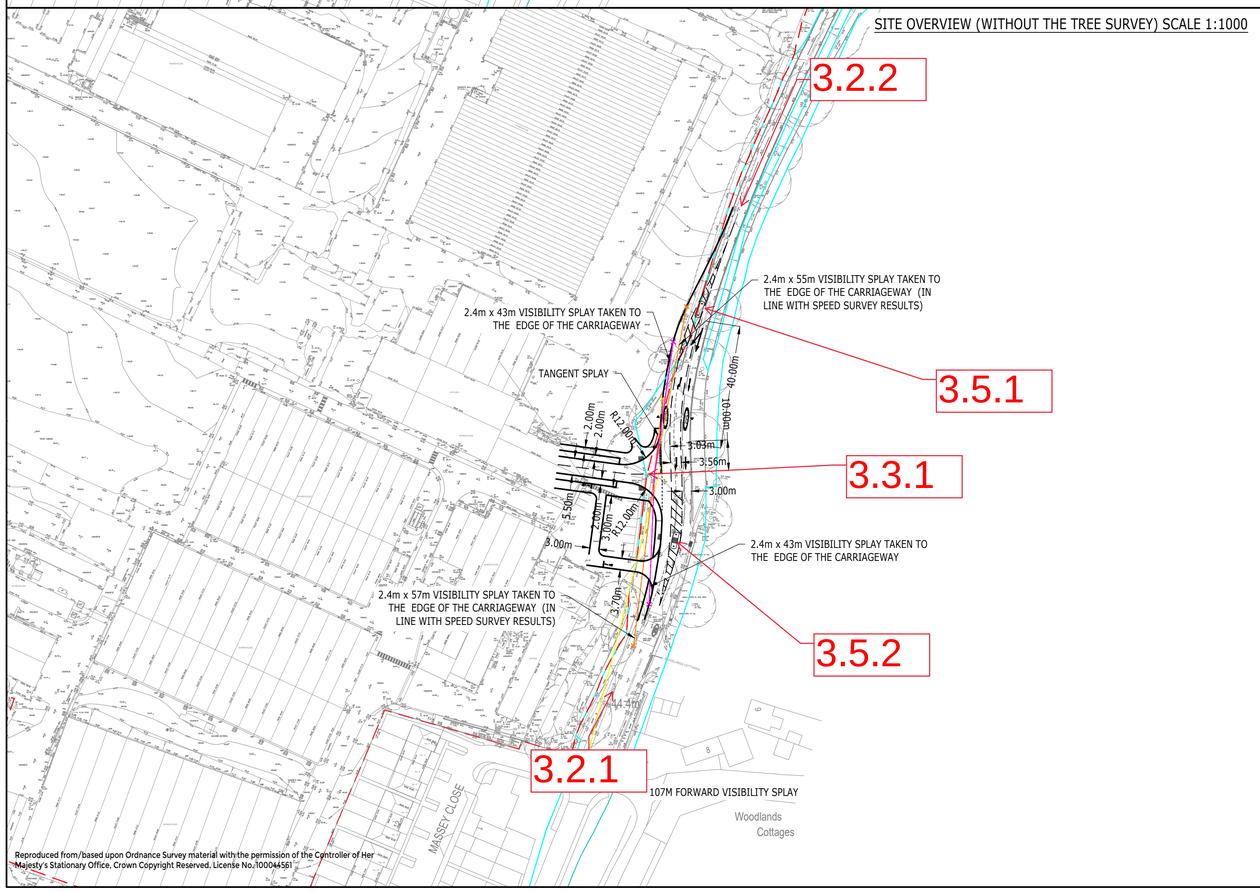
SITE OVERVIEW (WITH THE TREE SURVEY) SCALE 1:1000



RIGID TRUCK TURNING LEFT FROM STORRINGTON ROAD INTO THE SITE SCALE 1:500



SITE OVERVIEW (WITHOUT THE TREE SURVEY) SCALE 1:1000



RIGID TRUCK TURNING LEFT FROM THE SITE ONTO STORRINGTON ROAD SCALE 1:500



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NOTES

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5. EXISTING ROAD MARKINGS BASED ON TOPOGRAPHICAL SURVEY.
6. VISIBILITY BASED ON ASSUMED CHANGE OF SPEED LIMIT (30MPH- SEE NOTE 10), CD/109 AND 85TH PERCENTILE SPEEDS (SEE NOTE 7.)
7. AS PER, CA 185, THE SPEED SURVEY WAS NOT UNDERTAKEN DURING WET WEATHER CONDITIONS SO NO ADDITIONAL VALUE WAS ADDED TO THE 85TH PERCENTILE SPEEDS.
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9. SUBJECT TO CAPACITY ASSESSMENTS, FINAL INTERNAL LAYOUT, ARBORICULTURAL SURVEY AND ASSESSMENT OF LEVELS.
10. CHANGE OF SPEED LIMIT SHOWN AND IS SUBJECT TO TRAFFIC REGULATION ORDER (TRO).
11. SUBJECT TO STAGE 1 ROAD SAFETY AUDIT.

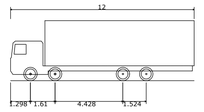
KEY

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- TREE CATEGORY U (TREES CANNOT REALISTICALLY BE RETAINED DUE TO THEIR CONDITION)
- ROOT PROTECTION AREA
- TREE NUMBER 19

VEHICLE USED:



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Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
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Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
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WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date
C	UPDATED TO SITE LAYOUT	GL	PR	ATB	14.11.23
B	UPDATED WITH SPEED SURVEY RESULTS	GL	PR	ATB	04.08.23
A	TREE SURVEY ADDED AND ACCESS UPDATED	GL	PR	ATB	06.07.23

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Tel: 020 7680 4088
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Client: BELLWAY HOMES LIMITED

Project Title: MONAGHAN MUSHROOMS, THAKEHAM

Drawing Title: SITE ACCESS ARRANGEMENT

A1 Scale	Date	Designed by
AS SHOWN	13.06.23	GL
Drawn by	Checked by	Approved by
GL	PR	ATB

Drawing Number: 2206671-D003 Rev C

Appendix H
Visibility Calculator

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**35.20**	mph	
	56.64	kph	
	15.73	v (m/s)	
	247.51	v^2	
Driver Perception-Reaction time	**1.5**	t (s)	
	23.60	v x t	
Deceleration Rate	**0.375**	g	
	3.68	d (m/s)	
	7.36		50
Gradient	**0.00**	a*	
	3.68	d+0.1a	
	7.3575	2(d+0.1a)	

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	v t	+	$v^2 / 2(d+0.1a)$	=	SSD
Stopping Sight Distance (SSD) =	**23.60**	+	**33.64**	=	**57.24**

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: FORMER THAKEHAM MUSHROOM SITE, THAKEHAM - NORTHBOUND

ARDENT
CONSULTING ENGINEERS

Vehicle speeds	**34.40**	mph	
	55.35	kph	
	15.37	v (m/s)	
	236.39	v^2	
Driver Perception-Reaction time	**1.5**	t (s)	
	23.06	v x t	
Deceleration Rate	**0.375**	g	
	3.68	d (m/s)	
	7.36		50
Gradient	**0.00**	a*	
	3.68	d+0.1a	
	7.3575	2(d+0.1a)	

Formula: $SSD = vt + v^2/2(d+0.1a)$

	Manual for Streets 2		DMRB	
	Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable Decel.)
Perception-Reaction Time (t)	**1.5s**	**1.5s**	**2s**	**2s**
Deceleration Rate ($g = 9.81 m/s^2$)	**0.45g**	**0.375g**	**0.375g**	**0.25g**

Enter gradient as positive for uphill towards junction and negative for downhill towards junction

	v t	+	$v^2 / 2(d+0.1a)$	=	SSD
Stopping Sight Distance (SSD) =	**23.06**	+	**32.13**	=	**55.19**

* for simplicity, gradient will be given as zero where details of levels are unavailable and / or observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

VISIBILITY SPLAY CALCULATOR: FORMER THAKEHAM MUSHROOM SITE, THAKEHAM - SOUTHBOUND

Appendix I

TRICS Data

Ardent Consulting Engineers Suite 207, One Alie Street London E1 8DE Licence No: 437201

Calculation Reference: AUDIT-437201-230530-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	3 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WS	WEST SUSSEX	3 days
04	EAST ANGLIA		
	NF	NORFOLK	6 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 125 to 380 (units:)
Range Selected by User: 125 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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

Selected survey days:

Monday	6 days
Tuesday	7 days
Wednesday	5 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

C3	24 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	7 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	17 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	16 days
No	8 days

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

PTAL Rating:

No PTAL Present	24 days

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

LIST OF SITES relevant to selection parameters

1 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

2 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

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

3 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

4 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

5 HC-03-A-24 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: WEDNESDAY *10/11/21* *Survey Type: MANUAL*

6 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

7 HC-03-A-29 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *30/06/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

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

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

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

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

11 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

12 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

13 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

14 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

16 NF-03-A-43 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *15/09/21* *Survey Type: MANUAL*

17 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

18 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

19 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

20 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

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

LIST OF SITES relevant to selection parameters (Cont.)

22 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

23 WS-03-A-09 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: THURSDAY *05/07/18* *Survey Type: MANUAL*

24 WS-03-A-15 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 380
Survey date: TUESDAY *23/11/21* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-26	covid-19
SF-03-A-09	covid-19
SF-03-A-10	covid-19
WS-03-A-12	covid-19
WS-03-A-13	covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	221	0.001	24	221	0.001	24	221	0.002
08:00 - 09:00	24	221	0.003	24	221	0.003	24	221	0.006
09:00 - 10:00	24	221	0.003	24	221	0.002	24	221	0.005
10:00 - 11:00	24	221	0.003	24	221	0.002	24	221	0.005
11:00 - 12:00	24	221	0.001	24	221	0.002	24	221	0.003
12:00 - 13:00	24	221	0.002	24	221	0.003	24	221	0.005
13:00 - 14:00	24	221	0.002	24	221	0.001	24	221	0.003
14:00 - 15:00	24	221	0.002	24	221	0.002	24	221	0.004
15:00 - 16:00	24	221	0.002	24	221	0.002	24	221	0.004
16:00 - 17:00	24	221	0.001	24	221	0.001	24	221	0.002
17:00 - 18:00	24	221	0.002	24	221	0.001	24	221	0.003
18:00 - 19:00	24	221	0.001	24	221	0.001	24	221	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.021			0.044

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	221	0.110	24	221	0.493	24	221	0.603
08:00 - 09:00	24	221	0.198	24	221	0.737	24	221	0.935
09:00 - 10:00	24	221	0.202	24	221	0.296	24	221	0.498
10:00 - 11:00	24	221	0.189	24	221	0.247	24	221	0.436
11:00 - 12:00	24	221	0.210	24	221	0.248	24	221	0.458
12:00 - 13:00	24	221	0.247	24	221	0.227	24	221	0.474
13:00 - 14:00	24	221	0.254	24	221	0.231	24	221	0.485
14:00 - 15:00	24	221	0.255	24	221	0.278	24	221	0.533
15:00 - 16:00	24	221	0.530	24	221	0.284	24	221	0.814
16:00 - 17:00	24	221	0.518	24	221	0.283	24	221	0.801
17:00 - 18:00	24	221	0.582	24	221	0.247	24	221	0.829
18:00 - 19:00	24	221	0.486	24	221	0.278	24	221	0.764
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.781			3.849			7.630

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

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

Appendix J

Census Method of Travel to Work Data

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 12 June 2023]

population	All usual residents aged 16 years and over in employment the week before tl
units	Persons
area type	2021 super output areas - middle layer
area name	E02006602 : Horsham 015

Method of travel to workplace	2021
Underground, metro, light rail, tı	1
Train	27
Bus, minibus or coach	16
Taxi	3
Motorcycle, scooter or moped	12
Driving a car or van	2,136
Passenger in a car or van	102
Bicycle	15
On foot	142
Other method of travel to work	35

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.

Appendix K

Development Traffic Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 26 May 2023]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02006602 : Horsham 015

ARDENT
CONSULTING ENGINEERS

area of workplace : 2011 local authority: district / unitary	Driving a car or van	% of all Car Trips
Horsham		
E02006588 : Horsham 001	14	0.6%
E02006589 : Horsham 002	45	2.1%
E02006590 : Horsham 003	27	1.3%
E02006591 : Horsham 004	35	1.6%
E02006592 : Horsham 005	24	1.1%
E02006593 : Horsham 006	140	6.5%
E02006594 : Horsham 007	6	0.3%
E02006595 : Horsham 008	19	0.9%
E02006596 : Horsham 009	35	1.6%
E02006597 : Horsham 010	90	4.2%
E02006598 : Horsham 011	47	2.2%
E02006599 : Horsham 012	51	2.4%
E02006600 : Horsham 013	187	8.7%
E02006601 : Horsham 014	56	2.6%
E02006602 : Horsham 015	183	8.5%
E02006603 : Horsham 016	39	1.8%
Crawley	209	9.7%
Worthing	176	8.2%
Arun	112	5.2%
Brighton and Hove	110	5.1%
Chichester	104	4.8%
Adur	85	3.9%
Mid Sussex	80	3.7%
Mole Valley	49	2.3%
Guildford	36	1.7%
Reigate and Banstead	31	1.4%
Waverley	30	1.4%
Hillingdon	18	0.8%
Lewes	14	0.6%
Tandridge	10	0.5%
Westminster,City of London	9	0.4%
Kingston upon Thames	7	0.3%
Sutton	7	0.3%
Luton	6	0.3%
Windsor and Maidenhead	6	0.3%
Wealden	6	0.3%
Manchester	5	0.2%
Croydon	5	0.2%
Hounslow	5	0.2%
Richmond upon Thames	5	0.2%
Portsmouth	5	0.2%
East Hampshire	5	0.2%
Woking	5	0.2%
Eastbourne	4	0.2%
Rushmoor	4	0.2%
Runnymede	4	0.2%
Surrey Heath	4	0.2%
Wiltshire	4	0.2%
Total	**2,158**	**100.0%**

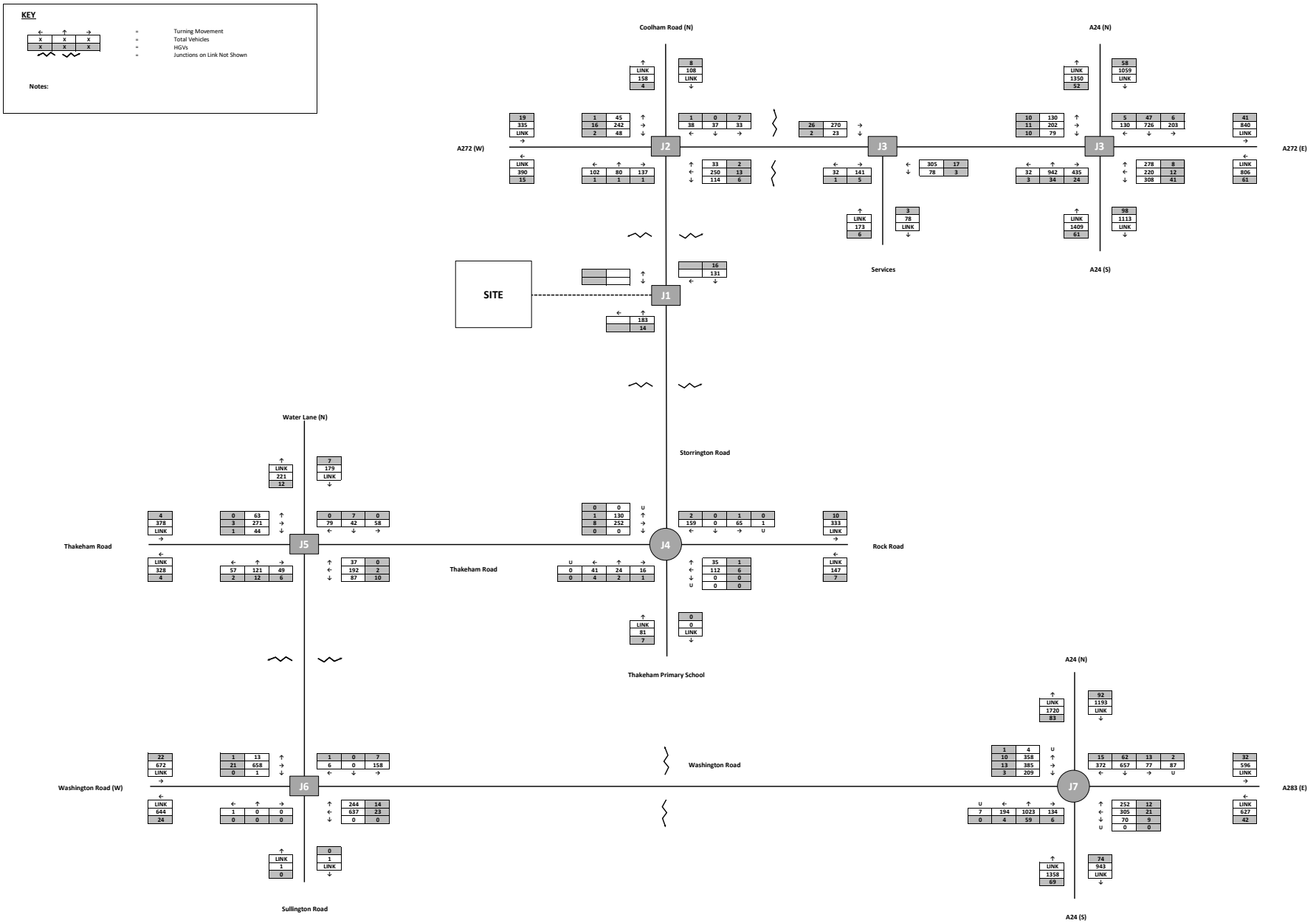
A	B	C	D	E	F	G	H	I	J	TOTAL
Coolham Rd (N)	A272 (W) via Coolham Rd (N)	A23 (N) via Coolham Rd (N) / A272 (E)	A24 (N) via Coolham Rd (N) / A272 (E)	A272 (E) via Coolham Rd (N) / A272 (E)	A24 (N) via Coolham Rd (S) / Merrywood	A24 (S) via Coolham Rd (S) / Water Lane	B2139 (W) via Coolham Rd (S) / High Street	A283 (E) via Coolham Rd (S) / Water Lane	Greenhurst Lane via Coolham Rd (S)	ALL
			100%							**100%**
50%			50%							**100%**
			100%							**100%**
50%			50%							**100%**
50%	50%									**100%**
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	50%		50%							**100%**
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							50%		50%	**100%**
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					100%					**100%**
								100%		**100%**
		50%	50%							**100%**
						100%				**100%**
							100%			**100%**
								100%		**100%**
							80%		20%	**100%**
						60%		40%		**100%**
				100%						**100%**
	50%		50%							**100%**
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			100%							**100%**
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	50%								50.0%	**100%**
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							100%			**100%**
							100%			**100%**
			100%							**100%**
									100%	**100%**
							100%			**100%**

A	B	C	D	E	F	G	H	I	J	TOTAL
Coolham Rd (N)	A272 (W) via Coolham Rd (N)	A23 (N) via Coolham Rd (N) / A272 (E)	A24 (N) via Coolham Rd (N) / A272 (E)	A272 (E) via Coolham Rd (N) / A272 (E)	A24 (N) via Coolham Rd (S) / Merrywood	A24 (S) via Coolham Rd (S) / Water Lane	B2139 (W) via Coolham Rd (S) / High Street	A283 (E) via Coolham Rd (S) / Water Lane	Greenhurst Lane via Coolham Rd (S)	ALL
0	0	0	14	0	0	0	0	0	0	**14**
23	0	0	23	0	0	0	0	0	0	**45**
0	0	0	27	0	0	0	0	0	0	**27**
18	0	0	18	0	0	0	0	0	0	**35**
12	12	0	0	0	0	0	0	0	0	**24**
70	0	0	70	0	0	0	0	0	0	**140**
0	3	0	3	0	0	0	0	0	0	**6**
10	0	10	0	0	0	0	0	0	0	**19**
0	0	0	35	0	0	0	0	0	0	**35**
0	90	0	0	0	0	0	0	0	0	**90**
0	0	0	0	47	0	0	0	0	0	**47**
0	0	0	0	0	0	0	0	0	51	**51**
0	0	0	0	0	0	0	94	0	94	**187**
0	0	0	0	0	56	0	0	0	0	**56**
0	0	0	0	0	183	0	0	0	0	**183**
0	0	0	0	0	0	0	0	39	0	**39**
0	0	105	105	0	0	0	0	0	0	**209**
0	0	0	0	0	0	176	0	0	0	**176**
0	0	0	0	0	0	0	112	0	0	**112**
0	0	0	0	0	0	0	0	110	0	**110**
0	0	0	0	0	0	0	83	0	21	**104**
0	0	0	0	0	0	51	0	34	0	**85**
0	0	0	0	80	0	0	0	0	0	**80**
0	25	0	25	0	0	0	0	0	0	**49**
0	36	0	0	0	0	0	0	0	0	**36**
0	0	0	31	0	0	0	0	0	0	**31**
0	30	0	0	0	0	0	0	0	0	**30**
0	0	0	18	0	0	0	0	0	0	**18**
0	0	0	0	0	14	0	0	0	0	**14**
0	0	10	0	0	0	0	0	0	0	**10**
0	0	5	5	0	0	0	0	0	0	**9**
0	0	0	7	0	0	0	0	0	0	**7**
0	0	4	4	0	0	0	0	0	0	**7**
0	0	0	6	0	0	0	0	0	0	**6**
0	3	0	3	0	0	0	0	0	0	**6**
0	0	0	0	3	0	0	0	3	0	**6**
0	0	0	5	0	0	0	0	0	0	**5**
0	0	5	0	0	0	0	0	0	0	**5**
0	0	0	5	0	0	0	0	0	0	**5**
0	0	0	5	0	0	0	0	0	0	**5**
0	0	0	0	0	0	0	5	0	0	**5**
0	3	0	0	0	0	0	0	0	3	**5**
0	5	0	0	0	0	0	0	0	0	**5**
0	0	0	0	0	0	0	4	0	0	**4**
0	0	0	0	0	0	0	4	0	0	**4**
0	0	0	4	0	0	0	0	0	0	**4**
0	0	0	0	0	0	0	0	0	4	**4**
0	0	0	0	0	0	0	4	0	0	**4**
132	206	137	410	130	253	227	306	186	172	**2,158**
6.1%	**9.5%**	**6.3%**	**19.0%**	**6.0%**	**11.7%**	**10.5%**	**14.2%**	**8.6%**	**8.0%**	**100.0%**

PERCENTAGE DISTRIBUTION

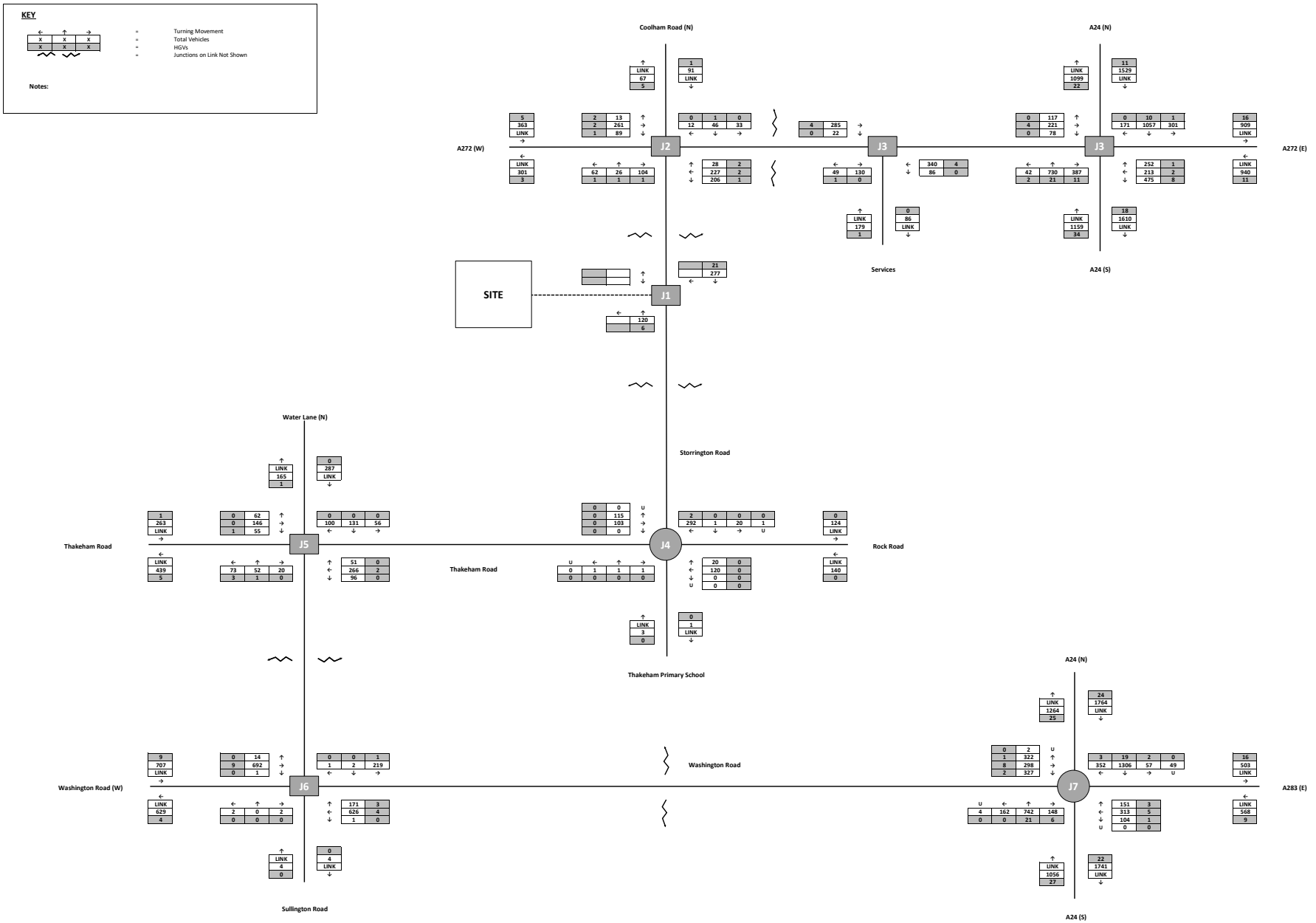
Appendix L

Traffic Flow Figures



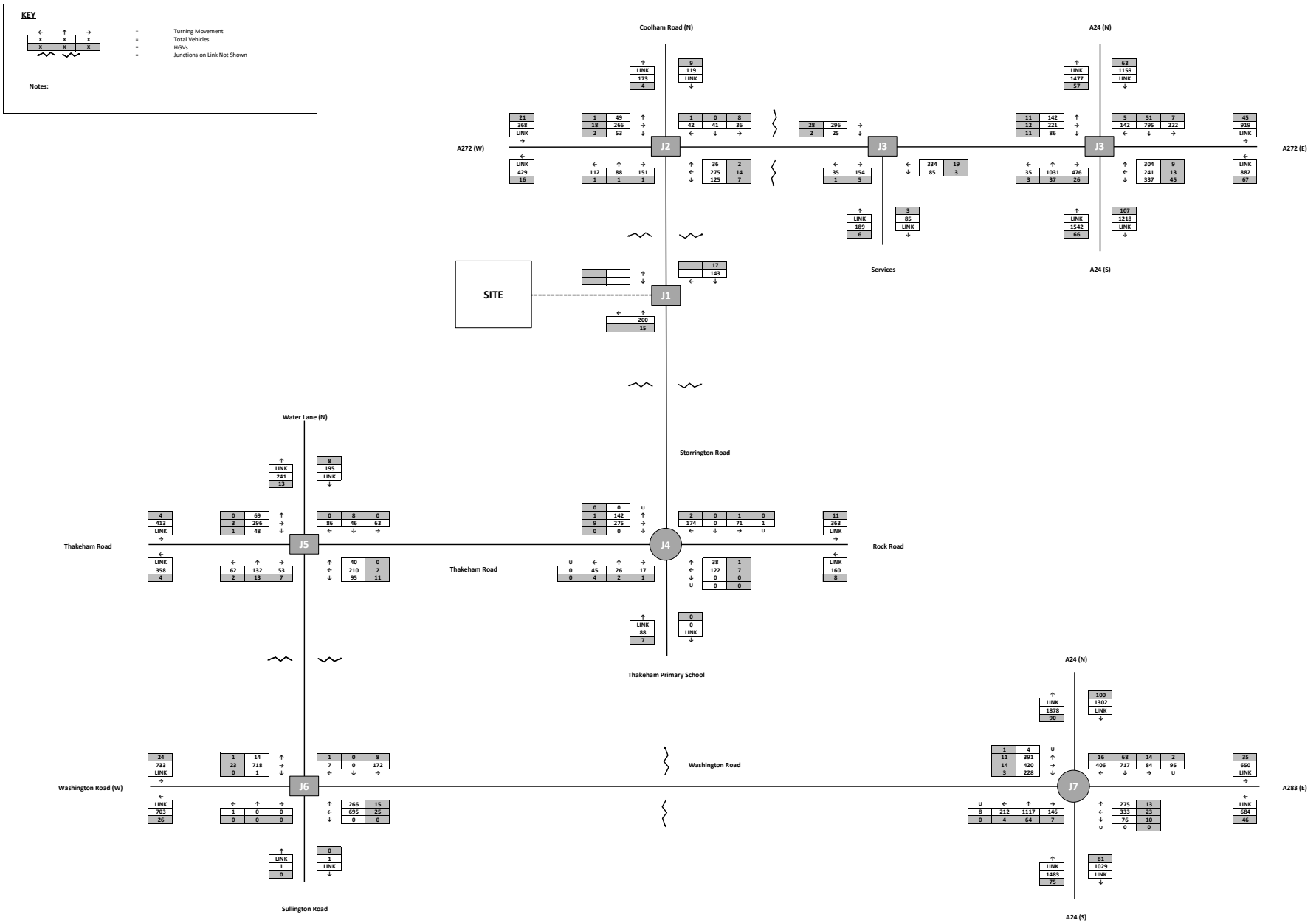
ARDENT CONSULTING ENGINEERS

OBSERVED TRAFFIC FLOWS (AM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF1



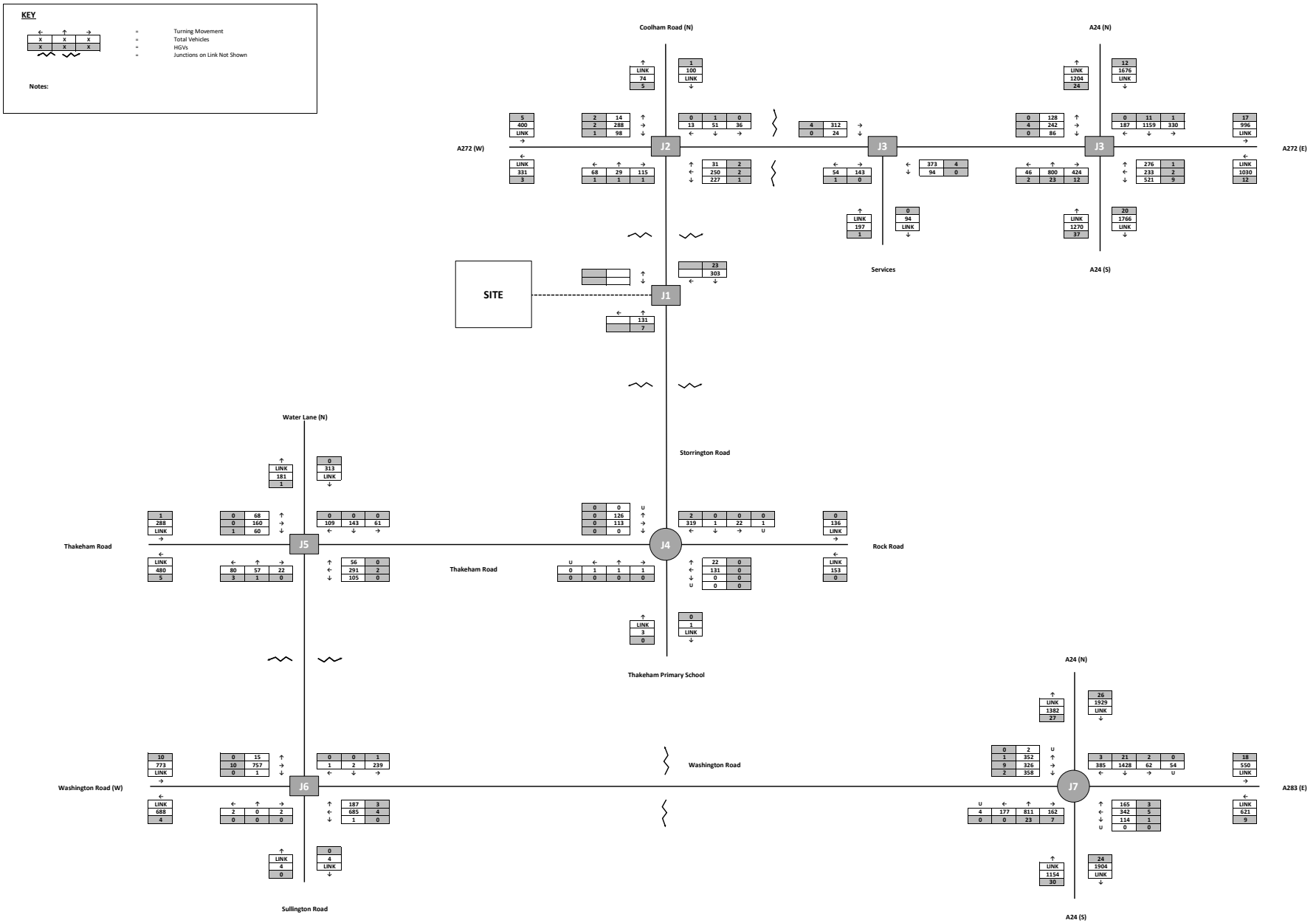
ARDENT CONSULTING ENGINEERS

OBSERVED TRAFFIC FLOWS (PM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF2



ARDENT CONSULTING ENGINEERS

2036 BASELINE TRAFFIC FLOWS (AM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF3



ARDENT CONSULTING ENGINEERS

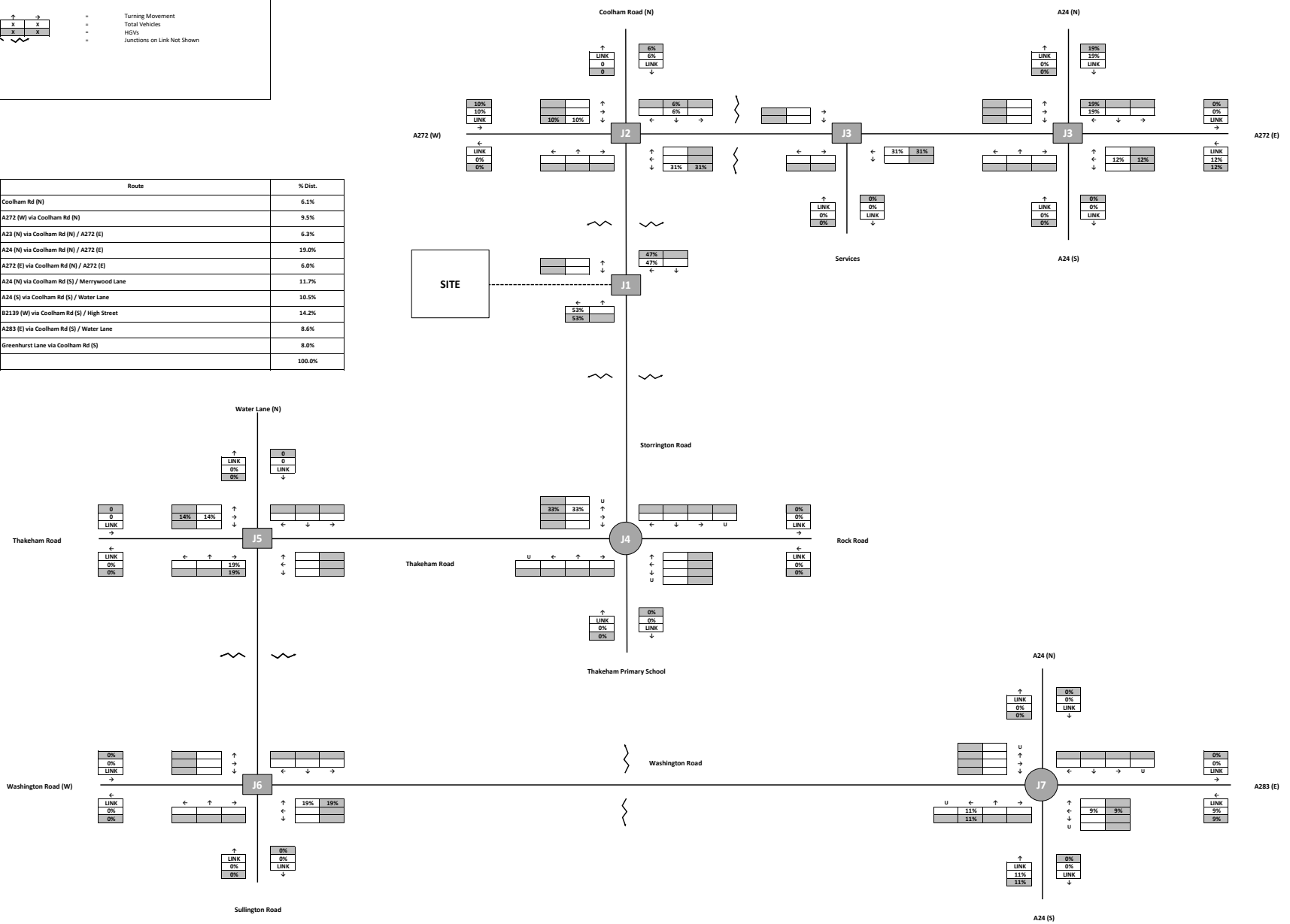
2036 BASELINE TRAFFIC FLOWS (PM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF4

KEY

←	↑	→	
X	X	X	= Turning Movement
X	X	X	= Total Vehicles
			= HGVs
			= Junctions on Link Not Shown

Notes:

No.	Route	% Dist.
A	Coolham Rd (N)	6.1%
B	A272 (W) via Coolham Rd (N)	9.5%
C	A23 (N) via Coolham Rd (N) / A272 (E)	6.3%
D	A24 (N) via Coolham Rd (N) / A272 (E)	19.0%
E	A272 (E) via Coolham Rd (N) / A272 (E)	6.0%
F	A24 (N) via Coolham Rd (S) / Merrywood Lane	11.7%
G	A24 (S) via Coolham Rd (S) / Water Lane	10.5%
H	B2139 (W) via Coolham Rd (S) / High Street	14.2%
I	A283 (E) via Coolham Rd (S) / Water Lane	8.6%
J	Greenhurst Lane via Coolham Rd (S)	8.0%
TOTAL		100.0%



ARDENT CONSULTING ENGINEERS

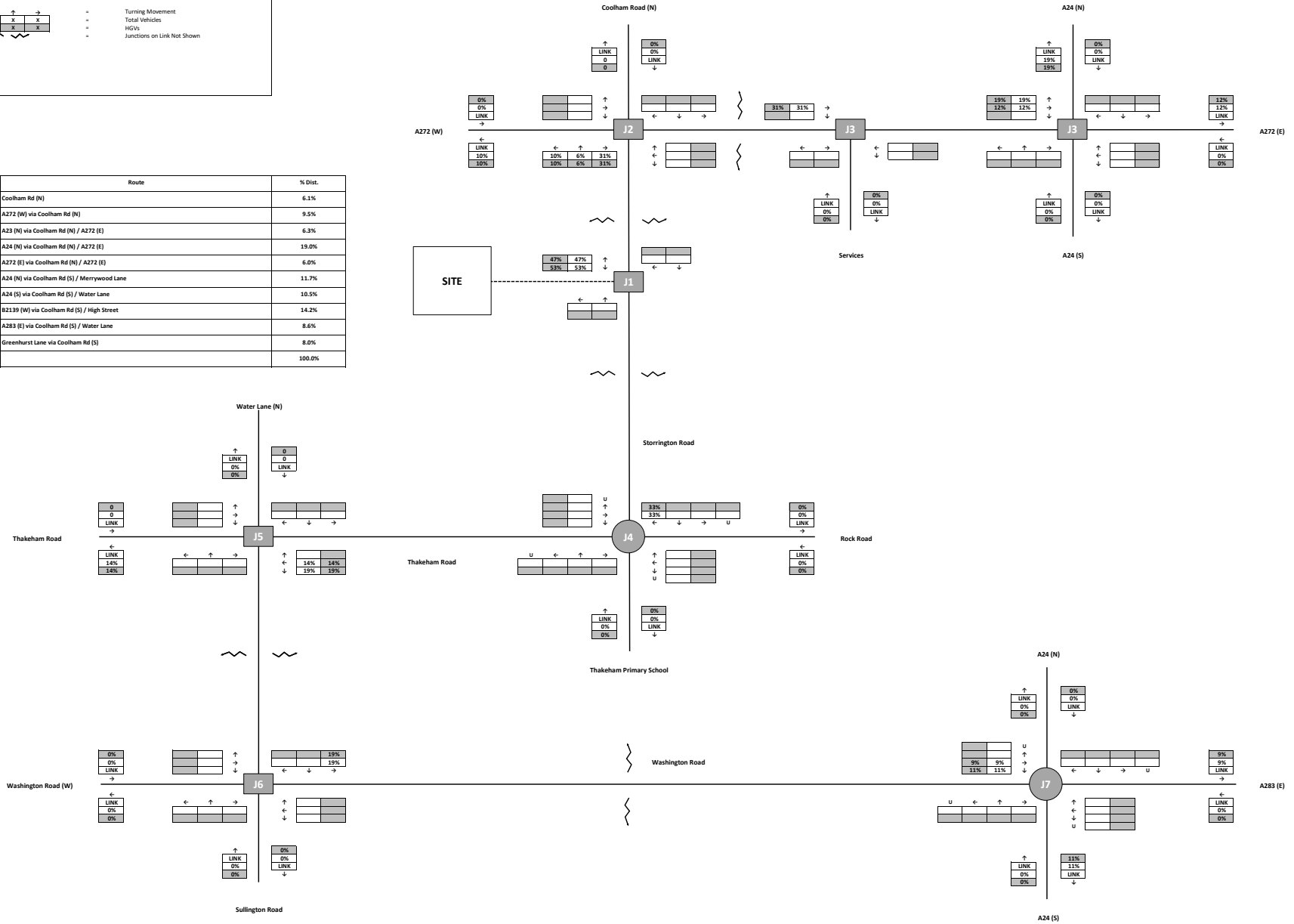
PROPOSED DEVELOPMENT PERCENTAGE TRAFFIC DISTRIBUTION - ARRIVALS
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF5

KEY

←	↑	→	
X	X	X	= Turning Movement
X	X	X	= Total Vehicles
			= HGVs
			= Junctions on Link Not Shown

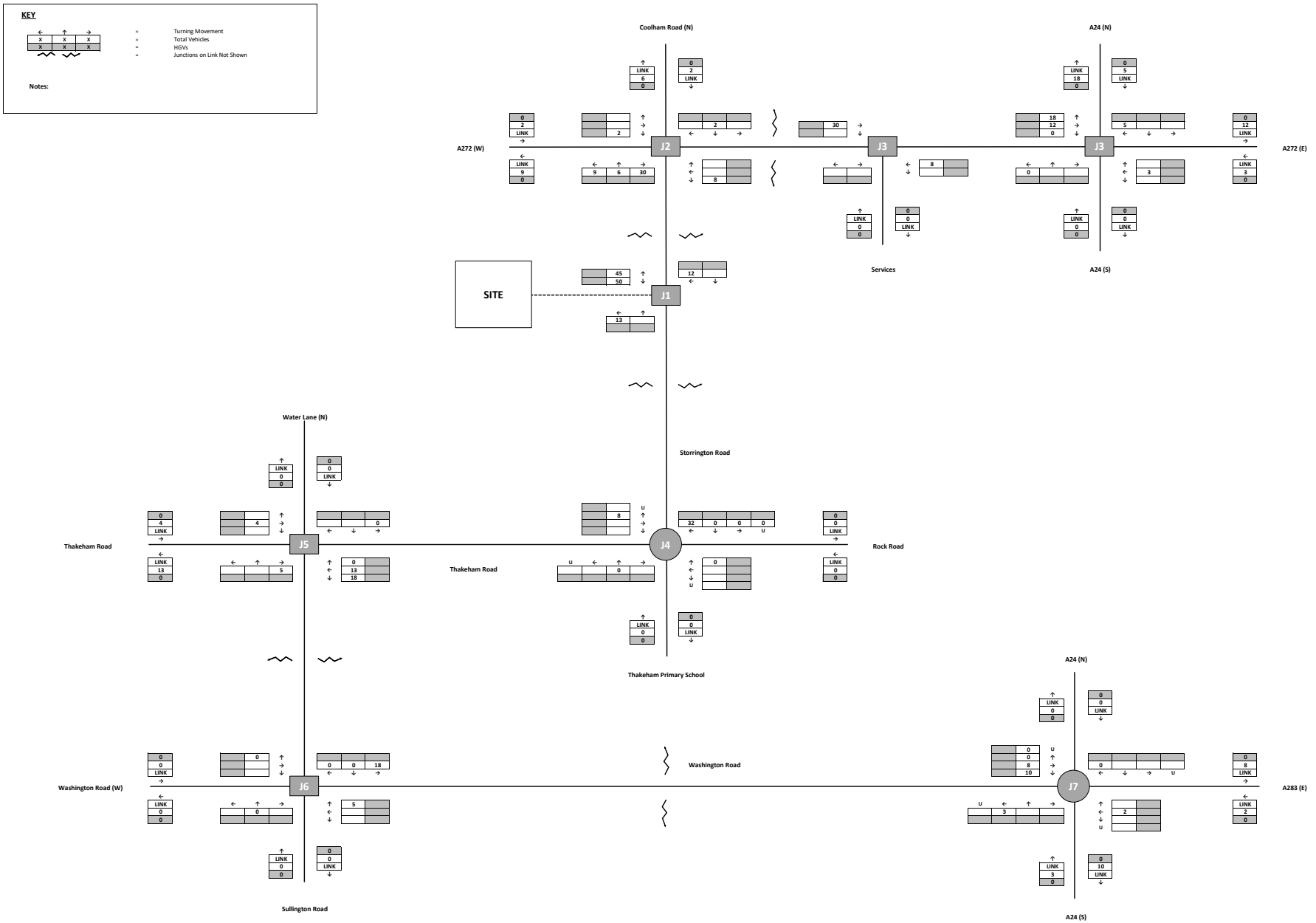
Notes:

No.	Route	% Dist.
A	Coolham Rd (N)	6.1%
B	A272 (W) via Coolham Rd (N)	9.5%
C	A23 (N) via Coolham Rd (N) / A272 (E)	6.3%
D	A24 (N) via Coolham Rd (N) / A272 (E)	19.0%
E	A272 (E) via Coolham Rd (N) / A272 (E)	6.0%
F	A24 (N) via Coolham Rd (S) / Merrywood Lane	11.7%
G	A24 (S) via Coolham Rd (S) / Water Lane	10.5%
H	B2139 (W) via Coolham Rd (S) / High Street	14.2%
I	A283 (E) via Coolham Rd (S) / Water Lane	8.6%
J	Greenhurst Lane via Coolham Rd (S)	8.0%
TOTAL		100.0%



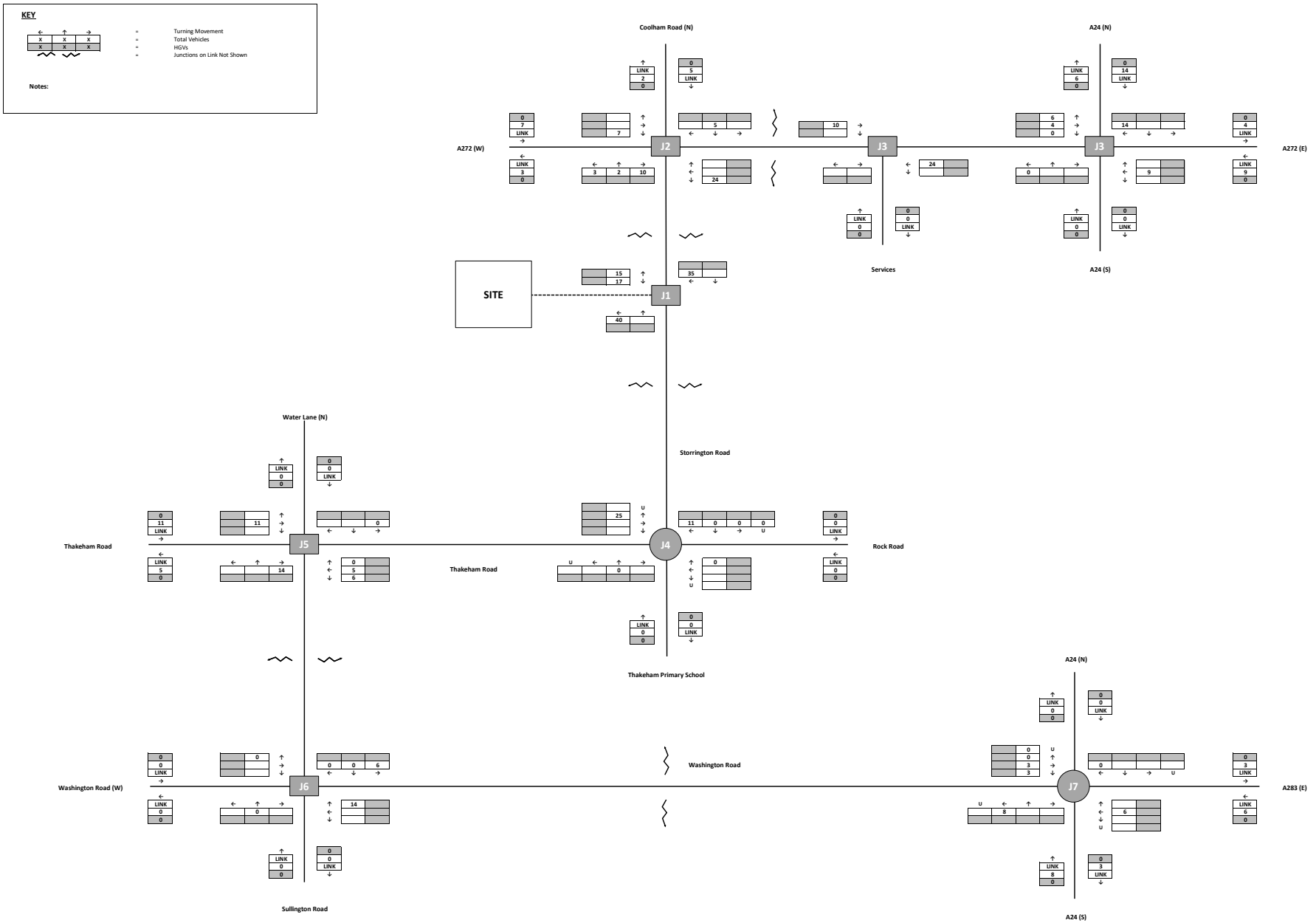
PROPOSED DEVELOPMENT PERCENTAGE TRAFFIC DISTRIBUTION - DEPARTURES
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF6

ARDENT CONSULTING ENGINEERS



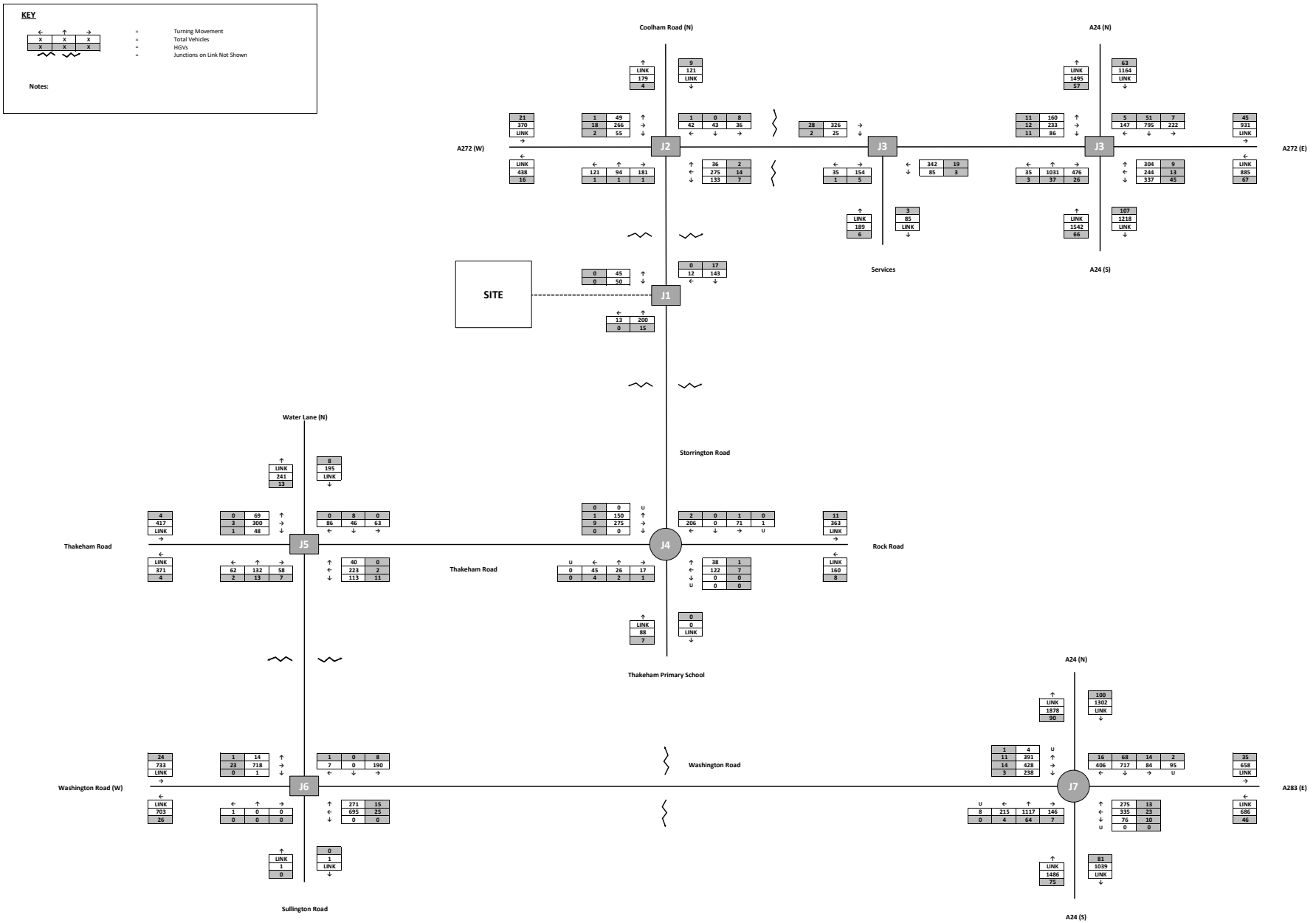
ARDENT CONSULTING ENGINEERS

PROPOSED DEVELOPMENT ASSIGNED TRAFFIC FLOWS (AM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF7



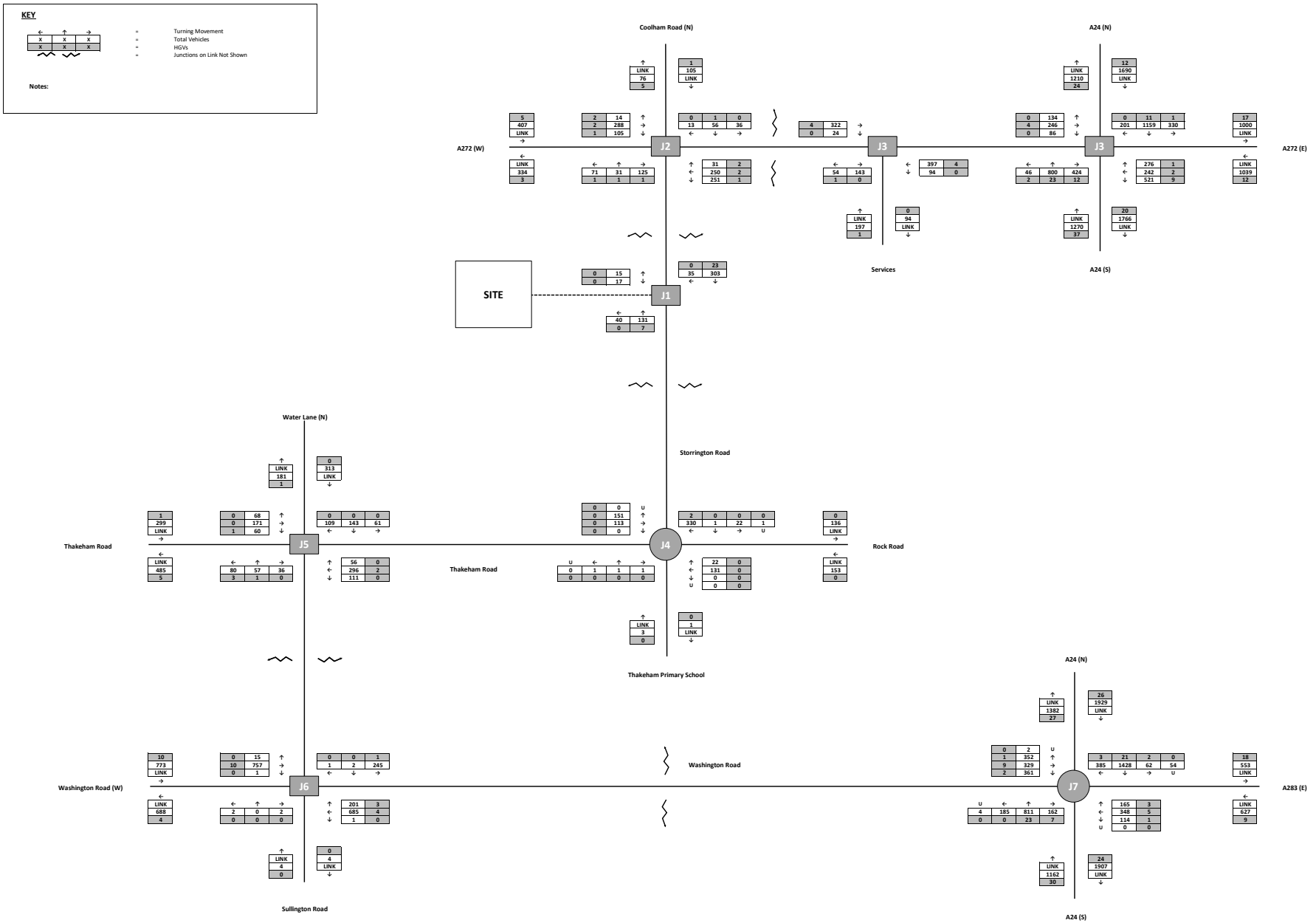
ARDENT CONSULTING ENGINEERS

PROPOSED DEVELOPMENT ASSIGNED TRAFFIC FLOWS (PM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF8



ARDENT CONSULTING ENGINEERS

2036 FUTURE BASELINE + DEVELOPMENT TRAFFIC (AM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF9



ARDENT CONSULTING ENGINEERS

2036 FUTURE BASELINE + DEVELOPMENT TRAFFIC (PM PEAK)
FORMER THAKEHAM MUSHROOM SITE, THAKEHAM
JOB NUMBER: 2505500
DRAWN BY: PR/JE
FIGURE TF10

Appendix M

Junctions 10 Output Reports

Junction 1 - B2139 Storrington Road / Site Access Junction

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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Filename: Site Access PICADY.j10
Path: Y:\ARDENT PROJECTS\2505500 - Monaghan Mushrooms (Post-Appeal)\Transport\PICADY
Report generation date: 13/01/2026 15:21:58

»2036 + Dev, AM
»2036 + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2036 + Dev													
Stream B-C	D7	0.1	6.09	0.08	A	1.47	210 % [Stream B-A]	D8	0.0	5.64	0.04	A	1.08	198 % [Stream B-A]
Stream B-A		0.1	7.82	0.11	A				0.1	8.03	0.06	A		
Stream C-AB		0.0	5.21	0.02	A				0.1	5.56	0.09	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	07:45	09:15	15			
D2	2023	PM	ONE HOUR	16:45	18:15	15			
D3	2036 Base Flows	AM	ONE HOUR	07:45	09:15	15		Simple	D1*1.0916
D4	2036 Base Flows	PM	ONE HOUR	16:45	18:15	15		Simple	D2*1.0936
D5	Dev Traffic	AM	ONE HOUR	07:45	09:15	15			
D6	Dev Traffic	PM	ONE HOUR	16:45	18:15	15			
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

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

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

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		1.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	210	Stream B-A	1.47	A

Arms

Arms

Arm	Name	Description	Arm type
A	Storrington Road (S)		Major
B	Site Access		Minor
C	Storrington Road (N)		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 - Storrington Road (N)	6.13		✓	3.50	189.1	✓	7.50

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	5.59	3.31	2.75	2.75	✓	1.00	155	76

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	622	0.113	0.286	0.180	0.409
B-C	727	0.110	0.279	-	-
C-B	780	0.301	0.301	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road (S)		ONE HOUR	✓	213	100.000
B - Site Access		ONE HOUR	✓	95	100.000
C - Storrington Road (N)		ONE HOUR	✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Storrington Road (S)	B - Site Access	C - Storrington Road (N)
From	A - Storrington Road (S)	0	13	200
	B - Site Access	50	0	45
	C - Storrington Road (N)	143	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Storrington Road (S)	B - Site Access	C - Storrington Road (N)
From	A - Storrington Road (S)	0	0	8
	B - Site Access	0	0	0
	C - Storrington Road (N)	12	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-C	0.08	6.09	0.1	A	41	62
B-A	0.11	7.82	0.1	A	46	69
C-AB	0.02	5.21	0.0	A	11	17
C-A					131	197
A-B					12	18
A-C					183	275

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-C	34	8	669	0.051	34	0.0	0.1	5.665	A
B-A	38	9	549	0.069	37	0.0	0.1	7.032	A
C-AB	9	2	728	0.012	9	0.0	0.0	5.003	A
C-A	108	27			108				
A-B	10	2			10				
A-C	150	38			150				

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-C	40	10	657	0.062	40	0.1	0.1	5.836	A
B-A	45	11	535	0.084	45	0.1	0.1	7.347	A
C-AB	11	3	718	0.015	11	0.0	0.0	5.087	A
C-A	129	32			129				
A-B	12	3			12				
A-C	180	45			180				

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-C	50	12	641	0.077	49	0.1	0.1	6.087	A
B-A	55	14	515	0.107	55	0.1	0.1	7.822	A
C-AB	13	3	704	0.019	13	0.0	0.0	5.207	A
C-A	157	39			157				
A-B	14	4			14				
A-C	220	55			220				

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-C	50	12	641	0.077	50	0.1	0.1	6.088	A
B-A	55	14	515	0.107	55	0.1	0.1	7.824	A
C-AB	13	3	704	0.019	13	0.0	0.0	5.207	A
C-A	157	39			157				
A-B	14	4			14				
A-C	220	55			220				

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-C	40	10	657	0.062	41	0.1	0.1	5.841	A
B-A	45	11	535	0.084	45	0.1	0.1	7.353	A
C-AB	11	3	718	0.015	11	0.0	0.0	5.087	A
C-A	129	32			129				
A-B	12	3			12				
A-C	180	45			180				

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-C	34	8	669	0.051	34	0.1	0.1	5.672	A
B-A	38	9	549	0.069	38	0.1	0.1	7.039	A
C-AB	9	2	728	0.012	9	0.0	0.0	5.004	A
C-A	108	27			108				
A-B	10	2			10				
A-C	150	38			150				

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

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		1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	198	Stream B-A	1.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road (S)		ONE HOUR	✓	171	100.000
B - Site Access		ONE HOUR	✓	32	100.000
C - Storrington Road (N)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Storrington Road (S)	B - Site Access	C - Storrington Road (N)
From	A - Storrington Road (S)	0	40	131
	B - Site Access	17	0	15
	C - Storrington Road (N)	303	35	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Storrington Road (S)	B - Site Access	C - Storrington Road (N)
From	A - Storrington Road (S)	0	0	5
	B - Site Access	0	0	0
	C - Storrington Road (N)	8	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-C	0.04	5.64	0.0	A	23	34
B-A	0.06	8.03	0.1	A	26	39
C-AB	0.09	5.56	0.1	A	54	81
C-A					278	417
A-B					61	91
A-C					120	181

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	685	0.027	19	0.0	0.0	5.399	A
B-A	21	5	525	0.040	21	0.0	0.0	7.146	A
C-AB	44	11	734	0.061	44	0.0	0.1	5.217	A
C-A	228	57			228				
A-B	50	12			50				
A-C	99	25			99				

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-C	22	6	677	0.033	22	0.0	0.0	5.499	A
B-A	25	6	506	0.050	25	0.0	0.1	7.493	A
C-AB	53	13	725	0.073	53	0.1	0.1	5.356	A
C-A	272	68			272				
A-B	59	15			59				
A-C	118	29			118				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	665	0.041	27	0.0	0.0	5.643	A
B-A	31	8	479	0.064	31	0.1	0.1	8.027	A
C-AB	65	16	713	0.091	65	0.1	0.1	5.556	A
C-A	334	83			334				
A-B	73	18			73				
A-C	144	36			144				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	665	0.041	28	0.0	0.0	5.644	A
B-A	31	8	479	0.064	31	0.1	0.1	8.029	A
C-AB	65	16	713	0.091	65	0.1	0.1	5.556	A
C-A	334	83			334				
A-B	73	18			73				
A-C	144	36			144				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	6	677	0.033	23	0.0	0.0	5.502	A
B-A	25	6	506	0.050	25	0.1	0.1	7.495	A
C-AB	53	13	725	0.073	53	0.1	0.1	5.359	A
C-A	272	68			272				
A-B	59	15			59				
A-C	118	29			118				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	685	0.027	19	0.0	0.0	5.403	A
B-A	21	5	525	0.040	21	0.1	0.0	7.150	A
C-AB	44	11	734	0.061	44	0.1	0.1	5.222	A
C-A	228	57			228				
A-B	50	12			50				
A-C	99	25			99				

Junction 2 - B2319 Coolham Road / A272 Cowfold Road / A272 Billingshurst Road

Crossroads Junction

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Coolham Road - Cowfold Road - Billingshurst Road Model Sensitivity.j10
Path: Y:\ARDENT PROJECTS\2505500 - Monaghan Mushrooms (Post-Appeal)\Transport\PICADY
Report generation date: 13/01/2026 15:46:49

»2023, AM
»2023, PM
»2036 Base Flows , AM
»2036 Base Flows , PM
»2036 + Dev, AM
»2036 + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
Stream B-ACD	D1	2.0	18.49	0.67	C	13.43	17 % [Stream CD-AB]	D2	2.6	20.75	0.73	C	13.16	14 % [Stream B-ACD]
Stream AB-CD		1.8	14.64	0.61	B				1.2	9.54	0.49	A		
Stream D-ABC		1.8	19.14	0.64	C				2.0	20.59	0.68	C		
Stream CD-AB		2.6	18.76	0.71	C				1.7	15.06	0.62	C		
	2036 Base Flows													
Stream B-ACD	D3	2.9	24.09	0.75	C	17.81	7 % [Stream CD-AB]	D4	4.0	29.28	0.81	D	17.48	4 % [Stream B-ACD]
Stream AB-CD		2.5	18.07	0.68	C				1.6	10.71	0.55	B		
Stream D-ABC		2.5	25.05	0.72	D				3.1	28.31	0.76	D		
Stream CD-AB		4.0	25.63	0.79	D				2.2	18.27	0.69	C		
	2036 + Dev													
Stream B-ACD	D7	3.3	27.21	0.77	D	24.03	-4 % [Stream CD-AB]	D8	5.1	36.18	0.85	E	20.00	-1 % [Stream B-ACD]
Stream AB-CD		2.9	20.05	0.71	C				1.7	10.83	0.57	B		
Stream D-ABC		3.0	30.18	0.76	D				3.6	32.75	0.79	D		
Stream CD-AB		7.6	45.18	0.88	E				2.4	19.43	0.71	C		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

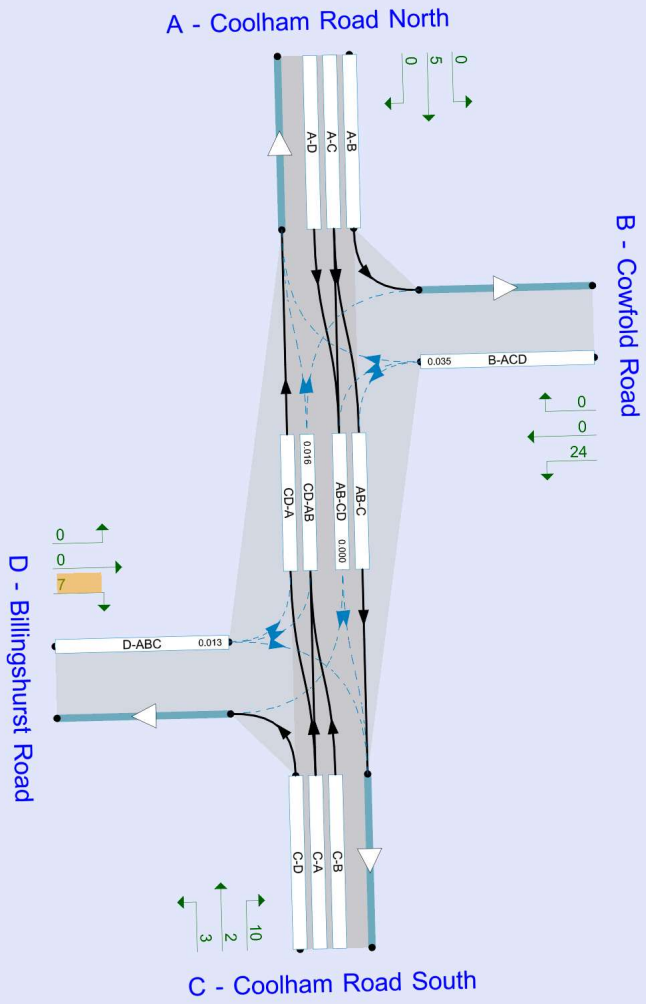
File summary

File Description

Title	
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	FLAT	08:00	09:00	60	15	✓		
D2	2023	PM	FLAT	17:00	18:00	60	15	✓		
D3	2036 Base Flows	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1*1.0997
D4	2036 Base Flows	PM	FLAT	17:00	18:00	60	15	✓	Simple	D2*1.1021
D5	Dev Traffic	AM	FLAT	08:00	09:00	60	15			
D6	Dev Traffic	PM	FLAT	17:00	18:00	60	15			
D7	2036 + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2036 + Dev	PM	FLAT	17:00	18:00	60	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		13.43	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Stream CD-AB	13.43	B

Arms

Arms

Arm	Name	Description	Arm type
A	Coolham Road North		Major
B	Cowfold Road		Minor
C	Coolham Road South		Major
D	Billingshurst Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Coolham Road North	7.24			78.0	✓	0.00
C - Coolham Road South	7.96			96.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Cowfold Road	One lane	3.68	49	29
D - Billingshurst Road	One lane	3.70	23	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	619	-	-	-	-	-	0.227	0.227	0.227	-	-
B-A	542	0.090	0.228	0.228	-	-	0.144	0.326	-	0.144	0.326
B-CD	686	0.096	0.243	0.243	-	-	-	-	-	-	-
CD-B	630	0.223	0.223	0.223	-	-	-	-	-	-	-
D-AB	680	-	-	-	-	-	0.249	0.249	0.099	-	-
D-C	529	-	0.145	0.329	0.145	0.329	0.230	0.230	0.091	-	-

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	2023	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	108	100.000
B - Cowfold Road		FLAT	✓	397	100.000
C - Coolham Road South		FLAT	✓	319	100.000
D - Billingshurst Road		FLAT	✓	335	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	33	37	38
	B - Cowfold Road	33	0	114	250
	C - Coolham Road South	80	137	0	102
	D - Billingshurst Road	45	242	48	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	21	0	3
	B - Cowfold Road	6	0	5	5
	C - Coolham Road South	1	1	0	1
	D - Billingshurst Road	2	7	4	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-ACD	0.67	18.49	2.0	C	397	397
A-B					33	33
A-C					37	37
A-D					38	38
AB-CD	0.61	14.64	1.8	B	378	378
AB-C					60	60
D-ABC	0.64	19.14	1.8	C	335	335
C-D					102	102
C-A					80	80
C-B					137	137
CD-AB	0.71	18.76	2.6	C	466	466
CD-A					36	36

Main Results for each time segment

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-ACD	397	99	593	0.670	389	0.0	1.9	17.119	C
A-B	33	8			33				
A-C	37	9			37				
A-D	38	10			38				
AB-CD	372	93	625	0.594	365	0.0	1.6	13.599	B
AB-C	60	15			60				
D-ABC	335	84	524	0.639	328	0.0	1.7	17.818	C
C-D	102	26			102				
C-A	80	20			80				
C-B	137	34			137				
CD-AB	461	115	660	0.698	451	0.0	2.4	16.680	C
CD-A	37	9			37				

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-ACD	397	99	592	0.671	397	1.9	2.0	18.408	C
A-B	33	8			33				
A-C	37	9			37				
A-D	38	10			38				
AB-CD	379	95	627	0.605	379	1.6	1.7	14.576	B
AB-C	59	15			59				
D-ABC	335	84	523	0.641	335	1.7	1.7	19.079	C
C-D	102	26			102				
C-A	80	20			80				
C-B	137	34			137				
CD-AB	468	117	661	0.708	467	2.4	2.6	18.598	C
CD-A	36	9			36				

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-ACD	397	99	592	0.671	397	2.0	2.0	18.455	C
A-B	33	8			33				
A-C	37	9			37				
A-D	38	10			38				
AB-CD	380	95	627	0.605	379	1.7	1.8	14.624	B
AB-C	59	15			59				
D-ABC	335	84	523	0.641	335	1.7	1.7	19.124	C
C-D	102	26			102				
C-A	80	20			80				
C-B	137	34			137				
CD-AB	468	117	661	0.708	468	2.6	2.6	18.725	C
CD-A	36	9			36				

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-ACD	397	99	592	0.671	397	2.0	2.0	18.485	C
A-B	33	8			33				
A-C	37	9			37				
A-D	38	10			38				
AB-CD	380	95	627	0.605	380	1.8	1.8	14.639	B
AB-C	59	15			59				
D-ABC	335	84	523	0.641	335	1.7	1.8	19.136	C
C-D	102	26			102				
C-A	80	20			80				
C-B	137	34			137				
CD-AB	468	117	661	0.708	468	2.6	2.6	18.762	C
CD-A	36	9			36				

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		13.16	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream B-ACD	13.16	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	2023	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	91	100.000
B - Cowfold Road		FLAT	✓	461	100.000
C - Coolham Road South		FLAT	✓	192	100.000
D - Billingshurst Road		FLAT	✓	363	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	33	46	12
	B - Cowfold Road	28	0	206	227
	C - Coolham Road South	26	104	0	62
	D - Billingshurst Road	13	261	89	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	0	2	0
	B - Cowfold Road	7	0	0	1
	C - Coolham Road South	4	1	0	2
	D - Billingshurst Road	15	1	1	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-ACD	0.73	20.75	2.6	C	461	461
A-B					33	33
A-C					46	46
A-D					12	12
AB-CD	0.49	9.54	1.2	A	360	360
AB-C					129	129
D-ABC	0.68	20.59	2.0	C	363	363
C-D					62	62
C-A					26	26
C-B					104	104
CD-AB	0.62	15.06	1.7	C	388	388
CD-A					15	15

Main Results for each time segment

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-ACD	461	115	635	0.726	451	0.0	2.5	18.736	C
A-B	33	8			33				
A-C	46	12			46				
A-D	12	3			12				
AB-CD	352	88	738	0.477	348	0.0	1.1	9.157	A
AB-C	129	32			129				
D-ABC	363	91	539	0.673	355	0.0	1.9	18.848	C
C-D	62	16			62				
C-A	26	7			26				
C-B	104	26			104				
CD-AB	383	96	628	0.610	377	0.0	1.6	14.027	B
CD-A	15	4			15				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	461	115	634	0.727	461	2.5	2.6	20.633	C
A-B	33	8			33				
A-C	46	12			46				
A-D	12	3			12				
AB-CD	362	90	741	0.488	362	1.1	1.2	9.520	A
AB-C	129	32			129				
D-ABC	363	91	538	0.675	363	1.9	2.0	20.492	C
C-D	62	16			62				
C-A	26	7			26				
C-B	104	26			104				
CD-AB	389	97	628	0.619	389	1.6	1.6	15.005	C
CD-A	15	4			15				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	461	115	634	0.727	461	2.6	2.6	20.716	C
A-B	33	8			33				
A-C	46	12			46				
A-D	12	3			12				
AB-CD	362	91	742	0.488	362	1.2	1.2	9.534	A
AB-C	129	32			129				
D-ABC	363	91	538	0.675	363	2.0	2.0	20.564	C
C-D	62	16			62				
C-A	26	7			26				
C-B	104	26			104				
CD-AB	389	97	628	0.619	389	1.6	1.7	15.053	C
CD-A	15	4			15				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	461	115	634	0.727	461	2.6	2.6	20.745	C
A-B	33	8			33				
A-C	46	12			46				
A-D	12	3			12				
AB-CD	362	91	742	0.488	362	1.2	1.2	9.539	A
AB-C	129	32			129				
D-ABC	363	91	538	0.675	363	2.0	2.0	20.586	C
C-D	62	16			62				
C-A	26	7			26				
C-B	104	26			104				
CD-AB	389	97	628	0.619	389	1.7	1.7	15.065	C
CD-A	15	4			15				

2036 Base Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		17.81	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	Stream CD-AB	17.81	C

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	Relationship type	Relationship
D3	2036 Base Flows	AM	FLAT	08:00	09:00	60	15	✓	Simple	D1*1.0997

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	119	100.000
B - Cowfold Road		FLAT	✓	437	100.000
C - Coolham Road South		FLAT	✓	351	100.000
D - Billingshurst Road		FLAT	✓	368	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	36	41	42
	B - Cowfold Road	36	0	125	275
	C - Coolham Road South	88	151	0	112
	D - Billingshurst Road	49	266	53	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	21	0	3
	B - Cowfold Road	6	0	5	5
	C - Coolham Road South	1	1	0	1
	D - Billingshurst Road	2	7	4	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-ACD	0.75	24.09	2.9	C	437	437
A-B					36	36
A-C					41	41
A-D					42	42
AB-CD	0.68	18.07	2.5	C	427	427
AB-C					53	53
D-ABC	0.72	25.05	2.5	D	368	368
C-D					112	112
C-A					88	88
C-B					151	151
CD-AB	0.79	25.63	4.0	D	523	523
CD-A					29	29

Main Results for each time segment

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-ACD	437	109	587	0.744	426	0.0	2.6	21.153	C
A-B	36	9			36				
A-C	41	10			41				
A-D	42	10			42				
AB-CD	419	105	629	0.665	410	0.0	2.2	16.004	C
AB-C	55	14			55				
D-ABC	368	92	514	0.717	359	0.0	2.3	22.144	C
C-D	112	28			112				
C-A	88	22			88				
C-B	151	38			151				
CD-AB	515	129	666	0.774	502	0.0	3.4	20.769	C
CD-A	31	8			31				

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-ACD	437	109	586	0.746	436	2.6	2.8	23.860	C
A-B	36	9			36				
A-C	41	10			41				
A-D	42	10			42				
AB-CD	430	107	631	0.680	429	2.2	2.4	17.876	C
AB-C	53	13			53				
D-ABC	368	92	512	0.720	368	2.3	2.4	24.833	C
C-D	112	28			112				
C-A	88	22			88				
C-B	151	38			151				
CD-AB	526	131	668	0.787	524	3.4	3.8	24.990	C
CD-A	28	7			28				

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-ACD	437	109	585	0.746	436	2.8	2.8	24.028	C
A-B	36	9			36				
A-C	41	10			41				
A-D	42	10			42				
AB-CD	430	107	632	0.681	430	2.4	2.5	18.029	C
AB-C	53	13			53				
D-ABC	368	92	512	0.720	368	2.4	2.5	24.995	C
C-D	112	28			112				
C-A	88	22			88				
C-B	151	38			151				
CD-AB	526	132	668	0.787	526	3.8	3.9	25.476	D
CD-A	28	7			28				

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-ACD	437	109	585	0.746	436	2.8	2.9	24.088	C
A-B	36	9			36				
A-C	41	10			41				
A-D	42	10			42				
AB-CD	430	108	632	0.681	430	2.5	2.5	18.066	C
AB-C	53	13			53				
D-ABC	368	92	512	0.720	368	2.5	2.5	25.049	D
C-D	112	28			112				
C-A	88	22			88				
C-B	151	38			151				
CD-AB	526	132	668	0.788	526	3.9	4.0	25.628	D
CD-A	28	7			28				

2036 Base Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		17.48	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	4	Stream B-ACD	17.48	C

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	Relationship type	Relationship
D4	2036 Base Flows	PM	FLAT	17:00	18:00	60	15	✓	Simple	D2*1.1021

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	100	100.000
B - Cowfold Road		FLAT	✓	508	100.000
C - Coolham Road South		FLAT	✓	212	100.000
D - Billingshurst Road		FLAT	✓	400	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	36	51	13
	B - Cowfold Road	31	0	227	250
	C - Coolham Road South	29	115	0	68
	D - Billingshurst Road	14	288	98	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	0	2	0
	B - Cowfold Road	7	0	0	1
	C - Coolham Road South	4	1	0	2
	D - Billingshurst Road	15	1	1	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-ACD	0.81	29.28	4.0	D	508	508
A-B					36	36
A-C					51	51
A-D					13	13
AB-CD	0.55	10.71	1.6	B	412	412
AB-C					125	125
D-ABC	0.76	28.31	3.1	D	400	400
C-D					68	68
C-A					29	29
C-B					115	115
CD-AB	0.69	18.27	2.2	C	429	429
CD-A					13	13

Main Results for each time segment

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-ACD	508	127	631	0.806	494	0.0	3.6	24.223	C
A-B	36	9			36				
A-C	51	13			51				
A-D	13	3			13				
AB-CD	401	100	751	0.535	396	0.0	1.5	10.050	B
AB-C	126	32			126				
D-ABC	400	100	529	0.756	389	0.0	2.8	24.089	C
C-D	68	17			68				
C-A	29	7			29				
C-B	115	29			115				
CD-AB	423	106	629	0.673	415	0.0	2.0	16.331	C
CD-A	14	3			14				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	508	127	630	0.807	507	3.6	3.9	28.760	D
A-B	36	9			36				
A-C	51	13			51				
A-D	13	3			13				
AB-CD	416	104	755	0.550	415	1.5	1.6	10.663	B
AB-C	124	31			124				
D-ABC	400	100	527	0.760	399	2.8	3.0	27.908	D
C-D	68	17			68				
C-A	29	7			29				
C-B	115	29			115				
CD-AB	431	108	629	0.686	431	2.0	2.2	18.104	C
CD-A	13	3			13				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	508	127	630	0.807	508	3.9	4.0	29.135	D
A-B	36	9			36				
A-C	51	13			51				
A-D	13	3			13				
AB-CD	416	104	755	0.551	416	1.6	1.6	10.701	B
AB-C	124	31			124				
D-ABC	400	100	526	0.760	400	3.0	3.0	28.203	D
C-D	68	17			68				
C-A	29	7			29				
C-B	115	29			115				
CD-AB	432	108	629	0.686	432	2.2	2.2	18.236	C
CD-A	13	3			13				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	508	127	630	0.807	508	4.0	4.0	29.278	D
A-B	36	9			36				
A-C	51	13			51				
A-D	13	3			13				
AB-CD	417	104	755	0.551	417	1.6	1.6	10.710	B
AB-C	124	31			124				
D-ABC	400	100	526	0.760	400	3.0	3.1	28.311	D
C-D	68	17			68				
C-A	29	7			29				
C-B	115	29			115				
CD-AB	432	108	629	0.687	432	2.2	2.2	18.270	C
CD-A	13	3			13				

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		24.03	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-4	Stream CD-AB	24.03	C

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	Relationship type	Relationship
D7	2036 + Dev	AM	FLAT	08:00	09:00	60	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	121	100.000
B - Cowfold Road		FLAT	✓	445	100.000
C - Coolham Road South		FLAT	✓	396	100.000
D - Billingshurst Road		FLAT	✓	370	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	36	43	42
	B - Cowfold Road	36	0	133	275
	C - Coolham Road South	94	181	0	121
	D - Billingshurst Road	49	266	55	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	21	0	3
	B - Cowfold Road	6	0	5	5
	C - Coolham Road South	1	1	0	1
	D - Billingshurst Road	2	7	4	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-ACD	0.77	27.21	3.3	D	450	450
A-B					36	36
A-C					44	44
A-D					42	42
AB-CD	0.71	20.05	2.9	C	443	443
AB-C					53	53
D-ABC	0.76	30.18	3.0	D	372	372
C-D					127	127
C-A					98	98
C-B					201	201
CD-AB	0.88	45.18	7.6	E	596	596
CD-A					16	16

Main Results for each time segment

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-ACD	450	112	584	0.770	438	0.0	3.0	23.029	C
A-B	36	9			36				
A-C	44	11			44				
A-D	42	10			42				
AB-CD	433	108	625	0.692	423	0.0	2.5	17.258	C
AB-C	55	14			55				
D-ABC	372	93	493	0.755	361	0.0	2.7	25.523	D
C-D	127	32			127				
C-A	98	24			98				
C-B	201	50			201				
CD-AB	586	146	675	0.868	563	0.0	5.7	28.913	D
CD-A	19	5			19				

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-ACD	450	112	581	0.773	449	3.0	3.2	26.752	D
A-B	36	9			36				
A-C	44	11			44				
A-D	42	10			42				
AB-CD	446	111	628	0.709	444	2.5	2.8	19.745	C
AB-C	52	13			52				
D-ABC	372	93	491	0.758	372	2.7	2.9	29.709	D
C-D	127	32			127				
C-A	98	24			98				
C-B	201	50			201				
CD-AB	599	150	678	0.883	594	5.7	6.9	41.040	E
CD-A	15	4			15				

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-ACD	450	112	581	0.774	449	3.2	3.3	27.084	D
A-B	36	9			36				
A-C	44	11			44				
A-D	42	10			42				
AB-CD	446	112	629	0.710	446	2.8	2.8	19.990	C
AB-C	52	13			52				
D-ABC	372	93	491	0.759	372	2.9	3.0	30.052	D
C-D	127	32			127				
C-A	98	24			98				
C-B	201	50			201				
CD-AB	600	150	678	0.884	598	6.9	7.4	43.925	E
CD-A	14	4			14				

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-ACD	450	112	581	0.774	449	3.3	3.3	27.213	D
A-B	36	9			36				
A-C	44	11			44				
A-D	42	10			42				
AB-CD	446	112	629	0.710	446	2.8	2.9	20.055	C
AB-C	52	13			52				
D-ABC	372	93	491	0.759	372	3.0	3.0	30.176	D
C-D	127	32			127				
C-A	98	24			98				
C-B	201	50			201				
CD-AB	600	150	678	0.884	599	7.4	7.6	45.183	E
CD-A	14	4			14				

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way	Two-way	Two-way	Two-way		20.00	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	Stream B-ACD	20.00	C

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	Relationship type	Relationship
D8	2036 + Dev	PM	FLAT	17:00	18:00	60	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coolham Road North		FLAT	✓	105	100.000
B - Cowfold Road		FLAT	✓	532	100.000
C - Coolham Road South		FLAT	✓	227	100.000
D - Billingshurst Road		FLAT	✓	407	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	36	56	13
	B - Cowfold Road	31	0	251	250
	C - Coolham Road South	31	125	0	71
	D - Billingshurst Road	14	288	105	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Coolham Road North	B - Cowfold Road	C - Coolham Road South	D - Billingshurst Road
From	A - Coolham Road North	0	0	2	0
	B - Cowfold Road	7	0	0	1
	C - Coolham Road South	4	1	0	2
	D - Billingshurst Road	15	1	1	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-ACD	0.85	36.18	5.1	E	532	532
A-B					36	36
A-C					56	56
A-D					13	13
AB-CD	0.57	10.83	1.7	B	431	431
AB-C					134	134
D-ABC	0.79	32.75	3.6	D	407	407
C-D					71	71
C-A					31	31
C-B					125	125
CD-AB	0.71	19.43	2.4	C	441	441
CD-A					13	13

Main Results for each time segment

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-ACD	532	133	630	0.844	514	0.0	4.4	27.830	D
A-B	36	9			36				
A-C	56	14			56				
A-D	13	3			13				
AB-CD	418	104	767	0.545	411	0.0	1.6	10.055	B
AB-C	136	34			136				
D-ABC	407	102	519	0.784	394	0.0	3.2	26.667	D
C-D	71	18			71				
C-A	31	8			31				
C-B	125	31			125				
CD-AB	434	109	629	0.690	425	0.0	2.2	17.084	C
CD-A	14	3			14				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	532	133	629	0.845	530	4.4	4.9	34.996	D
A-B	36	9			36				
A-C	56	14			56				
A-D	13	3			13				
AB-CD	435	109	772	0.564	435	1.6	1.7	10.752	B
AB-C	133	33			133				
D-ABC	407	102	516	0.789	406	3.2	3.4	32.002	D
C-D	71	18			71				
C-A	31	8			31				
C-B	125	31			125				
CD-AB	443	111	629	0.704	443	2.2	2.4	19.192	C
CD-A	13	3			13				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	532	133	629	0.845	531	4.9	5.0	35.831	E
A-B	36	9			36				
A-C	56	14			56				
A-D	13	3			13				
AB-CD	436	109	772	0.565	436	1.7	1.7	10.811	B
AB-C	133	33			133				
D-ABC	407	102	516	0.789	407	3.4	3.5	32.543	D
C-D	71	18			71				
C-A	31	8			31				
C-B	125	31			125				
CD-AB	444	111	629	0.705	444	2.4	2.4	19.378	C
CD-A	13	3			13				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	532	133	629	0.845	532	5.0	5.1	36.180	E
A-B	36	9			36				
A-C	56	14			56				
A-D	13	3			13				
AB-CD	437	109	772	0.565	437	1.7	1.7	10.825	B
AB-C	133	33			133				
D-ABC	407	102	516	0.789	407	3.5	3.6	32.748	D
C-D	71	18			71				
C-A	31	8			31				
C-B	125	31			125				
CD-AB	444	111	629	0.705	444	2.4	2.4	19.430	C
CD-A	13	3			13				

Junction 4 - B2139 Storrington Road / Rock Road / Thakeham Road Mini-Roundabout Junction

Junctions 10

ARCADY 10 - Roundabout Module

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

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Filename: Storrington Road - Rock Road Roundabout Model Sens.j10
Path: Y:\ARDENT PROJECTS\2505500 - Monaghan Mushrooms (Post-Appeal)\Transport\ARCADY
Report generation date: 13/01/2026 16:19:37

»2023, AM
»2023, PM
»Future Base Flows 2036, AM
»Future Base Flows 2036 , PM
»2036 + Dev, AM
»2036 + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
A - Storrington Road	D1	2.0	29.44	0.67	D	13.16	5 % [A - Storrington Road]	D2	2.3	25.05	0.71	D	14.60	10 % [A - Storrington Road]
B - Rock Road		0.2	4.83	0.18	A				0.2	5.17	0.18	A		
C - School Access		0.1	5.87	0.13	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.0	8.57	0.50	A				0.4	5.45	0.27	A		
	Future Base Flows 2036													
A - Storrington Road	D3	3.0	42.76	0.77	E	17.19	-4 % [A - Storrington Road]	D4	3.4	33.86	0.79	D	18.86	1 % [A - Storrington Road]
B - Rock Road		0.2	5.00	0.20	A				0.3	5.44	0.20	A		
C - School Access		0.2	6.14	0.14	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.2	9.56	0.55	A				0.4	5.66	0.29	A		
	2036 + Dev													
A - Storrington Road	D7	8.0	93.55	0.93	F	33.91	-14 % [A - Storrington Road]	D8	4.2	40.75	0.83	E	21.82	-3 % [A - Storrington Road]
B - Rock Road		0.3	5.25	0.20	A				0.3	5.54	0.21	A		
C - School Access		0.2	6.48	0.15	A				0.0	0.00	0.00	A		
D - Thakeham Road		1.3	9.95	0.57	A				0.5	6.10	0.34	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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

Analysis Options

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	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓		
D3	Future Base Flows 2036	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916
D4	Future Base Flows 2036	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936
D5	Dev Traffic	AM	ONE HOUR	07:45	09:15	15			
D6	Dev Traffic	PM	ONE HOUR	16:45	18:15	15			
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 71% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	13.16	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5	A - Storrington Road	13.16	B

Arms

Arms

Arm	Name	Description
A	Storrington Road	
B	Rock Road	
C	School Access	
D	Thakeham Road	

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
A - Storrington Road	3.06	2.81	7.92	4.1	13.89	9.55	0.0	
B - Rock Road	3.39	3.03	5.41	17.5	8.56	4.02	0.0	
C - School Access	3.56	3.56	5.28	0.9	14.76	10.76	0.0	
D - Thakeham Road	3.36	3.26	4.97	2.5	10.85	7.81	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - Storrington Road	Direct	Queue Validation	-500
B - Rock Road	None		
C - School Access	None		
D - Thakeham Road	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Storrington Road	0.623	563
B - Rock Road	0.654	1064
C - School Access	0.624	979
D - Thakeham Road	0.621	914

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	225	100.000
B - Rock Road		ONE HOUR	✓	147	100.000
C - School Access		ONE HOUR	✓	81	100.000
D - Thakeham Road		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	1	65	0	159
	B - Rock Road	35	0	0	112
	C - School Access	24	16	0	41
	D - Thakeham Road	130	252	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	2	0	1
	B - Rock Road	3	0	0	5
	C - School Access	8	6	0	10
	D - Thakeham Road	1	3	0	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)
A - Storrington Road	0.67	29.44	2.0	D	206	310
B - Rock Road	0.18	4.83	0.2	A	135	202
C - School Access	0.13	5.87	0.1	A	74	111
D - Thakeham Road	0.50	8.57	1.0	A	351	526

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	169	42	200	429	0.395	167	142	0.0	0.6	13.608	B
B - Rock Road	111	28	119	943	0.117	110	249	0.0	0.1	4.320	A
C - School Access	61	15	229	766	0.080	61	0	0.0	0.1	5.100	A
D - Thakeham Road	288	72	57	857	0.335	286	233	0.0	0.5	6.274	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	202	51	240	404	0.501	201	171	0.6	1.0	17.650	C
B - Rock Road	132	33	143	928	0.142	132	299	0.1	0.2	4.525	A
C - School Access	73	18	275	739	0.099	73	0	0.1	0.1	5.403	A
D - Thakeham Road	343	86	68	850	0.404	343	279	0.5	0.7	7.086	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	248	62	294	369	0.671	244	209	1.0	1.9	27.945	D
B - Rock Road	162	40	174	908	0.178	162	365	0.2	0.2	4.821	A
C - School Access	89	22	335	703	0.127	89	0	0.1	0.1	5.858	A
D - Thakeham Road	421	105	84	840	0.500	419	341	0.7	1.0	8.522	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	248	62	295	369	0.672	247	209	1.9	2.0	29.440	D
B - Rock Road	162	40	176	907	0.179	162	367	0.2	0.2	4.832	A
C - School Access	89	22	338	702	0.127	89	0	0.1	0.1	5.875	A
D - Thakeham Road	421	105	84	840	0.500	421	343	1.0	1.0	8.574	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	202	51	242	403	0.502	206	171	2.0	1.0	18.609	C
B - Rock Road	132	33	146	925	0.143	132	301	0.2	0.2	4.542	A
C - School Access	73	18	279	737	0.099	73	0	0.1	0.1	5.424	A
D - Thakeham Road	343	86	68	850	0.404	345	283	1.0	0.7	7.141	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
A - Storrington Road	169	42	202	428	0.396	171	143	1.0	0.7	14.097	B
B - Rock Road	111	28	122	941	0.118	111	252	0.2	0.1	4.336	A
C - School Access	61	15	232	764	0.080	61	0	0.1	0.1	5.121	A
D - Thakeham Road	288	72	57	857	0.336	288	236	0.7	0.5	6.335	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 78% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	14.60	B

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10	A - Storrington Road	14.60	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	314	100.000
B - Rock Road		ONE HOUR	✓	140	100.000
C - School Access		ONE HOUR	✓	3	100.000
D - Thakeham Road		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	1	20	1	292
	B - Rock Road	20	0	0	120
	C - School Access	1	1	0	1
	D - Thakeham Road	115	103	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	0	0	1
	B - Rock Road	0	0	0	0
	C - School Access	0	0	0	0
	D - Thakeham Road	0	0	0	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)
A - Storrington Road	0.71	25.05	2.3	D	288	432
B - Rock Road	0.18	5.17	0.2	A	128	193
C - School Access	0.00	0.00	0.0	A	0	0
D - Thakeham Road	0.27	5.45	0.4	A	200	300

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	236	59	77	511	0.463	233	102	0.0	0.8	12.827	B
B - Rock Road	105	26	218	920	0.115	105	92	0.0	0.1	4.415	A
C - School Access	0	0	322	776	0.000	0	0.74	0.0	0.0	0.000	A
D - Thakeham Road	164	41	16	905	0.181	163	307	0.0	0.2	4.848	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
A - Storrington Road	282	71	92	501	0.563	281	122	0.8	1.2	16.211	C
B - Rock Road	126	31	263	890	0.141	126	110	0.1	0.2	4.708	A
C - School Access	0	0	388	735	0.000	0	0.89	0.0	0.0	0.000	A
D - Thakeham Road	196	49	19	903	0.217	196	369	0.2	0.3	5.090	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	346	86	113	488	0.708	342	150	1.2	2.2	23.920	C
B - Rock Road	154	39	320	853	0.181	154	135	0.2	0.2	5.152	A
C - School Access	0	0	473	682	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	240	60	23	900	0.267	240	450	0.3	0.4	5.448	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	346	86	113	488	0.708	345	150	2.2	2.3	25.051	D
B - Rock Road	154	39	323	850	0.181	154	135	0.2	0.2	5.171	A
C - School Access	0	0	476	680	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	240	60	23	900	0.267	240	453	0.4	0.4	5.453	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	282	71	93	501	0.564	286	122	2.3	1.3	17.063	C
B - Rock Road	126	31	268	887	0.142	126	111	0.2	0.2	4.734	A
C - School Access	0	0	393	732	0.000	0	0.91	0.0	0.0	0.000	A
D - Thakeham Road	196	49	19	903	0.217	196	374	0.4	0.3	5.100	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	236	59	78	510	0.463	238	103	1.3	0.9	13.324	B
B - Rock Road	105	26	223	917	0.115	106	93	0.2	0.1	4.439	A
C - School Access	0	0	328	773	0.000	0	0.76	0.0	0.0	0.000	A
D - Thakeham Road	164	41	16	905	0.181	164	312	0.3	0.2	4.863	A

Future Base Flows 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 71% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	17.19	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-4	A - Storrington Road	17.19	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	Future Base Flows 2036	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	246	100.000
B - Rock Road		ONE HOUR	✓	160	100.000
C - School Access		ONE HOUR	✓	88	100.000
D - Thakeham Road		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	1	71	0	174
	B - Rock Road	38	0	0	122
	C - School Access	26	17	0	45
	D - Thakeham Road	142	275	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	2	0	1
	B - Rock Road	3	0	0	5
	C - School Access	8	6	0	10
	D - Thakeham Road	1	3	0	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)
A - Storrington Road	0.77	42.76	3.0	E	225	338
B - Rock Road	0.20	5.00	0.2	A	147	221
C - School Access	0.14	6.14	0.2	A	81	122
D - Thakeham Road	0.55	9.56	1.2	A	383	574

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	185	46	219	417	0.443	182	155	0.0	0.8	15.099	C
B - Rock Road	121	30	129	936	0.129	120	271	0.0	0.1	4.409	A
C - School Access	67	17	250	754	0.088	66	0	0.0	0.1	5.232	A
D - Thakeham Road	314	78	62	854	0.368	312	254	0.0	0.6	6.609	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	221	55	262	390	0.567	219	186	0.8	1.2	20.856	C
B - Rock Road	144	36	156	919	0.157	144	326	0.1	0.2	4.641	A
C - School Access	79	20	300	724	0.110	79	0	0.1	0.1	5.582	A
D - Thakeham Road	375	94	74	846	0.443	374	305	0.6	0.8	7.609	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	270	68	321	352	0.767	264	228	1.2	2.8	38.310	E
B - Rock Road	177	44	188	899	0.196	176	397	0.2	0.2	4.980	A
C - School Access	97	24	364	686	0.142	97	0	0.1	0.2	6.110	A
D - Thakeham Road	459	115	91	836	0.549	457	370	0.8	1.2	9.480	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	270	68	322	352	0.769	270	228	2.8	3.0	42.756	E
B - Rock Road	177	44	192	897	0.197	177	400	0.2	0.2	4.999	A
C - School Access	97	24	368	684	0.142	97	0	0.2	0.2	6.137	A
D - Thakeham Road	459	115	91	835	0.550	459	374	1.2	1.2	9.561	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	221	55	264	389	0.568	227	187	3.0	1.4	23.156	C
B - Rock Road	144	36	162	916	0.158	144	330	0.2	0.2	4.669	A
C - School Access	79	20	306	721	0.110	80	0	0.2	0.1	5.617	A
D - Thakeham Road	375	94	75	846	0.443	376	311	1.2	0.8	7.692	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	185	46	221	416	0.445	187	157	1.4	0.8	15.883	C
B - Rock Road	121	30	133	934	0.129	121	275	0.2	0.1	4.431	A
C - School Access	67	17	254	751	0.089	67	0	0.1	0.1	5.258	A
D - Thakeham Road	314	78	63	854	0.368	315	258	0.8	0.6	6.691	A

Future Base Flows 2036 , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 78% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	18.86	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		1	A - Storrington Road	18.86	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	Future Base Flows 2036	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	343	100.000
B - Rock Road		ONE HOUR	✓	153	100.000
C - School Access		ONE HOUR	✓	3	100.000
D - Thakeham Road		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	1	22	1	319
	B - Rock Road	22	0	0	131
	C - School Access	1	1	0	1
	D - Thakeham Road	126	113	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	0	0	1
	B - Rock Road	0	0	0	0
	C - School Access	0	0	0	0
	D - Thakeham Road	0	0	0	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)
A - Storrington Road	0.79	33.86	3.4	D	315	473
B - Rock Road	0.20	5.44	0.3	A	140	211
C - School Access	0.00	0.00	0.0	A	0	0
D - Thakeham Road	0.29	5.66	0.4	A	219	328

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	259	65	84	506	0.511	254	111	0.0	1.0	14.096	B
B - Rock Road	115	29	238	906	0.127	115	101	0.0	0.1	4.544	A
C - School Access	0	0	352	758	0.000	0	0.81	0.0	0.0	0.000	A
D - Thakeham Road	179	45	17	904	0.199	178	335	0.0	0.2	4.958	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
A - Storrington Road	309	77	101	496	0.623	306	134	1.0	1.6	18.790	C
B - Rock Road	138	34	287	874	0.157	137	121	0.1	0.2	4.884	A
C - School Access	0	0	423	713	0.000	0	0.98	0.0	0.0	0.000	A
D - Thakeham Road	214	54	21	902	0.238	214	403	0.2	0.3	5.234	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	378	95	124	482	0.785	372	163	1.6	3.2	30.983	D
B - Rock Road	169	42	348	834	0.202	168	148	0.2	0.3	5.405	A
C - School Access	0	0	515	655	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	262	66	25	899	0.292	262	490	0.3	0.4	5.650	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	378	95	124	482	0.785	377	164	3.2	3.4	33.861	D
B - Rock Road	169	42	353	831	0.203	169	148	0.3	0.3	5.437	A
C - School Access	0	0	521	652	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	262	66	25	899	0.292	262	495	0.4	0.4	5.657	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	309	77	101	495	0.623	315	134	3.4	1.7	20.632	C
B - Rock Road	138	34	295	869	0.158	138	122	0.3	0.2	4.927	A
C - School Access	0	0	432	707	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	214	54	21	902	0.238	215	411	0.4	0.3	5.245	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	259	65	85	506	0.511	261	112	1.7	1.1	14.876	B
B - Rock Road	115	29	245	902	0.128	115	102	0.2	0.1	4.575	A
C - School Access	0	0	359	753	0.000	0	0.83	0.0	0.0	0.000	A
D - Thakeham Road	179	45	17	904	0.199	180	342	0.3	0.2	4.973	A

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 73% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	33.91	D

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-14	A - Storrington Road	33.91	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	278	100.000
B - Rock Road		ONE HOUR	✓	160	100.000
C - School Access		ONE HOUR	✓	88	100.000
D - Thakeham Road		ONE HOUR	✓	425	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	**B - Rock Road**	**C - School Access**	**D - Thakeham Road**
From	**A - Storrington Road**	1	71	0	206
	B - Rock Road	38	0	0	122
	C - School Access	26	17	0	45
	D - Thakeham Road	150	275	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	2	0	1
	B - Rock Road	3	0	0	5
	C - School Access	8	6	0	10
	D - Thakeham Road	1	3	0	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)
A - Storrington Road	0.93	93.55	8.0	F	274	411
B - Rock Road	0.20	5.25	0.3	A	147	221
C - School Access	0.15	6.48	0.2	A	81	122
D - Thakeham Road	0.57	9.95	1.3	A	395	593

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	225	56	219	418	0.537	220	166	0.0	1.1	17.817	C
B - Rock Road	121	30	168	912	0.132	120	271	0.0	0.2	4.544	A
C - School Access	67	17	288	732	0.091	66	0	0.0	0.1	5.405	A
D - Thakeham Road	324	81	62	855	0.380	322	292	0.0	0.6	6.729	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	268	67	262	390	0.688	265	199	1.1	2.0	27.849	D
B - Rock Road	144	36	202	891	0.162	144	325	0.2	0.2	4.821	A
C - School Access	79	20	346	698	0.114	79	0	0.1	0.1	5.822	A
D - Thakeham Road	387	97	74	847	0.458	387	351	0.6	0.8	7.805	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	329	82	321	353	0.931	311	243	2.0	6.4	67.525	F
B - Rock Road	177	44	237	868	0.204	176	395	0.2	0.3	5.203	A
C - School Access	97	24	414	658	0.148	97	0	0.1	0.2	6.420	A
D - Thakeham Road	475	119	91	836	0.567	473	420	0.8	1.3	9.854	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	329	82	322	352	0.933	322	244	6.4	8.0	93.552	F
B - Rock Road	177	44	246	863	0.205	177	399	0.3	0.3	5.245	A
C - School Access	97	24	422	653	0.149	97	0	0.2	0.2	6.480	A
D - Thakeham Road	475	119	91	836	0.568	474	428	1.3	1.3	9.950	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	268	67	264	389	0.690	291	200	8.0	2.5	42.133	E
B - Rock Road	144	36	222	878	0.164	144	333	0.3	0.2	4.907	A
C - School Access	79	20	366	686	0.116	80	0	0.2	0.1	5.936	A
D - Thakeham Road	387	97	75	847	0.458	389	371	1.3	0.9	7.900	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
A - Storrington Road	225	56	221	417	0.539	230	167	2.5	1.2	19.709	C
B - Rock Road	121	30	175	907	0.133	121	275	0.2	0.2	4.578	A
C - School Access	67	17	296	727	0.092	67	0	0.1	0.1	5.453	A
D - Thakeham Road	324	81	63	854	0.380	325	300	0.9	0.6	6.816	A

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 80% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Storrington Road/ Rock Road	Mini-roundabout		A, B, C, D	21.82	C

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		-3	A - Storrington Road	21.82	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Storrington Road		ONE HOUR	✓	361	100.000
B - Rock Road		ONE HOUR	✓	153	100.000
C - School Access		ONE HOUR	✓	3	100.000
D - Thakeham Road		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	1	22	1	337
	B - Rock Road	22	0	0	131
	C - School Access	1	1	0	1
	D - Thakeham Road	168	113	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Storrington Road	B - Rock Road	C - School Access	D - Thakeham Road
From	A - Storrington Road	0	0	0	1
	B - Rock Road	0	0	0	0
	C - School Access	0	0	0	0
	D - Thakeham Road	0	0	0	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)
A - Storrington Road	0.83	40.75	4.2	E	332	497
B - Rock Road	0.21	5.54	0.3	A	140	211
C - School Access	0.00	0.00	0.0	A	0	0
D - Thakeham Road	0.34	6.10	0.5	A	257	386

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	272	68	84	506	0.537	268	143	0.0	1.1	14.821	B
B - Rock Road	115	29	251	898	0.128	115	101	0.0	0.1	4.594	A
C - School Access	0	0	365	749	0.000	0	0.81	0.0	0.0	0.000	A
D - Thakeham Road	211	53	17	904	0.234	210	348	0.0	0.3	5.180	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
A - Storrington Road	325	81	101	496	0.655	322	171	1.1	1.8	20.392	C
B - Rock Road	138	34	303	864	0.159	137	121	0.1	0.2	4.953	A
C - School Access	0	0	439	703	0.000	0	0.98	0.0	0.0	0.000	A
D - Thakeham Road	252	63	21	902	0.280	252	419	0.3	0.4	5.536	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	398	99	124	482	0.826	389	210	1.8	3.9	35.939	E
B - Rock Road	169	42	366	822	0.205	168	147	0.2	0.3	5.502	A
C - School Access	0	0	533	644	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	309	77	25	899	0.343	308	508	0.4	0.5	6.090	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	398	99	124	482	0.826	397	210	3.9	4.2	40.752	E
B - Rock Road	169	42	373	818	0.206	169	148	0.3	0.3	5.543	A
C - School Access	0	0	540	640	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	309	77	25	899	0.344	309	515	0.5	0.5	6.100	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	325	81	101	496	0.655	334	172	4.2	2.0	23.284	C
B - Rock Road	138	34	314	857	0.161	138	122	0.3	0.2	5.008	A
C - School Access	0	0	450	696	0.000	0	1	0.0	0.0	0.000	A
D - Thakeham Road	252	63	21	902	0.280	253	430	0.5	0.4	5.550	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Storrington Road	272	68	85	506	0.538	275	144	2.0	1.2	15.827	C
B - Rock Road	115	29	259	893	0.129	115	102	0.2	0.1	4.631	A
C - School Access	0	0	373	744	0.000	0	0.83	0.0	0.0	0.000	A
D - Thakeham Road	211	53	17	904	0.234	211	356	0.4	0.3	5.202	A

Junction 6 - A283 Washington Road / Water Lane / Sullington Lane Junction

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Washington Road - Sullington Road Model Adj PM.j10
Path: Y:\ARDENT PROJECTS\2505500 - Monaghan Mushrooms (Post-Appeal)\Transport\PICADY
Report generation date: 16/01/2026 11:27:41

»2023, AM
»2036 Baseline Flows , AM
»2036 + Dev, AM

Summary of junction performance

	AM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023						
Stream B-CD	D1	0.4	9.72	0.29	A	6.32	10 % [Stream C-ABD]
Stream B-AD		0.0	24.74	0.04	C		
Stream A-BCD		0.0	4.48	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		4.4	14.94	0.73	B		
	2036 Baseline Flows						
Stream B-CD	D3	0.5	10.57	0.32	B	13.11	1 % [Stream C-ABD]
Stream B-AD		0.1	30.07	0.05	D		
Stream A-BCD		0.0	4.39	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		9.6	30.40	0.87	D		
	2036 + Dev						
Stream B-CD	D7	0.5	11.06	0.35	B	14.86	0 % [Stream C-ABD]
Stream B-AD		0.1	30.85	0.05	D		
Stream A-BCD		0.0	4.39	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		10.7	34.24	0.89	D		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

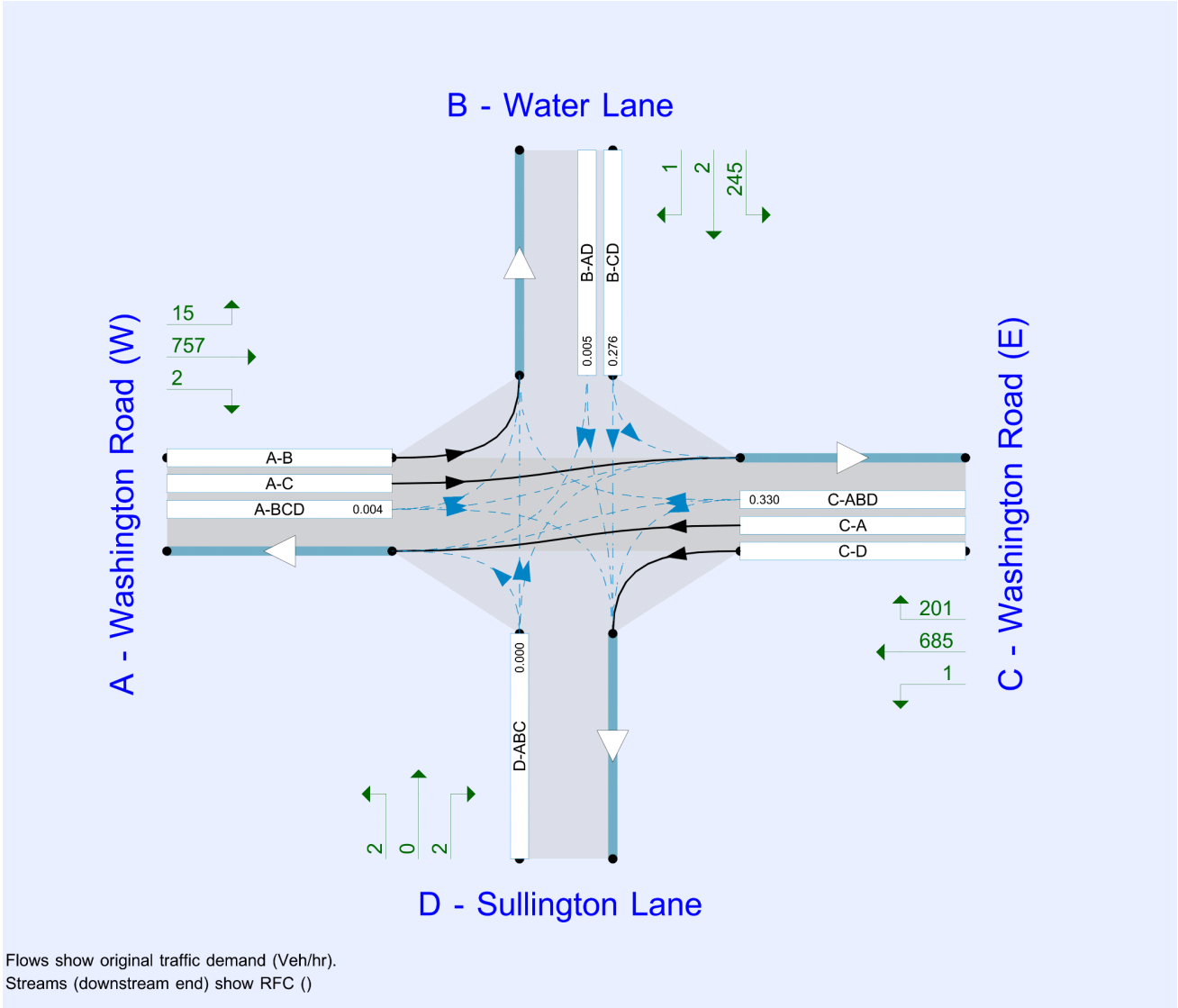
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2023	PM	ONE HOUR	16:45	18:15	15			
D3	2036 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916
D4	2036 Baseline Flows	PM	ONE HOUR	16:45	18:15	15		Simple	D2*1.0936
D5	Dev Traffic	AM	ONE HOUR	07:45	09:15	15			
D6	Dev Traffic	PM	ONE HOUR	16:45	18:15	15			
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15		Simple	D4+D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	85.000	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		6.32	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream C-ABD	6.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Washington Road (W)		Major
B	Water Lane		Minor
C	Washington Road (E)		Major
D	Sullington Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Washington Road (W)	7.01			157.9	✓	0.00
C - Washington Road (E)	7.01			179.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Water Lane	One lane plus flare		10.00	6.46	4.46	3.35	3.29		1.00	58	22
D - Sullington Lane	One lane	3.11								20	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	665	-	-	-	-	-	-	0.246	0.352	0.246	-	-	-
B-A	467	0.081	0.206	0.206	-	-	-	0.129	0.294	-	0.206	0.206	0.103
B-C	713	0.105	0.264	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	567	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
B-D, offside lane	467	0.081	0.206	0.206	-	-	-	0.129	0.294	0.129	-	-	-
C-B	678	0.251	0.251	0.359	-	-	-	-	-	-	-	-	-
D-A	640	-	-	-	-	-	-	0.237	-	0.094	-	-	-
D-B, nearside lane	496	0.137	0.137	0.312	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	496	0.137	0.137	0.312	-	-	-	0.218	0.218	0.086	-	-	-
D-C	496	-	0.137	0.312	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	672	100.000
B - Water Lane		ONE HOUR	✓	164	100.000
C - Washington Road (E)		ONE HOUR	✓	881	100.000
D - Sullington Lane		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	13	658	1
	B - Water Lane	6	0	158	0
	C - Washington Road (E)	637	244	0	0
	D - Sullington Lane	1	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	8	3	0
	B - Water Lane	17	0	4	0
	C - Washington Road (E)	4	6	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.29	9.72	0.4	A	123	185
B-AD	0.04	24.74	0.0	C	5	7
A-BCD	0.00	4.48	0.0	A	2	3
A-B					10	15
A-C					512	768
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.73	14.94	4.4	B	473	710
C-D					0	0
C-A					214	321

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	101	25	572	0.177	100	0.0	0.2	7.610	A
B-AD	4	1	233	0.017	4	0.0	0.0	15.725	C
A-BCD	1	0.34	808	0.002	1	0.0	0.0	4.460	A
A-B	8	2			8				
A-C	420	105			420				
D-ABC	0	0	336	0.000	0	0.0	0.0	0.000	A
C-ABD	312	78	816	0.382	308	0.0	1.0	7.074	A
C-D	0	0			0				
C-A	252	63			252				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	121	30	550	0.220	120	0.2	0.3	8.376	A
B-AD	5	1	199	0.023	5	0.0	0.0	18.514	C
A-BCD	2	0.49	845	0.002	2	0.0	0.0	4.267	A
A-B	10	2			10				
A-C	502	125			502				
D-ABC	0	0	296	0.000	0	0.0	0.0	0.000	A
C-ABD	435	109	857	0.507	432	1.0	1.6	8.521	A
C-D	0	0			0				
C-A	238	60			238				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	148	37	518	0.285	147	0.3	0.4	9.691	A
B-AD	6	1	153	0.037	6	0.0	0.0	24.463	C
A-BCD	3	0.78	900	0.003	3	0.0	0.0	4.007	A
A-B	12	3			12				
A-C	614	153			614				
D-ABC	0	0	240	0.000	0	0.0	0.0	0.000	A
C-ABD	663	166	917	0.722	653	1.6	4.1	13.795	B
C-D	0	0			0				
C-A	162	40			162				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	148	37	518	0.285	148	0.4	0.4	9.717	A
B-AD	6	1	151	0.037	6	0.0	0.0	24.736	C
A-BCD	3	0.78	898	0.003	3	0.0	0.0	4.020	A
A-B	12	3			12				
A-C	614	153			614				
D-ABC	0	0	238	0.000	0	0.0	0.0	0.000	A
C-ABD	671	168	922	0.727	670	4.1	4.4	14.937	B
C-D	0	0			0				
C-A	154	38			154				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	121	30	550	0.220	121	0.4	0.3	8.408	A
B-AD	5	1	197	0.023	5	0.0	0.0	18.740	C
A-BCD	2	0.49	842	0.002	2	0.0	0.0	4.293	A
A-B	10	2			10				
A-C	502	125			502				
D-ABC	0	0	293	0.000	0	0.0	0.0	0.000	A
C-ABD	442	111	864	0.512	453	4.4	1.8	9.066	A
C-D	0	0			0				
C-A	231	58			231				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	101	25	572	0.177	101	0.3	0.2	7.650	A
B-AD	4	1	231	0.017	4	0.0	0.0	15.827	C
A-BCD	1	0.34	807	0.002	1	0.0	0.0	4.477	A
A-B	8	2			8				
A-C	420	105			420				
D-ABC	0	0	335	0.000	0	0.0	0.0	0.000	A
C-ABD	315	79	819	0.385	319	1.8	1.0	7.272	A
C-D	0	0			0				
C-A	248	62			248				

2036 Baseline Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		13.11	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Stream C-ABD	13.11	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2036 Baseline Flows	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	734	100.000
B - Water Lane		ONE HOUR	✓	179	100.000
C - Washington Road (E)		ONE HOUR	✓	962	100.000
D - Sullington Lane		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	14	718	1
	B - Water Lane	7	0	172	0
	C - Washington Road (E)	695	266	0	0
	D - Sullington Lane	1	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	8	3	0
	B - Water Lane	17	0	4	0
	C - Washington Road (E)	4	6	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.32	10.57	0.5	B	135	202
B-AD	0.05	30.07	0.1	D	5	8
A-BCD	0.00	4.39	0.0	A	3	4
A-B					11	17
A-C					558	838
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.87	30.40	9.6	D	573	860
C-D					0	0
C-A					177	265

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	28	562	0.196	109	0.0	0.2	7.940	A
B-AD	4	1	217	0.019	4	0.0	0.0	16.892	C
A-BCD	2	0.40	826	0.002	2	0.0	0.0	4.369	A
A-B	9	2			9				
A-C	459	115			459				
D-ABC	0	0	318	0.000	0	0.0	0.0	0.000	A
C-ABD	365	91	835	0.437	360	0.0	1.2	7.568	A
C-D	0	0			0				
C-A	250	63			250				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	33	537	0.245	131	0.2	0.3	8.865	A
B-AD	5	1	180	0.028	5	0.0	0.0	20.540	C
A-BCD	2	0.59	867	0.003	2	0.0	0.0	4.161	A
A-B	11	3			11				
A-C	547	137			547				
D-ABC	0	0	274	0.000	0	0.0	0.0	0.000	A
C-ABD	518	130	881	0.588	514	1.2	2.3	9.888	A
C-D	0	0			0				
C-A	217	54			217				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	161	40	502	0.321	161	0.3	0.5	10.526	B
B-AD	6	2	129	0.047	6	0.0	0.0	29.169	D
A-BCD	4	0.97	930	0.004	4	0.0	0.0	3.882	A
A-B	13	3			13				
A-C	669	167			669				
D-ABC	0	0	211	0.000	0	0.0	0.0	0.000	A
C-ABD	811	203	949	0.855	788	2.3	8.1	22.705	C
C-D	0	0			0				
C-A	89	22			89				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	161	40	502	0.322	161	0.5	0.5	10.571	B
B-AD	6	2	126	0.049	6	0.0	0.1	30.075	D
A-BCD	4	1	926	0.004	4	0.0	0.0	3.905	A
A-B	13	3			13				
A-C	669	167			669				
D-ABC	0	0	205	0.000	0	0.0	0.0	0.000	A
C-ABD	835	209	961	0.868	829	8.1	9.6	30.400	D
C-D	0	0			0				
C-A	65	16			65				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	132	33	537	0.245	132	0.5	0.3	8.911	A
B-AD	5	1	175	0.029	5	0.1	0.0	21.203	C
A-BCD	2	0.60	860	0.003	2	0.0	0.0	4.204	A
A-B	11	3			11				
A-C	547	137			547				
D-ABC	0	0	266	0.000	0	0.0	0.0	0.000	A
C-ABD	539	135	899	0.600	567	9.6	2.6	12.026	B
C-D	0	0			0				
C-A	196	49			196				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	110	28	562	0.196	111	0.3	0.2	7.986	A
B-AD	4	1	215	0.019	4	0.0	0.0	17.059	C
A-BCD	2	0.41	823	0.002	2	0.0	0.0	4.388	A
A-B	9	2			9				
A-C	459	115			459				
D-ABC	0	0	315	0.000	0	0.0	0.0	0.000	A
C-ABD	371	93	839	0.442	376	2.6	1.3	7.910	A
C-D	0	0			0				
C-A	245	61			245				

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		14.86	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	0	Stream C-ABD	14.86	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	734	100.000
B - Water Lane		ONE HOUR	✓	197	100.000
C - Washington Road (E)		ONE HOUR	✓	967	100.000
D - Sullington Lane		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	14	718	1
	B - Water Lane	7	0	190	0
	C - Washington Road (E)	695	271	0	0
	D - Sullington Lane	1	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	8	3	0
	B - Water Lane	17	0	4	0
	C - Washington Road (E)	4	6	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.35	11.06	0.5	B	149	223
B-AD	0.05	30.85	0.1	D	5	8
A-BCD	0.00	4.39	0.0	A	3	4
A-B					11	17
A-C					558	838
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.89	34.24	10.7	D	585	877
C-D					0	0
C-A					169	254

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	564	0.216	121	0.0	0.3	8.102	A
B-AD	4	1	216	0.019	4	0.0	0.0	17.008	C
A-BCD	2	0.40	825	0.002	2	0.0	0.0	4.373	A
A-B	9	2			9				
A-C	459	115			459				
D-ABC	0	0	316	0.000	0	0.0	0.0	0.000	A
C-ABD	372	93	835	0.445	367	0.0	1.3	7.666	A
C-D	0	0			0				
C-A	247	62			247				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	146	36	539	0.270	145	0.3	0.4	9.126	A
B-AD	5	1	178	0.028	5	0.0	0.0	20.774	C
A-BCD	2	0.59	866	0.003	2	0.0	0.0	4.165	A
A-B	11	3			11				
A-C	547	137			547				
D-ABC	0	0	272	0.000	0	0.0	0.0	0.000	A
C-ABD	528	132	882	0.599	523	1.3	2.4	10.132	B
C-D	0	0			0				
C-A	211	53			211				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	178	45	504	0.354	178	0.4	0.5	11.002	B
B-AD	6	2	127	0.048	6	0.0	0.0	29.813	D
A-BCD	4	0.98	929	0.004	4	0.0	0.0	3.887	A
A-B	13	3			13				
A-C	669	167			669				
D-ABC	0	0	208	0.000	0	0.0	0.0	0.000	A
C-ABD	826	207	950	0.870	801	2.4	8.8	24.463	C
C-D	0	0			0				
C-A	78	20			78				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	178	45	504	0.354	178	0.5	0.5	11.056	B
B-AD	6	2	123	0.050	6	0.0	0.1	30.849	D
A-BCD	4	1	925	0.004	4	0.0	0.0	3.910	A
A-B	13	3			13				
A-C	669	167			669				
D-ABC	0	0	201	0.000	0	0.0	0.0	0.000	A
C-ABD	853	213	963	0.885	845	8.8	10.7	34.244	D
C-D	0	0			0				
C-A	52	13			52				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	146	36	539	0.270	146	0.5	0.4	9.179	A
B-AD	5	1	172	0.029	5	0.1	0.0	21.533	C
A-BCD	2	0.60	858	0.003	2	0.0	0.0	4.213	A
A-B	11	3			11				
A-C	547	137			547				
D-ABC	0	0	262	0.000	0	0.0	0.0	0.000	A
C-ABD	552	138	901	0.612	583	10.7	2.8	12.753	B
C-D	0	0			0				
C-A	187	47			187				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	122	30	564	0.216	122	0.4	0.3	8.157	A
B-AD	4	1	214	0.020	4	0.0	0.0	17.186	C
A-BCD	2	0.41	822	0.002	2	0.0	0.0	4.393	A
A-B	9	2			9				
A-C	459	115			459				
D-ABC	0	0	314	0.000	0	0.0	0.0	0.000	A
C-ABD	378	94	840	0.449	383	2.8	1.3	8.036	A
C-D	0	0			0				
C-A	241	60			241				

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.2.2275
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For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Washington Road - Sullington Road Model AM.j10
Path: Y:\ARDENT PROJECTS\2505500 - Monaghan Mushrooms (Post-Appeal)\Transport\PICADY
Report generation date: 16/01/2026 13:10:36

»2023, PM
»2036 Baseline Flows , PM
»2036 + Dev, PM

Summary of junction performance

	PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023						
Stream B-CD	D2	0.9	13.75	0.48	B	4.95	10 % [Stream B-AD]
Stream B-AD		0.0	26.14	0.02	D		
Stream A-BCD		0.0	4.09	0.00	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		3.6	11.19	0.66	B		
	2036 Baseline Flows						
Stream B-CD	D4	1.2	16.47	0.55	C	8.51	0 % [Stream B-AD]
Stream B-AD		0.0	34.84	0.02	D		
Stream A-BCD		0.0	3.98	0.01	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		7.5	19.85	0.81	C		
	2036 + Dev						
Stream B-CD	D8	1.3	17.02	0.56	C	12.58	-1 % [Stream B-AD]
Stream B-AD		0.0	37.35	0.02	E		
Stream A-BCD		0.0	4.00	0.01	A		
Stream D-ABC		0.0	0.00	0.00	A		
Stream C-ABD		10.9	30.11	0.87	D		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

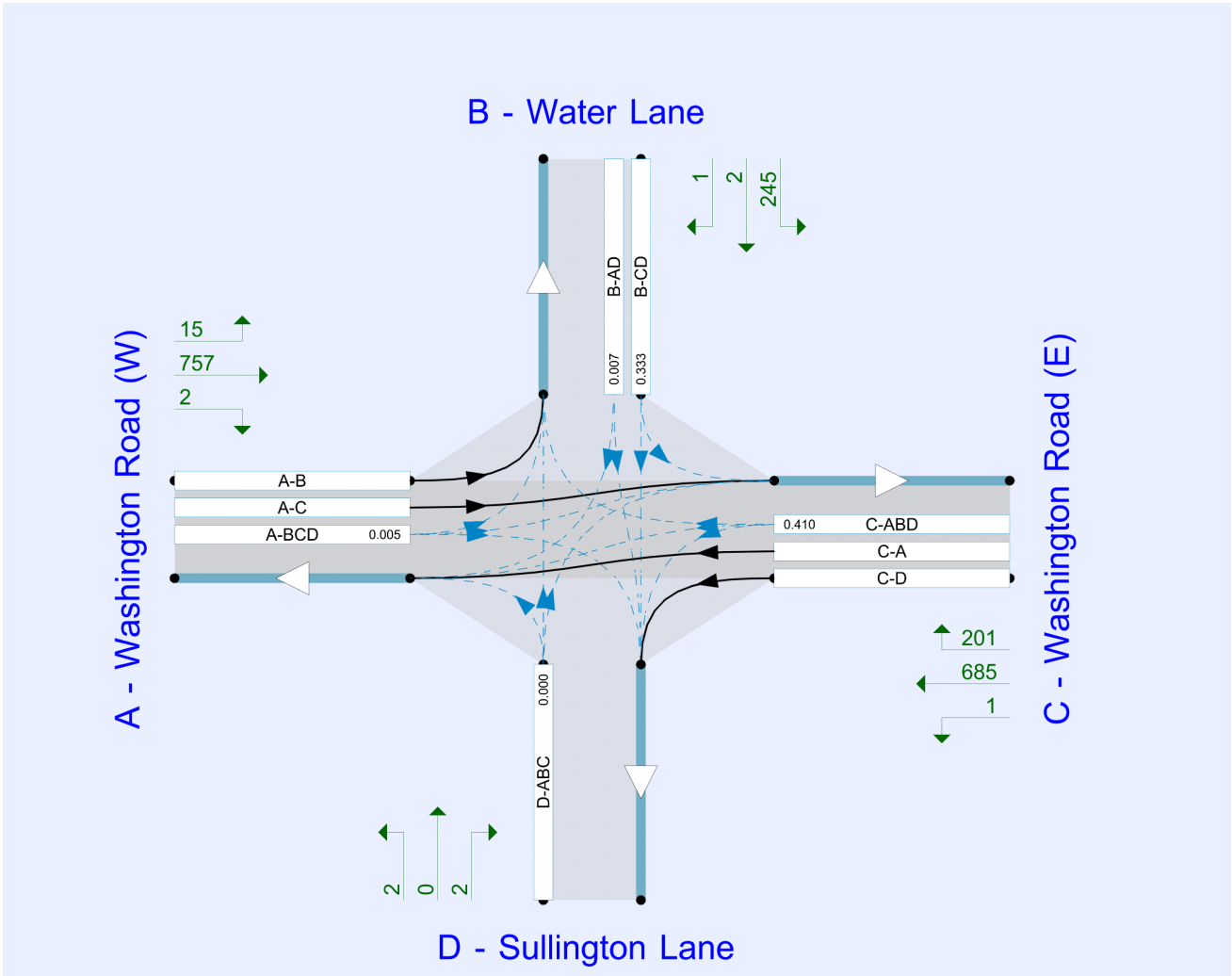
File summary

File Description

Title	
Location	
Site number	
Date	30/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	07:45	09:15	15			
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2036 Baseline Flows	AM	ONE HOUR	07:45	09:15	15		Simple	D1*1.0916
D4	2036 Baseline Flows	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936
D5	Dev Traffic	AM	ONE HOUR	07:45	09:15	15			
D6	Dev Traffic	PM	ONE HOUR	16:45	18:15	15			
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15		Simple	D3+D5
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream B-AD	4.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	Washington Road (W)		Major
B	Water Lane		Minor
C	Washington Road (E)		Major
D	Sullington Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Washington Road (W)	7.01			157.9	✓	0.00
C - Washington Road (E)	7.01			179.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Water Lane	One lane plus flare		10.00	6.46	4.46	3.35	3.29		1.00	58	22
D - Sullington Lane	One lane	3.11								20	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	665	-	-	-	-	-	-	0.246	0.352	0.246	-	-	-
B-A	465	0.081	0.205	0.205	-	-	-	0.129	0.292	-	0.205	0.205	0.102
B-C	715	0.105	0.265	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	568	0.099	0.250	0.250	-	-	-	0.157	0.357	0.157	-	-	-
B-D, offside lane	465	0.081	0.205	0.205	-	-	-	0.129	0.292	0.129	-	-	-
C-B	678	0.251	0.251	0.359	-	-	-	-	-	-	-	-	-
D-A	640	-	-	-	-	-	-	0.237	-	0.094	-	-	-
D-B, nearside lane	496	0.137	0.137	0.312	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	496	0.137	0.137	0.312	-	-	-	0.218	0.218	0.086	-	-	-
D-C	496	-	0.137	0.312	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	707	100.000
B - Water Lane		ONE HOUR	✓	222	100.000
C - Washington Road (E)		ONE HOUR	✓	798	100.000
D - Sullington Lane		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	14	692	1
	B - Water Lane	1	0	219	2
	C - Washington Road (E)	626	171	0	1
	D - Sullington Lane	2	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	0	1	0
	B - Water Lane	0	0	0	0
	C - Washington Road (E)	1	2	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.48	13.75	0.9	B	202	303
B-AD	0.02	26.14	0.0	D	2	3
A-BCD	0.00	4.09	0.0	A	3	5
A-B					13	19
A-C					633	949
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.66	11.19	3.6	B	448	672
C-D					0.45	0.68
C-A					283	425

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	166	41	571	0.290	164	0.0	0.4	8.802	A
B-AD	2	0.38	251	0.006	1	0.0	0.0	14.455	B
A-BCD	2	0.47	884	0.002	2	0.0	0.0	4.082	A
A-B	11	3			11				
A-C	520	130			520				
D-ABC	0	0	314	0.000	0	0.0	0.0	0.000	A
C-ABD	284	71	863	0.329	281	0.0	0.8	6.178	A
C-D	0.51	0.13			0.51				
C-A	316	79			316				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	198	49	543	0.364	197	0.4	0.6	10.378	B
B-AD	2	0.45	205	0.009	2	0.0	0.0	17.706	C
A-BCD	3	0.70	937	0.003	3	0.0	0.0	3.853	A
A-B	13	3			13				
A-C	620	155			620				
D-ABC	0	0	269	0.000	0	0.0	0.0	0.000	A
C-ABD	407	102	911	0.447	404	0.8	1.4	7.147	A
C-D	0.50	0.12			0.50				
C-A	310	78			310				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	242	61	504	0.481	241	0.6	0.9	13.612	B
B-AD	2	0.55	141	0.016	2	0.0	0.0	25.847	D
A-BCD	5	1	1017	0.005	5	0.0	0.0	3.555	A
A-B	15	4			15				
A-C	758	190			758				
D-ABC	0	0	204	0.000	0	0.0	0.0	0.000	A
C-ABD	646	161	981	0.658	637	1.4	3.5	10.612	B
C-D	0.37	0.09			0.37				
C-A	233	58			233				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	242	61	504	0.481	242	0.9	0.9	13.752	B
B-AD	2	0.55	140	0.016	2	0.0	0.0	26.139	D
A-BCD	5	1	1015	0.005	5	0.0	0.0	3.564	A
A-B	15	4			15				
A-C	758	190			758				
D-ABC	0	0	202	0.000	0	0.0	0.0	0.000	A
C-ABD	653	163	986	0.662	652	3.5	3.6	11.187	B
C-D	0.36	0.09			0.36				
C-A	225	56			225				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	198	49	543	0.364	199	0.9	0.6	10.499	B
B-AD	2	0.45	203	0.009	2	0.0	0.0	17.901	C
A-BCD	3	0.70	935	0.003	3	0.0	0.0	3.865	A
A-B	13	3			13				
A-C	620	155			620				
D-ABC	0	0	266	0.000	0	0.0	0.0	0.000	A
C-ABD	413	103	917	0.450	422	3.6	1.5	7.457	A
C-D	0.49	0.12			0.49				
C-A	304	76			304				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	166	41	571	0.290	166	0.6	0.4	8.903	A
B-AD	2	0.38	249	0.006	2	0.0	0.0	14.541	B
A-BCD	2	0.47	882	0.002	2	0.0	0.0	4.090	A
A-B	11	3			11				
A-C	520	130			520				
D-ABC	0	0	313	0.000	0	0.0	0.0	0.000	A
C-ABD	287	72	866	0.332	290	1.5	0.9	6.309	A
C-D	0.50	0.12			0.50				
C-A	313	78			313				

2036 Baseline Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		8.51	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	0	Stream B-AD	8.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2036 Baseline Flows	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	773	100.000
B - Water Lane		ONE HOUR	✓	243	100.000
C - Washington Road (E)		ONE HOUR	✓	873	100.000
D - Sullington Lane		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	15	757	1
	B - Water Lane	1	0	239	2
	C - Washington Road (E)	685	187	0	1
	D - Sullington Lane	2	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	0	1	0
	B - Water Lane	0	0	0	0
	C - Washington Road (E)	1	2	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.55	16.47	1.2	C	221	331
B-AD	0.02	34.84	0.0	D	2	3
A-BCD	0.01	3.98	0.0	A	4	6
A-B					14	21
A-C					692	1037
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.81	19.85	7.5	C	555	833
C-D					0.39	0.59
C-A					245	368

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	181	45	558	0.325	179	0.0	0.5	9.459	A
B-AD	2	0.41	229	0.007	2	0.0	0.0	15.817	C
A-BCD	2	0.57	909	0.003	2	0.0	0.0	3.970	A
A-B	11	3			11				
A-C	568	142			568				
D-ABC	0	0	293	0.000	0	0.0	0.0	0.000	A
C-ABD	338	84	885	0.381	333	0.0	1.1	6.516	A
C-D	0.51	0.13			0.51				
C-A	319	80			319				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	216	54	527	0.410	215	0.5	0.7	11.526	B
B-AD	2	0.49	179	0.011	2	0.0	0.0	20.363	C
A-BCD	3	0.87	969	0.004	3	0.0	0.0	3.726	A
A-B	14	3			14				
A-C	678	169			678				
D-ABC	0	0	243	0.000	0	0.0	0.0	0.000	A
C-ABD	495	124	940	0.526	491	1.1	2.0	8.086	A
C-D	0.46	0.12			0.46				
C-A	290	72			290				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	265	66	483	0.548	263	0.7	1.2	16.194	C
B-AD	2	0.60	109	0.022	2	0.0	0.0	33.816	D
A-BCD	6	2	1060	0.006	6	0.0	0.0	3.414	A
A-B	17	4			17				
A-C	828	207			828				
D-ABC	0	0	169	0.000	0	0.0	0.0	0.000	A
C-ABD	813	203	1020	0.797	794	2.0	6.7	16.371	C
C-D	0.24	0.06			0.24				
C-A	148	37			148				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	265	66	483	0.548	265	1.2	1.2	16.469	C
B-AD	2	0.60	106	0.023	2	0.0	0.0	34.845	D
A-BCD	6	2	1057	0.006	6	0.0	0.0	3.426	A
A-B	17	4			17				
A-C	828	207			828				
D-ABC	0	0	164	0.000	0	0.0	0.0	0.000	A
C-ABD	833	208	1031	0.809	830	6.7	7.5	19.850	C
C-D	0.20	0.05			0.20				
C-A	127	32			127				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	216	54	527	0.411	218	1.2	0.7	11.734	B
B-AD	2	0.49	174	0.011	2	0.0	0.0	20.910	C
A-BCD	4	0.88	965	0.004	4	0.0	0.0	3.749	A
A-B	14	3			14				
A-C	678	169			678				
D-ABC	0	0	236	0.000	0	0.0	0.0	0.000	A
C-ABD	511	128	954	0.536	532	7.5	2.2	9.121	A
C-D	0.44	0.11			0.44				
C-A	273	68			273				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	181	45	558	0.325	182	0.7	0.5	9.600	A
B-AD	2	0.41	227	0.007	2	0.0	0.0	15.962	C
A-BCD	2	0.57	907	0.003	2	0.0	0.0	3.981	A
A-B	11	3			11				
A-C	568	142			568				
D-ABC	0	0	291	0.000	0	0.0	0.0	0.000	A
C-ABD	343	86	890	0.385	347	2.2	1.1	6.734	A
C-D	0.50	0.13			0.50				
C-A	314	78			314				

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Water Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Washington Road - Sullington Road	Crossroads	Two-way	Two-way	Two-way	Two-way		12.58	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	Stream B-AD	12.58	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Washington Road (W)		ONE HOUR	✓	774	100.000
B - Water Lane		ONE HOUR	✓	249	100.000
C - Washington Road (E)		ONE HOUR	✓	887	100.000
D - Sullington Lane		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	15	757	2
	B - Water Lane	1	0	245	2
	C - Washington Road (E)	685	201	0	1
	D - Sullington Lane	2	0	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - Washington Road (W)	B - Water Lane	C - Washington Road (E)	D - Sullington Lane
From	A - Washington Road (W)	0	0	1	0
	B - Water Lane	0	0	0	0
	C - Washington Road (E)	1	2	0	0
	D - Sullington Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.56	17.02	1.3	C	226	339
B-AD	0.02	37.35	0.0	E	2	3
A-BCD	0.01	4.00	0.0	A	8	12
A-B					14	21
A-C					689	1033
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.87	30.11	10.9	D	600	900
C-D					0.34	0.51
C-A					213	320

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	186	46	558	0.333	184	0.0	0.5	9.571	A
B-AD	2	0.41	225	0.007	2	0.0	0.0	16.082	C
A-BCD	5	1	907	0.005	5	0.0	0.0	3.991	A
A-B	11	3			11				
A-C	567	142			567				
D-ABC	0	0	290	0.000	0	0.0	0.0	0.000	A
C-ABD	363	91	886	0.410	358	0.0	1.2	6.815	A
C-D	0.49	0.12			0.49				
C-A	304	76			304				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	222	55	527	0.421	221	0.5	0.7	11.720	B
B-AD	2	0.49	174	0.011	2	0.0	0.0	20.923	C
A-BCD	7	2	966	0.007	7	0.0	0.0	3.750	A
A-B	14	3			14				
A-C	675	169			675				
D-ABC	0	0	239	0.000	0	0.0	0.0	0.000	A
C-ABD	532	133	940	0.565	527	1.2	2.3	8.796	A
C-D	0.42	0.11			0.42				
C-A	265	66			265				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	272	68	483	0.562	269	0.7	1.2	16.687	C
B-AD	2	0.60	103	0.023	2	0.0	0.0	35.754	E
A-BCD	12	3	1057	0.012	12	0.0	0.0	3.444	A
A-B	17	4			17				
A-C	823	206			823				
D-ABC	0	0	163	0.000	0	0.0	0.0	0.000	A
C-ABD	874	219	1021	0.857	848	2.3	9.0	21.418	C
C-D	0.16	0.04			0.16				
C-A	102	25			102				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	272	68	483	0.563	271	1.2	1.3	17.023	C
B-AD	2	0.60	99	0.024	2	0.0	0.0	37.346	E
A-BCD	13	3	1053	0.012	13	0.0	0.0	3.461	A
A-B	17	4			17				
A-C	823	206			823				
D-ABC	0	0	156	0.000	0	0.0	0.0	0.000	A
C-ABD	906	226	1036	0.874	898	9.0	10.9	30.107	D
C-D	0.11	0.03			0.11				
C-A	70	18			70				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	222	55	527	0.421	224	1.3	0.7	11.964	B
B-AD	2	0.49	167	0.012	2	0.0	0.0	21.774	C
A-BCD	7	2	960	0.007	7	0.0	0.0	3.780	A
A-B	14	3			14				
A-C	675	169			675				
D-ABC	0	0	229	0.000	0	0.0	0.0	0.000	A
C-ABD	558	140	962	0.580	591	10.9	2.7	10.836	B
C-D	0.38	0.10			0.38				
C-A	239	60			239				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	186	46	558	0.333	187	0.7	0.5	9.721	A
B-AD	2	0.41	223	0.007	2	0.0	0.0	16.256	C
A-BCD	5	1	904	0.005	5	0.0	0.0	4.003	A
A-B	11	3			11				
A-C	567	142			567				
D-ABC	0	0	287	0.000	0	0.0	0.0	0.000	A
C-ABD	369	92	891	0.414	374	2.7	1.3	7.098	A
C-D	0.48	0.12			0.48				
C-A	298	75			298				

Junction 7 – Washington Roundabout

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Washington Roundabout Model Mitigation 1.j10
Path: Y:\ARDENT DEAD, COMPLETED & CLOSED PROJECTS\2206671 - Monaghan Mushrooms, Thakeham (Planning)\Transport\ARCADY\Washington Roundabout
Report generation date: 13/01/2026 17:02:54

»2023, AM
»2023, PM
»2036 Base Flows , AM
»2036 Base Flows , PM
»2036 + Dev, AM
»2036 + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023													
A - A24 (N)	D1	0.7	2.18	0.43	A	3.35	26 % [B - A283 (E)]	D2	1.7	3.17	0.62	A	4.37	7 % [B - A283 (E)]
B - A283 (E)		1.4	7.25	0.58	A				2.7	15.81	0.73	C		
C - A24 (S)		1.0	2.80	0.50	A				0.5	1.99	0.35	A		
D - Storrington Road		0.6	3.02	0.36	A				0.5	2.38	0.31	A		
	2036 Base Flows													
A - A24 (N)	D3	0.9	2.43	0.48	A	4.13	16 % [B - A283 (E)]	D4	2.3	4.03	0.70	A	9.77	-3 % [B - A283 (E)]
B - A283 (E)		2.1	10.05	0.68	B				9.5	53.60	0.93	F		
C - A24 (S)		1.3	3.32	0.56	A				0.6	2.18	0.39	A		
D - Storrington Road		0.7	3.51	0.41	A				0.5	2.62	0.36	A		
	2036 + Dev													
A - A24 (N)	D7	0.9	2.45	0.48	A	4.20	15 % [B - A283 (E)]	D8	2.3	4.06	0.70	A	10.45	-3 % [B - A283 (E)]
B - A283 (E)		2.1	10.28	0.68	B				10.5	58.50	0.94	F		
C - A24 (S)		1.3	3.33	0.56	A				0.7	2.19	0.40	A		
D - Storrington Road		0.7	3.58	0.42	A				0.6	2.65	0.36	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

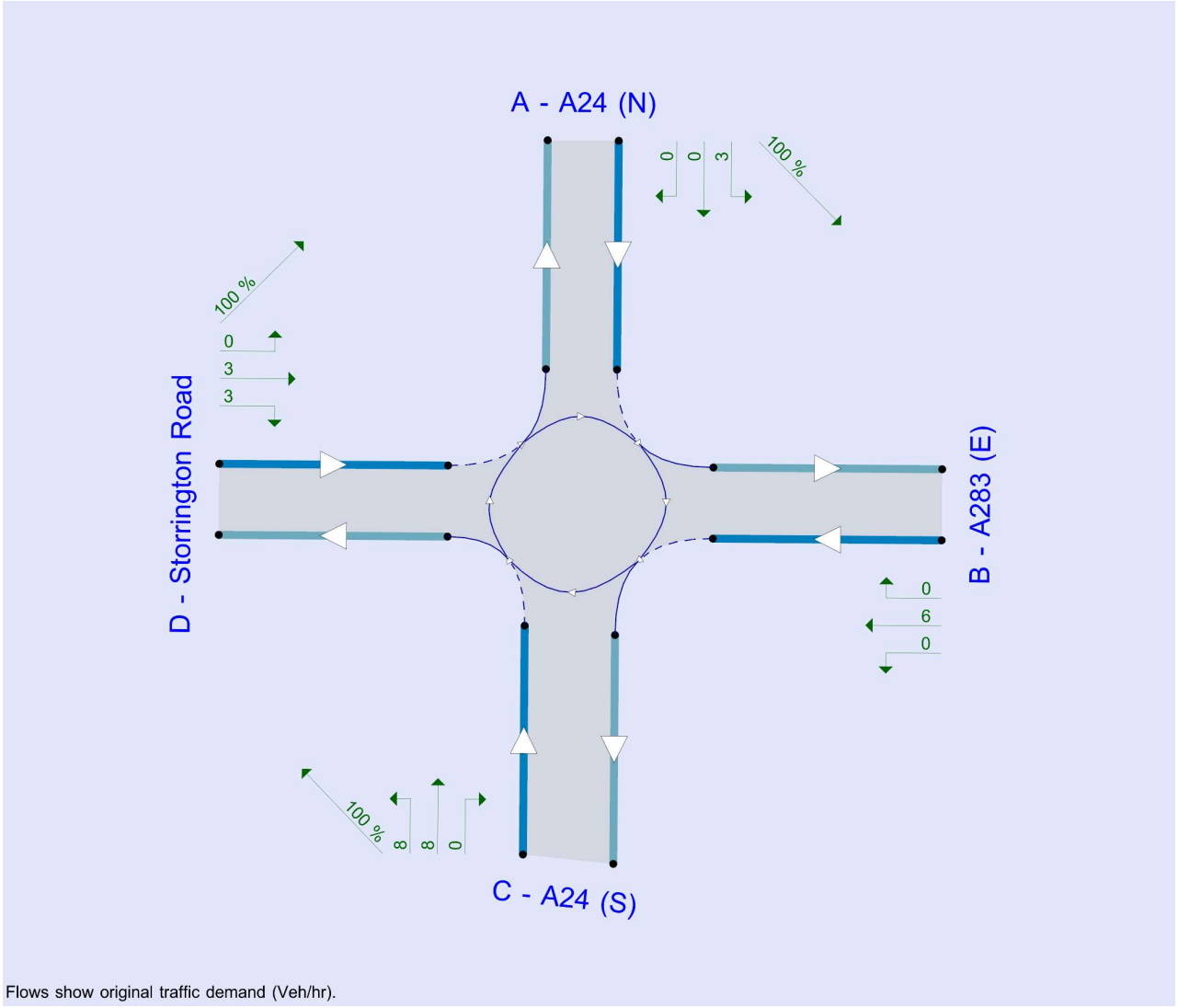
File summary

File Description

Title	
Location	
Site number	
Date	29/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
Description	

Units

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



Flows show original traffic demand (Veh/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2036 Base Flows	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916
D4	2036 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936
D5	Dev Traffic	AM	ONE HOUR	07:45	09:15	15			
D6	Dev Traffic	PM	ONE HOUR	16:45	18:15	15			
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	3.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	26	B - A283 (E)	3.35	A

Arms

Arms

Arm	Name	Description	No give-way line
A	A24 (N)		
B	A283 (E)		
C	A24 (S)		
D	Storrington Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - A24 (N)	7.10	13.10	46.5	33.8	78.0	10.0		
B - A283 (E)	3.71	7.70	39.0	23.0	75.6	16.0		
C - A24 (S)	7.60	11.40	91.0	48.0	75.0	8.0		
D - Storrington Road	3.00	11.60	74.0	50.0	83.0	8.0		

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
A - A24 (N)	✓	100
B - A283 (E)		
C - A24 (S)	✓	100
D - Storrington Road	✓	100

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A24 (N)	0.801	3745
B - A283 (E)	0.564	2147
C - A24 (S)	0.808	3666
D - Storrington Road	0.693	3105

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1193	100.000
B - A283 (E)		ONE HOUR	✓	627	100.000
C - A24 (S)		ONE HOUR	✓	1358	100.000
D - Storrington Road		ONE HOUR	✓	956	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	B - A283 (E)	C - A24 (S)	D - Storrington Road
From	A - A24 (N)	87	77	657	372
	B - A283 (E)	252	0	70	305
	C - A24 (S)	1023	134	7	194
	D - Storrington Road	358	385	209	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	B - A283 (E)	C - A24 (S)	D - Storrington Road
From	A - A24 (N)	2	17	9	4
	B - A283 (E)	5	0	13	7
	C - A24 (S)	6	4	0	2
	D - Storrington Road	3	3	1	25

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)
A - A24 (N)	0.43	2.18	0.7	A	1101	1536
B - A283 (E)	0.58	7.25	1.4	A	575	863
C - A24 (S)	0.50	2.80	1.0	A	1240	1602
D - Storrington Road	0.36	3.02	0.6	A	879	823

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	904	840	210	58	270	555	3080	0.273	839	1023	0.0	0.4	1.606	A
B - A283 (E)	472	472	118	0	58	1004	1448	0.326	470	390	0.0	0.5	3.677	A
C - A24 (S)	1017	876	219	146	0	766	2853	0.307	875	708	0.0	0.4	1.817	A
D - Storrington Road	721	450	113	270	146	1129	2226	0.202	449	511	0.0	0.3	2.024	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1079	1003	251	69	322	664	2996	0.335	1003	1223	0.4	0.5	1.805	A
B - A283 (E)	564	564	141	0	69	1200	1338	0.421	563	466	0.5	0.7	4.639	A
C - A24 (S)	1215	1046	262	174	0	916	2733	0.383	1046	847	0.4	0.6	2.133	A
D - Storrington Road	861	538	134	322	174	1350	2069	0.260	537	612	0.3	0.3	2.350	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1322	1229	307	85	394	813	2881	0.426	1228	1497	0.5	0.7	2.176	A
B - A283 (E)	690	690	173	0	85	1470	1187	0.582	688	571	0.7	1.4	7.172	A
C - A24 (S)	1488	1282	320	214	0	1120	2568	0.499	1280	1037	0.6	1.0	2.792	A
D - Storrington Road	1055	658	165	394	214	1652	1853	0.355	658	748	0.3	0.5	3.009	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1322	1229	307	85	394	814	2880	0.427	1229	1500	0.7	0.7	2.179	A
B - A283 (E)	690	690	173	0	85	1471	1186	0.582	690	571	1.4	1.4	7.252	A
C - A24 (S)	1488	1282	320	214	0	1123	2566	0.499	1282	1038	1.0	1.0	2.801	A
D - Storrington Road	1055	658	165	394	214	1655	1852	0.356	658	750	0.5	0.6	3.016	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1079	1003	251	69	322	665	2995	0.335	1004	1227	0.7	0.5	1.808	A
B - A283 (E)	564	564	141	0	69	1202	1337	0.422	566	467	1.4	0.7	4.689	A
C - A24 (S)	1215	1046	262	174	0	920	2730	0.383	1048	849	1.0	0.6	2.143	A
D - Storrington Road	861	538	134	322	174	1354	2066	0.260	538	614	0.6	0.4	2.359	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	904	840	210	58	270	557	3078	0.273	841	1026	0.5	0.4	1.611	A
B - A283 (E)	472	472	118	0	58	1006	1446	0.326	473	391	0.7	0.5	3.705	A
C - A24 (S)	1017	876	219	146	0	769	2850	0.307	877	710	0.6	0.4	1.823	A
D - Storrington Road	721	450	113	270	146	1133	2224	0.202	451	513	0.4	0.3	2.030	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.37	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	7	B - A283 (E)	4.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1764	100.000
B - A283 (E)		ONE HOUR	✓	568	100.000
C - A24 (S)		ONE HOUR	✓	1056	100.000
D - Storrington Road		ONE HOUR	✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	49	57	1306	352
	B - A283 (E)	151	0	104	313
	C - A24 (S)	742	148	4	162
	D - Storrington Road	322	298	327	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	0	4	1	1
	B - A283 (E)	2	0	1	2
	C - A24 (S)	3	4	0	0
	D - Storrington Road	0	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)
A - A24 (N)	0.62	3.17	1.7	A	1620	2350
B - A283 (E)	0.73	15.81	2.7	C	521	782
C - A24 (S)	0.35	1.99	0.5	A	964	1231
D - Storrington Road	0.31	2.38	0.5	A	865	863

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1329	1285	321	43	242	585	3234	0.397	1282	708	0.0	0.7	1.843	A
B - A283 (E)	428	428	107	0	43	1533	1251	0.342	426	335	0.0	0.5	4.351	A
C - A24 (S)	791	673	168	122	0	650	3038	0.222	672	1308	0.0	0.3	1.521	A
D - Storrington Road	710	472	118	242	122	822	2471	0.191	471	500	0.0	0.2	1.799	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1587	1535	384	51	289	700	3141	0.489	1533	846	0.7	1.0	2.238	A
B - A283 (E)	511	511	128	0	51	1833	1083	0.471	509	401	0.5	0.9	6.255	A
C - A24 (S)	945	804	201	146	0	778	2936	0.274	803	1564	0.3	0.4	1.687	A
D - Storrington Road	848	564	141	289	146	983	2359	0.239	563	599	0.2	0.3	2.004	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1944	1879	470	63	355	857	3014	0.624	1877	1035	1.0	1.6	3.158	A
B - A283 (E)	625	625	156	0	63	2243	853	0.733	619	491	0.9	2.6	14.916	B
C - A24 (S)	1157	984	246	178	0	948	2801	0.351	984	1913	0.4	0.5	1.981	A
D - Storrington Road	1038	690	173	355	178	1202	2206	0.313	690	730	0.3	0.5	2.375	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1944	1879	470	63	355	858	3013	0.624	1879	1037	1.6	1.7	3.175	A
B - A283 (E)	625	625	156	0	63	2246	852	0.734	625	491	2.6	2.7	15.812	C
C - A24 (S)	1157	984	246	178	0	954	2796	0.352	984	1917	0.5	0.5	1.986	A
D - Storrington Road	1038	690	173	355	178	1204	2204	0.313	690	734	0.5	0.5	2.377	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1587	1535	384	51	289	701	3140	0.489	1537	849	1.7	1.0	2.249	A
B - A283 (E)	511	511	128	0	51	1837	1081	0.473	518	401	2.7	0.9	6.471	A
C - A24 (S)	945	804	201	146	0	786	2930	0.274	804	1569	0.5	0.4	1.695	A
D - Storrington Road	848	564	141	289	146	986	2357	0.239	564	604	0.5	0.3	2.010	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1329	1285	321	43	242	587	3233	0.398	1286	710	1.0	0.7	1.852	A
B - A283 (E)	428	428	107	0	43	1537	1248	0.343	429	336	0.9	0.5	4.402	A
C - A24 (S)	791	673	168	122	0	654	3035	0.222	673	1312	0.4	0.3	1.526	A
D - Storrington Road	710	472	118	242	122	824	2470	0.191	472	503	0.3	0.2	1.801	A

2036 Base Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	16	B - A283 (E)	4.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2036 Base Flows	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1.0916

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1302	100.000
B - A283 (E)		ONE HOUR	✓	684	100.000
C - A24 (S)		ONE HOUR	✓	1482	100.000
D - Storrington Road		ONE HOUR	✓	1044	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	95	84	717	406
	B - A283 (E)	275	0	76	333
	C - A24 (S)	1117	146	8	212
	D - Storrington Road	391	420	228	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	2	17	9	4
	B - A283 (E)	5	0	13	7
	C - A24 (S)	6	4	0	2
	D - Storrington Road	3	3	1	25

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)
A - A24 (N)	0.48	2.43	0.9	A	1202	1677
B - A283 (E)	0.68	10.05	2.1	B	628	942
C - A24 (S)	0.56	3.32	1.3	A	1353	1749
D - Storrington Road	0.41	3.51	0.7	A	960	899

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	986	917	229	63	294	606	3040	0.302	915	1116	0.0	0.4	1.692	A
B - A283 (E)	515	515	129	0	63	1096	1396	0.369	513	426	0.0	0.6	4.065	A
C - A24 (S)	1110	957	239	159	0	835	2797	0.342	955	773	0.0	0.5	1.952	A
D - Storrington Road	787	491	123	294	159	1232	2153	0.228	490	558	0.0	0.3	2.164	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1178	1095	274	76	351	725	2949	0.371	1095	1335	0.4	0.6	1.941	A
B - A283 (E)	615	615	154	0	76	1310	1276	0.482	614	509	0.6	0.9	5.424	A
C - A24 (S)	1326	1142	286	190	0	999	2665	0.429	1141	925	0.5	0.7	2.361	A
D - Storrington Road	940	587	147	351	190	1473	1981	0.296	586	667	0.3	0.4	2.581	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1443	1341	335	93	430	887	2824	0.475	1340	1633	0.6	0.9	2.423	A
B - A283 (E)	754	754	188	0	93	1604	1112	0.678	749	623	0.9	2.0	9.801	A
C - A24 (S)	1624	1399	350	233	0	1221	2487	0.562	1397	1132	0.7	1.3	3.296	A
D - Storrington Road	1151	719	180	430	233	1802	1746	0.412	718	816	0.4	0.7	3.496	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1443	1341	335	93	430	888	2823	0.475	1341	1637	0.9	0.9	2.429	A
B - A283 (E)	754	754	188	0	93	1606	1111	0.678	753	624	2.0	2.1	10.054	B
C - A24 (S)	1624	1399	350	233	0	1226	2484	0.563	1399	1133	1.3	1.3	3.317	A
D - Storrington Road	1151	719	180	430	233	1806	1744	0.412	719	818	0.7	0.7	3.511	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1178	1095	274	76	351	727	2947	0.372	1096	1340	0.9	0.6	1.947	A
B - A283 (E)	615	615	154	0	76	1313	1275	0.483	620	510	2.1	0.9	5.533	A
C - A24 (S)	1326	1142	286	190	0	1005	2661	0.429	1144	927	1.3	0.8	2.378	A
D - Storrington Road	940	587	147	351	190	1479	1977	0.297	588	671	0.7	0.4	2.593	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	986	917	229	63	294	608	3039	0.302	918	1121	0.6	0.4	1.696	A
B - A283 (E)	515	515	129	0	63	1099	1395	0.370	517	427	0.9	0.6	4.108	A
C - A24 (S)	1110	957	239	159	0	840	2794	0.342	958	776	0.8	0.5	1.962	A
D - Storrington Road	787	491	123	294	159	1237	2150	0.229	492	561	0.4	0.3	2.172	A

2036 Base Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	9.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	B - A283 (E)	9.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2036 Base Flows	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2*1.0936

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1929	100.000
B - A283 (E)		ONE HOUR	✓	621	100.000
C - A24 (S)		ONE HOUR	✓	1155	100.000
D - Storrington Road		ONE HOUR	✓	1038	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	B - A283 (E)	C - A24 (S)	D - Storrington Road
From	A - A24 (N)	54	62	1428	385
	B - A283 (E)	165	0	114	342
	C - A24 (S)	811	162	4	177
	D - Storrington Road	352	326	358	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	B - A283 (E)	C - A24 (S)	D - Storrington Road
From	A - A24 (N)	0	4	1	1
	B - A283 (E)	2	0	1	2
	C - A24 (S)	3	4	0	0
	D - Storrington Road	0	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)
A - A24 (N)	0.70	4.03	2.3	A	1772	2569
B - A283 (E)	0.93	53.60	9.5	F	570	855
C - A24 (S)	0.39	2.18	0.6	A	1055	1346
D - Storrington Road	0.36	2.62	0.5	A	946	944

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1454	1405	351	47	265	640	3190	0.441	1402	774	0.0	0.8	2.011	A
B - A283 (E)	468	468	117	0	47	1676	1171	0.399	465	366	0.0	0.7	5.083	A
C - A24 (S)	865	736	184	133	0	711	2990	0.246	735	1430	0.0	0.3	1.596	A
D - Storrington Road	776	516	129	265	133	899	2418	0.214	515	547	0.0	0.3	1.892	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1736	1678	420	56	317	765	3088	0.543	1677	925	0.8	1.2	2.549	A
B - A283 (E)	558	558	140	0	56	2004	987	0.566	556	438	0.7	1.3	8.297	A
C - A24 (S)	1033	879	220	159	0	850	2879	0.305	878	1710	0.3	0.4	1.799	A
D - Storrington Road	927	616	154	317	159	1074	2295	0.269	616	654	0.3	0.4	2.144	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	2126	2055	514	69	388	937	2949	0.697	2051	1126	1.2	2.3	3.992	A
B - A283 (E)	684	684	171	0	69	2452	737	0.928	658	537	1.3	7.8	37.487	E
C - A24 (S)	1266	1076	269	195	0	1022	2743	0.392	1076	2088	0.4	0.6	2.158	A
D - Storrington Road	1135	755	189	388	195	1309	2131	0.354	754	788	0.4	0.5	2.614	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	2126	2055	514	69	388	938	2948	0.697	2055	1132	2.3	2.3	4.033	A
B - A283 (E)	684	684	171	0	69	2456	734	0.932	677	537	7.8	9.5	53.603	F
C - A24 (S)	1266	1076	269	195	0	1038	2729	0.394	1076	2095	0.6	0.6	2.177	A
D - Storrington Road	1135	755	189	388	195	1315	2126	0.355	755	799	0.5	0.5	2.624	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1736	1678	420	56	317	767	3087	0.544	1683	936	2.3	1.2	2.570	A
B - A283 (E)	558	558	140	0	56	2010	984	0.568	591	439	9.5	1.3	9.923	A
C - A24 (S)	1033	879	220	159	0	880	2855	0.308	880	1721	0.6	0.4	1.825	A
D - Storrington Road	927	616	154	317	159	1085	2287	0.269	617	675	0.5	0.4	2.157	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1454	1405	351	47	265	642	3188	0.441	1407	777	1.2	0.8	2.024	A
B - A283 (E)	468	468	117	0	47	1681	1168	0.400	470	367	1.3	0.7	5.183	A
C - A24 (S)	865	736	184	133	0	716	2985	0.247	737	1435	0.4	0.3	1.600	A
D - Storrington Road	776	516	129	265	133	902	2415	0.214	517	551	0.4	0.3	1.898	A

2036 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	4.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	B - A283 (E)	4.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2036 + Dev	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1302	100.000
B - A283 (E)		ONE HOUR	✓	686	100.000
C - A24 (S)		ONE HOUR	✓	1488	100.000
D - Storrington Road		ONE HOUR	✓	1062	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	95	84	717	406
	B - A283 (E)	275	0	76	335
	C - A24 (S)	1120	146	8	215
	D - Storrington Road	391	428	238	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	2	17	9	4
	B - A283 (E)	5	0	13	7
	C - A24 (S)	6	4	0	2
	D - Storrington Road	3	3	1	25

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)
A - A24 (N)	0.48	2.45	0.9	A	1202	1677
B - A283 (E)	0.68	10.28	2.1	B	630	945
C - A24 (S)	0.56	3.33	1.3	A	1359	1753
D - Storrington Road	0.42	3.58	0.7	A	976	923

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	986	917	229	63	294	619	3030	0.303	915	1119	0.0	0.4	1.700	A
B - A283 (E)	517	517	129	0	63	1103	1392	0.371	514	432	0.0	0.6	4.089	A
C - A24 (S)	1115	959	240	162	0	837	2796	0.343	957	781	0.0	0.5	1.955	A
D - Storrington Road	801	505	126	294	162	1234	2153	0.235	504	559	0.0	0.3	2.182	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1178	1095	274	76	351	741	2937	0.373	1095	1338	0.4	0.6	1.954	A
B - A283 (E)	617	617	154	0	76	1319	1272	0.485	616	516	0.6	0.9	5.476	A
C - A24 (S)	1331	1145	286	193	0	1001	2664	0.430	1144	934	0.5	0.8	2.366	A
D - Storrington Road	956	603	151	351	193	1476	1980	0.305	602	669	0.3	0.4	2.613	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1443	1341	335	93	430	907	2809	0.477	1340	1636	0.6	0.9	2.448	A
B - A283 (E)	756	756	189	0	93	1615	1106	0.683	751	632	0.9	2.1	10.004	B
C - A24 (S)	1630	1402	351	236	0	1223	2486	0.564	1400	1143	0.8	1.3	3.307	A
D - Storrington Road	1171	739	185	430	236	1806	1745	0.423	737	818	0.4	0.7	3.569	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1443	1341	335	93	430	908	2808	0.478	1341	1640	0.9	0.9	2.453	A
B - A283 (E)	756	756	189	0	93	1617	1106	0.684	756	633	2.1	2.1	10.277	B
C - A24 (S)	1630	1402	351	236	0	1228	2482	0.565	1402	1144	1.3	1.3	3.331	A
D - Storrington Road	1171	739	185	430	236	1810	1742	0.424	739	821	0.7	0.7	3.585	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1178	1095	274	76	351	743	2935	0.373	1096	1343	0.9	0.6	1.960	A
B - A283 (E)	617	617	154	0	76	1322	1270	0.486	622	517	2.1	1.0	5.588	A
C - A24 (S)	1331	1145	286	193	0	1007	2659	0.431	1147	936	1.3	0.8	2.385	A
D - Storrington Road	956	603	151	351	193	1482	1976	0.305	604	673	0.7	0.4	2.627	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	986	917	229	63	294	622	3029	0.303	918	1123	0.6	0.4	1.707	A
B - A283 (E)	517	517	129	0	63	1106	1391	0.372	518	433	1.0	0.6	4.132	A
C - A24 (S)	1115	959	240	162	0	841	2793	0.343	960	783	0.8	0.5	1.966	A
D - Storrington Road	801	505	126	294	162	1239	2149	0.235	506	562	0.4	0.3	2.190	A

2036 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A24 (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	B - A283 (E) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	C - A24 (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	D - Storrington Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2036 + Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	10.45	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-3	B - A283 (E)	10.45	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2036 + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A24 (N)		ONE HOUR	✓	1932	100.000
B - A283 (E)		ONE HOUR	✓	627	100.000
C - A24 (S)		ONE HOUR	✓	1171	100.000
D - Storrington Road		ONE HOUR	✓	1044	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	54	65	1428	385
	B - A283 (E)	165	0	114	348
	C - A24 (S)	819	162	4	185
	D - Storrington Road	352	329	361	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
		A - A24 (N)	**B - A283 (E)**	**C - A24 (S)**	**D - Storrington Road**
From	**A - A24 (N)**	0	4	1	1
	B - A283 (E)	2	0	1	2
	C - A24 (S)	3	4	0	0
	D - Storrington Road	0	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)
A - A24 (N)	0.70	4.06	2.3	A	1775	2569
B - A283 (E)	0.94	58.50	10.5	F	575	863
C - A24 (S)	0.40	2.19	0.7	A	1069	1357
D - Storrington Road	0.36	2.65	0.6	A	952	952

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1456	1405	351	49	265	645	3186	0.441	1402	780	0.0	0.8	2.015	A
B - A283 (E)	472	472	118	0	49	1678	1170	0.404	469	369	0.0	0.7	5.121	A
C - A24 (S)	877	742	186	139	0	715	2987	0.248	741	1432	0.0	0.3	1.603	A
D - Storrington Road	781	521	130	265	139	905	2414	0.216	520	552	0.0	0.3	1.900	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1739	1678	420	59	317	771	3084	0.544	1677	932	0.8	1.2	2.556	A
B - A283 (E)	564	564	141	0	59	2006	986	0.572	561	441	0.7	1.3	8.424	A
C - A24 (S)	1048	886	222	166	0	855	2876	0.308	886	1712	0.3	0.4	1.808	A
D - Storrington Road	932	622	155	317	166	1082	2290	0.271	621	659	0.3	0.4	2.157	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	2129	2055	514	72	388	944	2943	0.698	2051	1135	1.2	2.3	4.014	A
B - A283 (E)	691	691	173	0	72	2455	735	0.939	662	540	1.3	8.5	39.628	E
C - A24 (S)	1283	1085	271	204	0	1026	2740	0.396	1084	2091	0.4	0.7	2.173	A
D - Storrington Road	1142	762	190	388	204	1318	2125	0.358	761	793	0.4	0.6	2.636	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	2129	2055	514	72	388	945	2943	0.698	2055	1141	2.3	2.3	4.057	A
B - A283 (E)	691	691	173	0	72	2460	732	0.943	682	540	8.5	10.5	58.501	F
C - A24 (S)	1283	1085	271	204	0	1044	2726	0.398	1085	2098	0.7	0.7	2.194	A
D - Storrington Road	1142	762	190	388	204	1324	2121	0.359	762	805	0.6	0.6	2.647	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1739	1678	420	59	317	772	3083	0.544	1683	944	2.3	1.2	2.578	A
B - A283 (E)	564	564	141	0	59	2013	982	0.574	600	442	10.5	1.4	10.320	B
C - A24 (S)	1048	886	222	166	0	889	2849	0.311	887	1725	0.7	0.5	1.834	A
D - Storrington Road	932	622	155	317	166	1093	2282	0.272	623	682	0.6	0.4	2.169	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction demand (Veh/hr)	Junction Arrivals (Veh)	Bypass demand (Veh/hr)	Bypass exit flow (Veh/hr)	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
A - A24 (N)	1456	1405	351	49	265	646	3185	0.441	1407	783	1.2	0.8	2.028	A
B - A283 (E)	472	472	118	0	49	1684	1167	0.405	475	370	1.4	0.7	5.226	A
C - A24 (S)	877	742	186	139	0	721	2982	0.249	743	1438	0.5	0.3	1.606	A
D - Storrington Road	781	521	130	265	139	908	2412	0.216	521	556	0.4	0.3	1.906	A

Appendix N

LinSig Output Reports

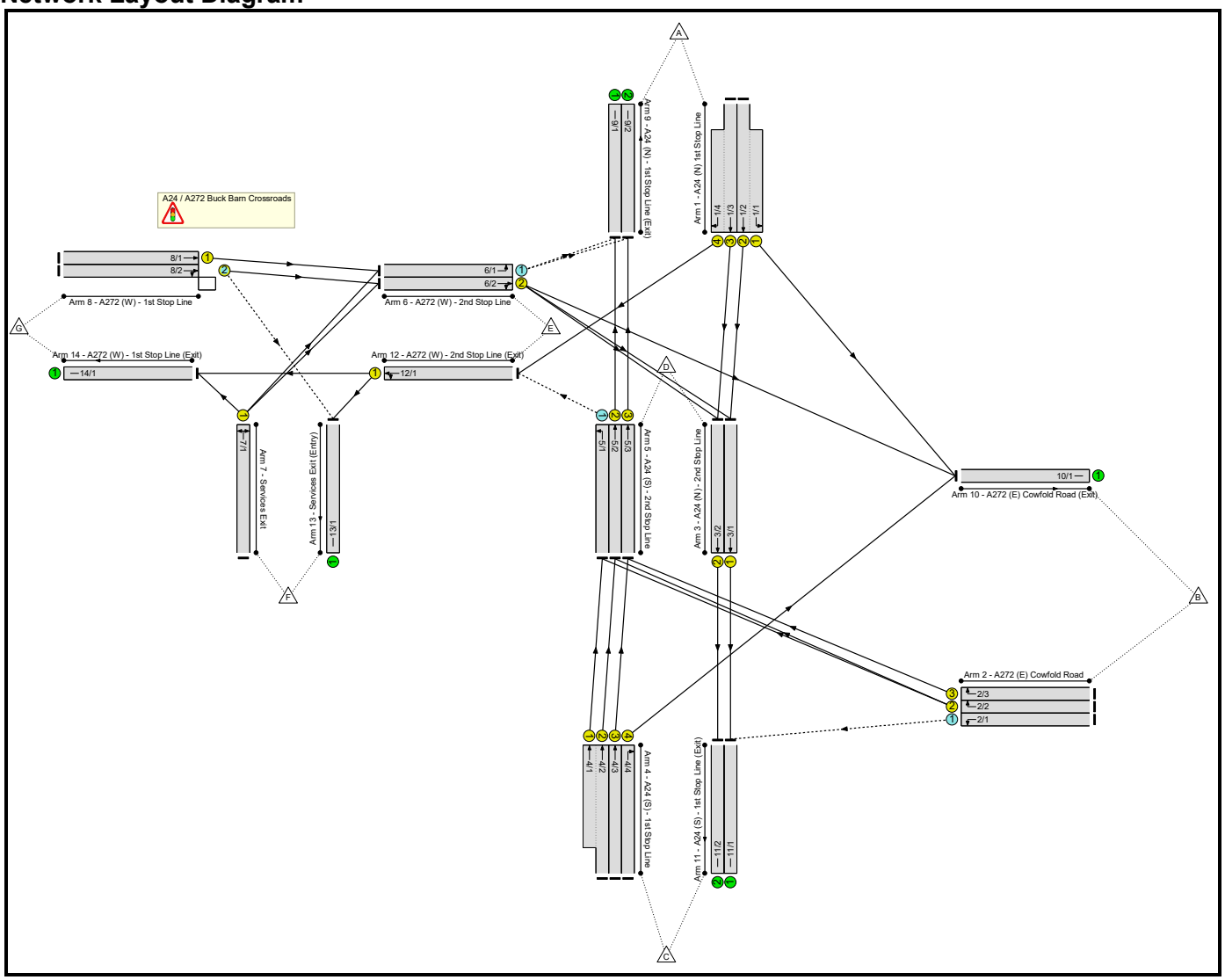
Junction 3 - A24 / A272 Cowfold Road / Services Signalised Junction

Full Input Data And Results

User and Project Details

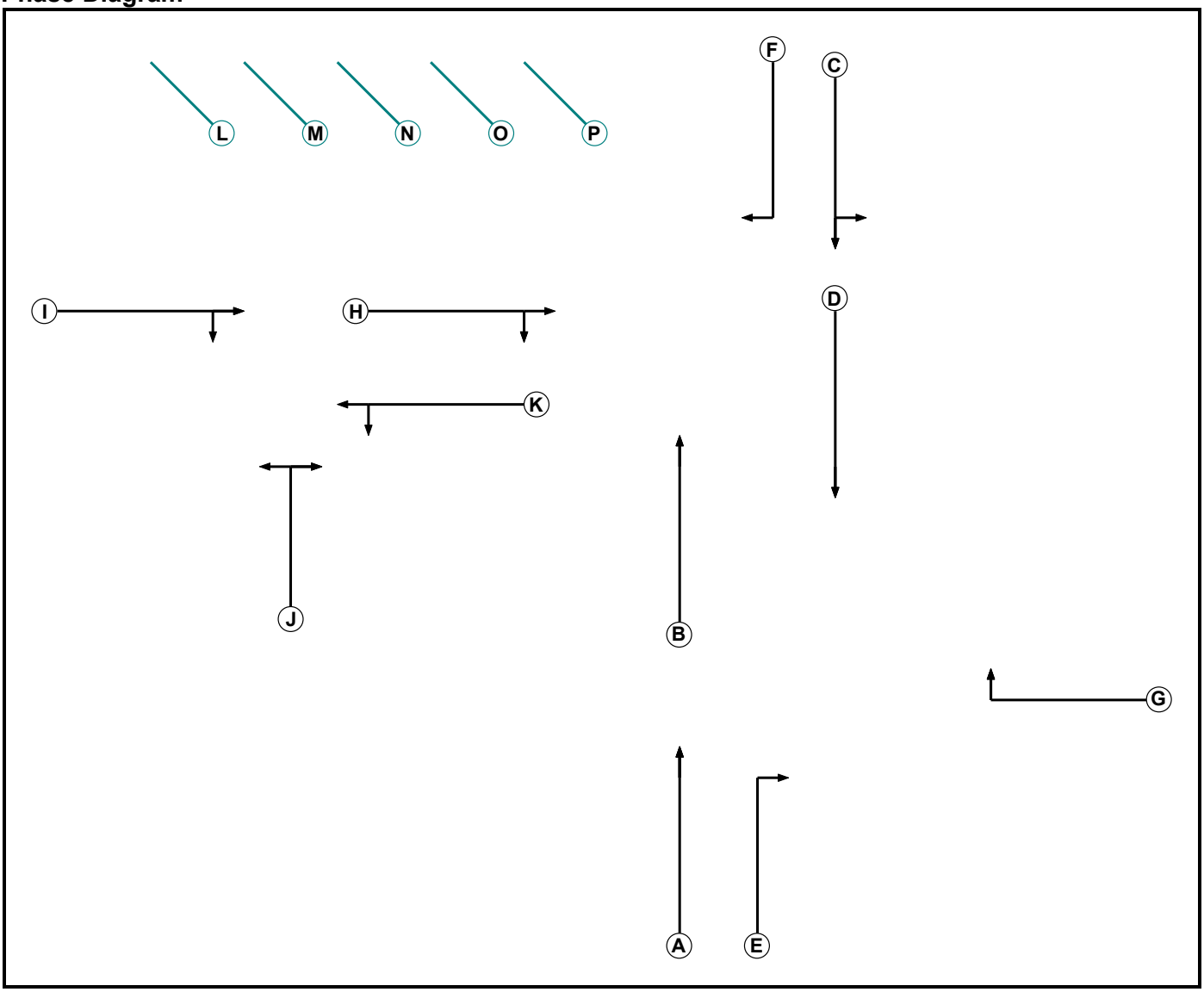
Project:	**Monaghan Mushrooms, Thakeham**
Title:	**A24 / A272 Buck Barn Crossroads**
Location:	West Grinstead
Client:	Bellway Homes Limited
Additional detail:	
File name:	A24_A272 Crossroads.lsg3x
Author:	PR
Company:	Ardent Consulting Engineers
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Traffic	1		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Traffic	2		7	7
L	Dummy	1		0	0
M	Dummy	1		3	3
N	Dummy	1		7	7
O	Dummy	2		1	1
P	Dummy	2		3	3

Full Input Data And Results

Phase Intergreens Matrix

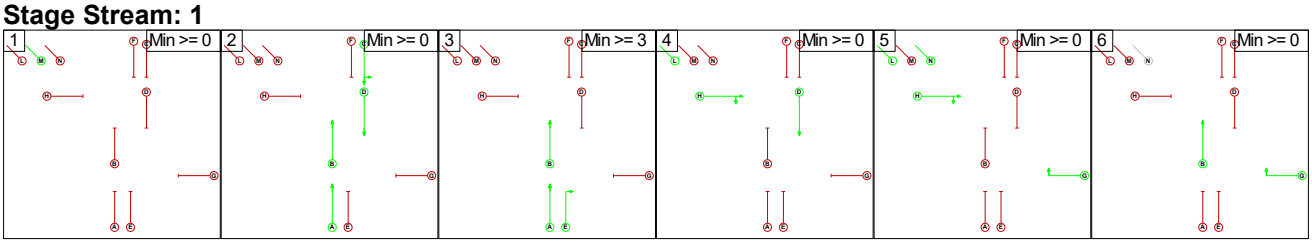
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A		-	-	-	-	-	7	-	-	-	-	-	3	7	-	-
B	-		-	-	-	7	-	7	-	-	-	7	3	-	-	-
C	-	-		-	-	-	-	7	-	-	-	7	3	-	-	-
D	-	-	-		7	-	7	-	-	-	-	-	3	7	-	-
E	-	-	5	5		-	5	-	-	-	-	-	3	5	-	-
F	5	5	-	-	-		-	5	-	-	-	5	3	-	-	-
G	5	-	5	5	5	-		-	-	-	-	-	3	-	-	-
H	5	5	7	-	-	7	-		-	-	-	-	3	-	-	-
I	-	-	-	-	-	-	-	-		5	-	-	-	-	3	3
J	-	-	-	-	-	-	-	-	5		5	-	-	-	-	3
K	-	-	-	-	-	-	-	-	-	5		-	-	-	-	3
L	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-
M	2	2	2	2	2	2	2	2	-	-	-	2		2	-	-
N	-	-	-	11	-	-	-	-	-	-	-	-	-		-	-
O	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
P	-	-	-	-	-	-	-	-	2	2	2	-	-	-	-	

Phases in Stage

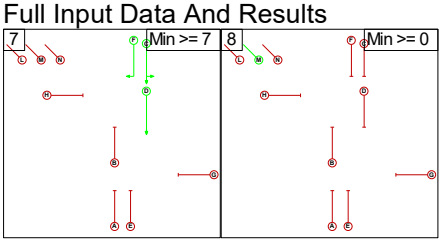
Stream	Stage No.	Phases in Stage
1	1	M
1	2	A B C D
1	3	A B E
1	4	D H L
1	5	G H L N
1	6	B G
1	7	C D F
1	8	M
2	1	P
2	2	I K
2	3	K O
2	4	J

Stage Diagram

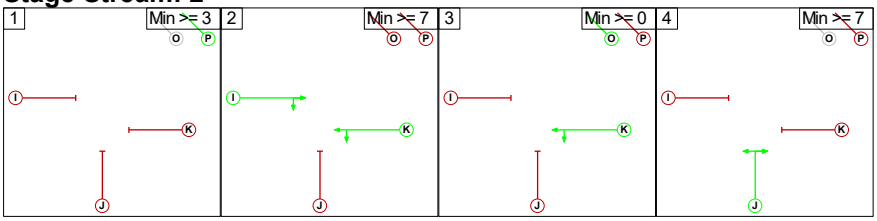
Stage Stream: 1



Full Input Data And Results



Stage Stream: 2



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	D	Losing	3	3
2	4	B	Losing	3	3
2	5	B	Losing	3	3
2	5	D	Losing	3	3
2	6	D	Losing	3	3
2	7	B	Losing	3	3
3	4	B	Losing	3	3
3	5	B	Losing	3	3
3	7	B	Losing	3	3
4	2	H	Losing	4	4
4	3	D	Losing	7	7
4	3	H	Losing	4	4
4	6	D	Losing	7	7
4	6	H	Losing	4	4
4	7	H	Losing	4	4
5	2	H	Losing	4	4
5	3	H	Losing	4	4
5	6	H	Losing	4	4
5	7	H	Losing	4	4
6	4	B	Losing	3	3
6	7	B	Losing	3	3
7	3	D	Losing	3	3
7	5	D	Losing	3	3
7	6	D	Losing	3	3
8	2	A	Gaining absolute	1	1
8	2	C	Gaining absolute	1	1
8	3	A	Gaining absolute	1	1
8	3	E	Gaining absolute	1	1
8	5	G	Gaining absolute	1	1
8	6	G	Gaining absolute	1	1

Stage Stream: 2

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

Full Input Data And Results

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		2	2	2	2	2	2	0
2	3		10	10	10	10	10	3
3	3	5		10	10	7	10	3
4	3	11	14		7	14	11	3
5	3	11	9	11		9	11	3
6	3	5	5	10	7		10	3
7	3	5	10	7	10	10		3
8	0	2	2	2	2	2	2	

Stage Stream: 2

From Stage \ To Stage	1	2	3	4
1		2	2	2
2	3		3	5
3	3	2		5
4	3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A24 / A272 Buck Barn Crossroads

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)
2/1 (A272 (E) Cowfold Road)	11/1 (Left)	1439	0	3/1	1.09	All	-	-	-	-	-
5/1 (A24 (S) - 2nd Stop Line)	12/1 (Left)	1439	0	1/4	1.09	All	-	-	-	-	-
6/1 (A272 (W) - 2nd Stop Line)	9/1 (Left)	1439	0	5/2	1.09	All	-	-	-	-	-
	9/2 (Left)	1439	0	5/2	1.09	All					
				5/3	1.09	All					
8/2 (A272 (W) - 1st Stop Line)	13/1 (Right)	1439	0	12/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A24 / A272 Buck Barn Crossroads

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 (A24 (N) 1st Stop Line)	U	C	2	3	13.9	Geom	-	3.25	0.00	Y	Arm 10 Left	45.00
1/2 (A24 (N) 1st Stop Line)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
1/3 (A24 (N) 1st Stop Line)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
1/4 (A24 (N) 1st Stop Line)	U	F	2	3	16.7	Geom	-	3.50	0.00	Y	Arm 12 Right	17.60
2/1 (A272 (E) Cowfold Road)	O		2	3	19.1	Geom	-	3.80	0.00	Y	Arm 11 Left	30.00
2/2 (A272 (E) Cowfold Road)	U	G	2	3	21.7	Geom	-	3.80	0.00	Y	Arm 5 Right	15.00
2/3 (A272 (E) Cowfold Road)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Right	10.00
3/1 (A24 (N) - 2nd Stop Line)	U	D	2	3	6.6	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
3/2 (A24 (N) - 2nd Stop Line)	U	D	2	3	6.6	Geom	-	3.50	0.00	Y	Arm 11 Ahead	Inf
4/1 (A24 (S) - 1st Stop Line)	U	A	2	3	16.5	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
4/2 (A24 (S) - 1st Stop Line)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/3 (A24 (S) - 1st Stop Line)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
4/4 (A24 (S) - 1st Stop Line)	U	E	2	3	16.5	Geom	-	4.40	0.00	Y	Arm 10 Right	18.65
5/1 (A24 (S) - 2nd Stop Line)	O		2	3	7.0	Geom	-	4.00	0.00	Y	Arm 12 Left	20.00
5/2 (A24 (S) - 2nd Stop Line)	U	B	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
5/3 (A24 (S) - 2nd Stop Line)	U	B	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf

Full Input Data And Results

6/1 (A272 (W) - 2nd Stop Line)	O		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A272 (W) - 2nd Stop Line)	U	H	2	3	6.6	Geom	-	3.00	0.00	Y	Arm 3 Right	15.00
											Arm 10 Ahead	Inf
7/1 (Services Exit)	U	J	2	3	60.0	Geom	-	3.82	0.00	Y	Arm 6 Right	7.50
											Arm 14 Left	6.00
8/1 (A272 (W) - 1st Stop Line)	U	I	2	3	18.3	Geom	-	2.65	0.00	Y	Arm 6 Ahead	Inf
8/2 (A272 (W) - 1st Stop Line)	O	I	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 6 Ahead	Inf
											Arm 13 Right	9.55
9/1 (A24 (N) - 1st Stop Line (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (A24 (N) - 1st Stop Line (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A272 (E) Cowfold Road (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A24 (S) - 1st Stop Line (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A24 (S) - 1st Stop Line (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (A272 (W) - 2nd Stop Line (Exit))	U	K	2	3	7.8	Geom	-	3.50	0.00	Y	Arm 13 Left	6.70
											Arm 14 Ahead	Inf
13/1 (Services Exit (Entry))	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A272 (W) - 1st Stop Line (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base Year - AM'	08:00	09:00	01:00	
2: '2023 Base Year - PM'	17:00	18:00	01:00	
3: '2036 Future Year - AM'	08:00	09:00	01:00	
4: '2036 Future Year - PM'	17:00	18:00	01:00	
5: '2036 Future Year + Dev - AM'	08:00	09:00	01:00	
6: '2036 Future Year + Dev - PM'	17:00	18:00	01:00	

Scenario 1: '2023 Base Year - AM' (FG1: '2023 Base Year - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	209	0	773	138	0	0	1120
	B	0	0	349	518	0	0	0	867
	C	0	459	0	1011	0	0	0	1470
	D	1262	0	0	0	267	0	0	1529
	E	140	213	0	89	0	81	322	845
	F	0	0	0	0	146	0	33	179
	G	0	0	0	0	296	25	0	321
	Tot.	1402	881	349	2391	847	106	355	6331

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 Base Year - AM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	209
1/2 (with short)	209(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	349
2/2	518
2/3	0
3/1	0
3/2	0
4/1 (short)	439
4/2 (with short)	710(In) 271(Out)
4/3	301
4/4	459
5/1	957
5/2	271
5/3	301
6/1	442
6/2	0
7/1	179
8/1	296
8/2	25
9/1	0
9/2	0
10/1	668
11/1	349
11/2	0
12/1	403
13/1	106
14/1	355

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	81.6 %	1651	1651
				Arm 14 Left	6.00	18.4 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	20.1 %	1880	1880
				Arm 14 Ahead	Inf	79.9 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base Year - PM' (FG2: '2023 Base Year - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	302	0	1067	171	0	0	1540
	B	0	0	483	468	0	0	0	951
	C	0	399	0	795	0	0	0	1194
	D	1004	0	0	0	259	0	0	1263
	E	117	225	0	78	0	86	344	850
	F	0	0	0	0	130	0	50	180
	G	0	0	0	0	289	22	0	311
	Tot.	1121	926	483	2408	849	108	394	6289

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base Year - PM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	302
1/2 (with short)	302(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	483
2/2	468
2/3	0
3/1	0
3/2	0
4/1 (short)	372
4/2 (with short)	575(In) 203(Out)
4/3	220
4/4	399
5/1	840
5/2	203
5/3	220
6/1	419
6/2	0
7/1	180
8/1	289
8/2	22
9/1	0
9/2	0
10/1	701
11/1	483
11/2	0
12/1	430
13/1	108
14/1	394

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	72.2 %	1645	1645
				Arm 14 Left	6.00	27.8 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	20.0 %	1881	1881
				Arm 14 Ahead	Inf	80.0 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2036 Future Year - AM' (FG3: '2036 Future Year - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	229	0	846	147	0	0	1222
	B	0	0	382	567	0	0	0	949
	C	0	502	0	1106	0	0	0	1608
	D	1381	0	0	0	292	0	0	1673
	E	153	233	0	97	0	88	353	924
	F	0	0	0	0	159	0	36	195
	G	0	0	0	0	324	27	0	351
	Tot.	1534	964	382	2616	922	115	389	6922

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2036 Future Year - AM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	229
1/2 (with short)	229(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	382
2/2	567
2/3	0
3/1	0
3/2	0
4/1 (short)	467
4/2 (with short)	763(In) 296(Out)
4/3	343
4/4	502
5/1	1034
5/2	296
5/3	343
6/1	483
6/2	0
7/1	195
8/1	324
8/2	27
9/1	0
9/2	0
10/1	731
11/1	382
11/2	0
12/1	441
13/1	115
14/1	389

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	81.5 %	1651	1651
				Arm 14 Left	6.00	18.5 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	20.0 %	1881	1881
				Arm 14 Ahead	Inf	80.0 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2036 Future Year - PM' (FG4: '2036 Future Year - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	331	0	1170	187	0	0	1688
	B	0	0	530	512	0	0	0	1042
	C	0	436	0	871	0	0	0	1307
	D	1100	0	0	0	283	0	0	1383
	E	128	246	0	86	0	94	377	931
	F	0	0	0	0	143	0	55	198
	G	0	0	0	0	316	24	0	340
	Tot.	1228	1013	530	2639	929	118	432	6889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2036 Future Year - PM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	331
1/2 (with short)	331(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	530
2/2	512
2/3	0
3/1	0
3/2	0
4/1 (short)	395
4/2 (with short)	623(In) 228(Out)
4/3	248
4/4	436
5/1	907
5/2	228
5/3	248
6/1	459
6/2	0
7/1	198
8/1	316
8/2	24
9/1	0
9/2	0
10/1	767
11/1	530
11/2	0
12/1	471
13/1	118
14/1	432

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	72.2 %	1645	1645
				Arm 14 Left	6.00	27.8 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	20.0 %	1881	1881
				Arm 14 Ahead	Inf	80.0 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2036 Future Year + Dev - AM' (FG5: '2036 Future Year + Dev - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	229	0	846	152	0	0	1227
	B	0	0	382	570	0	0	0	952
	C	0	502	0	1106	0	0	0	1608
	D	1381	0	0	0	295	0	0	1676
	E	171	245	0	97	0	88	361	962
	F	0	0	0	0	159	0	36	195
	G	0	0	0	0	354	27	0	381
	Tot.	1552	976	382	2619	960	115	397	7001

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2036 Future Year + Dev - AM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	229
1/2 (with short)	229(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	382
2/2	570
2/3	0
3/1	0
3/2	0
4/1 (short)	467
4/2 (with short)	763(In) 296(Out)
4/3	343
4/4	502
5/1	1037
5/2	296
5/3	343
6/1	513
6/2	0
7/1	195
8/1	354
8/2	27
9/1	0
9/2	0
10/1	731
11/1	382
11/2	0
12/1	449
13/1	115
14/1	397

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	81.5 %	1651	1651
				Arm 14 Left	6.00	18.5 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	19.6 %	1882	1882
				Arm 14 Ahead	Inf	80.4 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 Future Year + Dev - PM' (FG6: '2036 Future Year + Dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	331	0	1170	201	0	0	1702
	B	0	0	530	521	0	0	0	1051
	C	0	436	0	871	0	0	0	1307
	D	1100	0	0	0	292	0	0	1392
	E	134	250	0	86	0	94	401	965
	F	0	0	0	0	143	0	55	198
	G	0	0	0	0	326	24	0	350
	Tot.	1234	1017	530	2648	962	118	456	6965

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 Future Year + Dev - PM
Junction: A24 / A272 Buck Barn Crossroads	
1/1 (short)	331
1/2 (with short)	331(In) 0(Out)
1/3 (with short)	0(In) 0(Out)
1/4 (short)	0
2/1	530
2/2	521
2/3	0
3/1	0
3/2	0
4/1 (short)	395
4/2 (with short)	623(In) 228(Out)
4/3	248
4/4	436
5/1	916
5/2	228
5/3	248
6/1	469
6/2	0
7/1	198
8/1	326
8/2	24
9/1	0
9/2	0
10/1	767
11/1	530
11/2	0
12/1	495
13/1	118
14/1	456

Full Input Data And Results

Lane Saturation Flows

Junction: A24 / A272 Buck Barn Crossroads								
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 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 10 Left	45.00	100.0 %	1877	1877
1/2 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/3 (A24 (N) 1st Stop Line)	3.25	0.00	Y	Arm 3 Ahead	Inf	0.0 %	1940	1940
1/4 (A24 (N) 1st Stop Line)	3.50	0.00	Y	Arm 12 Right	17.60	0.0 %	1965	1965
2/1 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 11 Left	30.00	100.0 %	1900	1900
2/2 (A272 (E) Cowfold Road)	3.80	0.00	Y	Arm 5 Right	15.00	100.0 %	1814	1814
2/3 (A272 (E) Cowfold Road)	3.00	0.00	Y	Arm 5 Right	10.00	0.0 %	1915	1915
3/1 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
3/2 (A24 (N) - 2nd Stop Line)	3.50	0.00	Y	Arm 11 Ahead	Inf	0.0 %	1965	1965
4/1 (A24 (S) - 1st Stop Line)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/2 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/3 (A24 (S) - 1st Stop Line)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
4/4 (A24 (S) - 1st Stop Line)	4.40	0.00	Y	Arm 10 Right	18.65	100.0 %	1902	1902
5/1 (A24 (S) - 2nd Stop Line)	4.00	0.00	Y	Arm 12 Left	20.00	0.0 %	2015	2015
5/2 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
5/3 (A24 (S) - 2nd Stop Line)	3.00	0.00	Y	Arm 9 Ahead	Inf	0.0 %	1915	1915
6/1 (A272 (W) - 2nd Stop Line Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A272 (W) - 2nd Stop Line)	3.00	0.00	Y	Arm 3 Right	15.00	0.0 %	1915	1915
				Arm 10 Ahead	Inf	0.0 %		
7/1 (Services Exit)	3.82	0.00	Y	Arm 6 Right	7.50	72.2 %	1645	1645
				Arm 14 Left	6.00	27.8 %		
8/1 (A272 (W) - 1st Stop Line)	2.65	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1880	1880
8/2 (A272 (W) - 1st Stop Line)	2.50	0.00	Y	Arm 6 Ahead	Inf	0.0 %	1612	1612
				Arm 13 Right	9.55	100.0 %		
9/1 (A24 (N) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

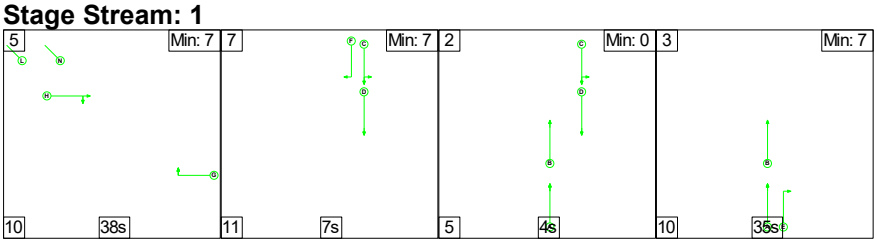
Full Input Data And Results

9/2 (A24 (N) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
10/1 (A272 (E) Cowfold Road (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (A24 (S) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
11/2 (A24 (S) - 1st Stop Line (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
12/1 (A272 (W) - 2nd Stop Line (Exit))	3.50	0.00	Y	Arm 13 Left	6.70	19.0 %	1885	1885
				Arm 14 Ahead	Inf	81.0 %		
13/1 (Services Exit (Entry) Lane 1)	Infinite Saturation Flow						Inf	Inf
14/1 (A272 (W) - 1st Stop Line (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

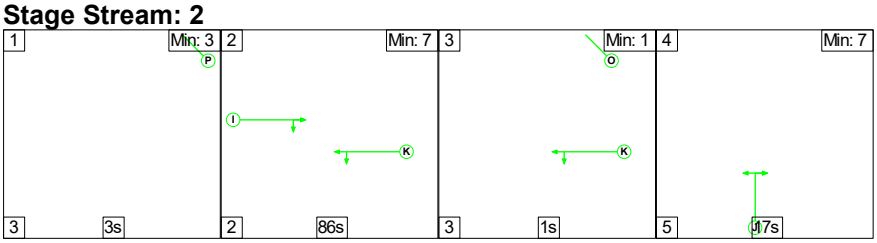
Scenario 1: '2023 Base Year - AM' (FG1: '2023 Base Year - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

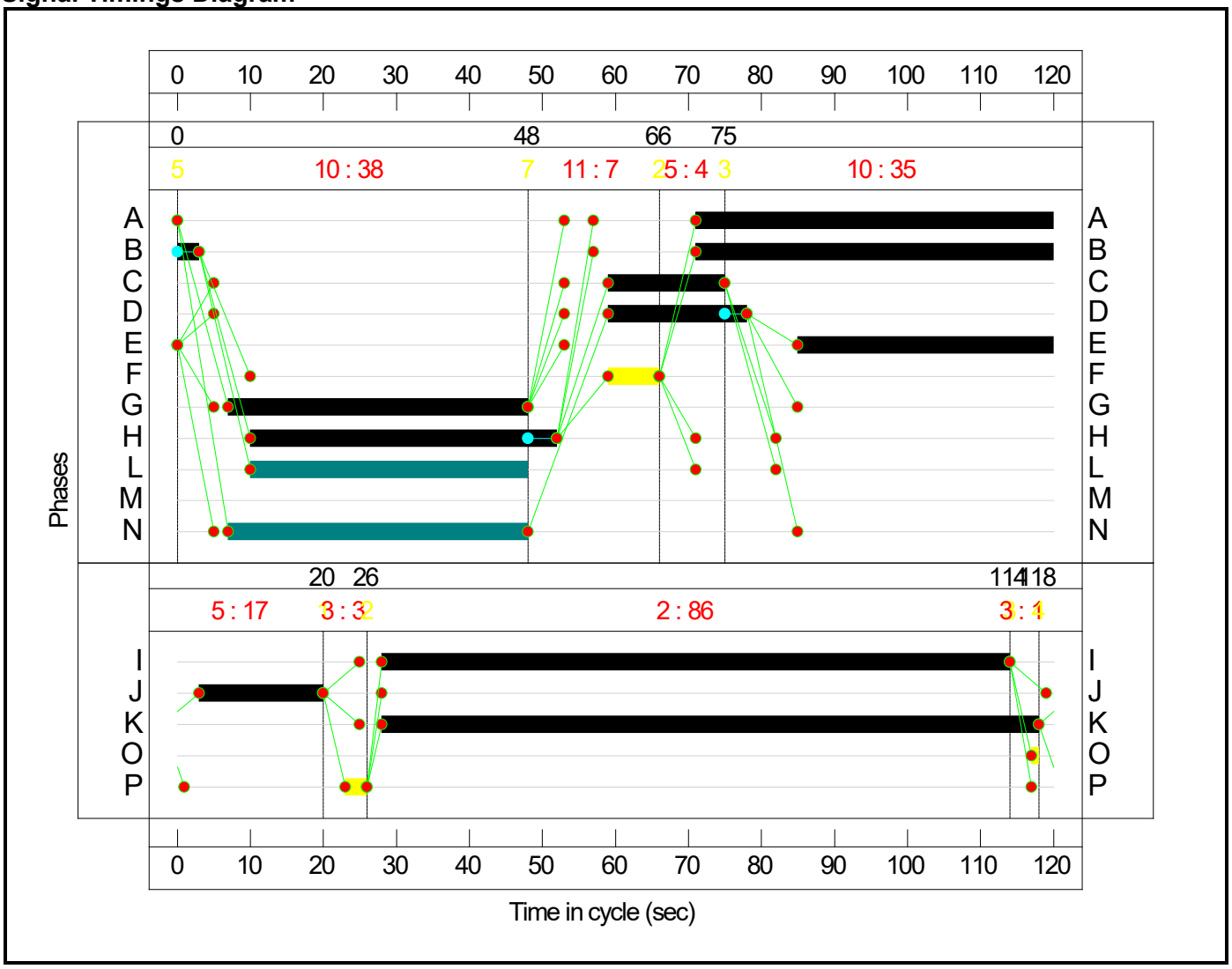
Stage	5	7	2	3
Duration	38	7	4	35
Change Point	0	48	66	75

Stage Stream: 2

Stage	1	2	3	4
Duration	3	86	1	17
Change Point	20	26	114	118

Full Input Data And Results

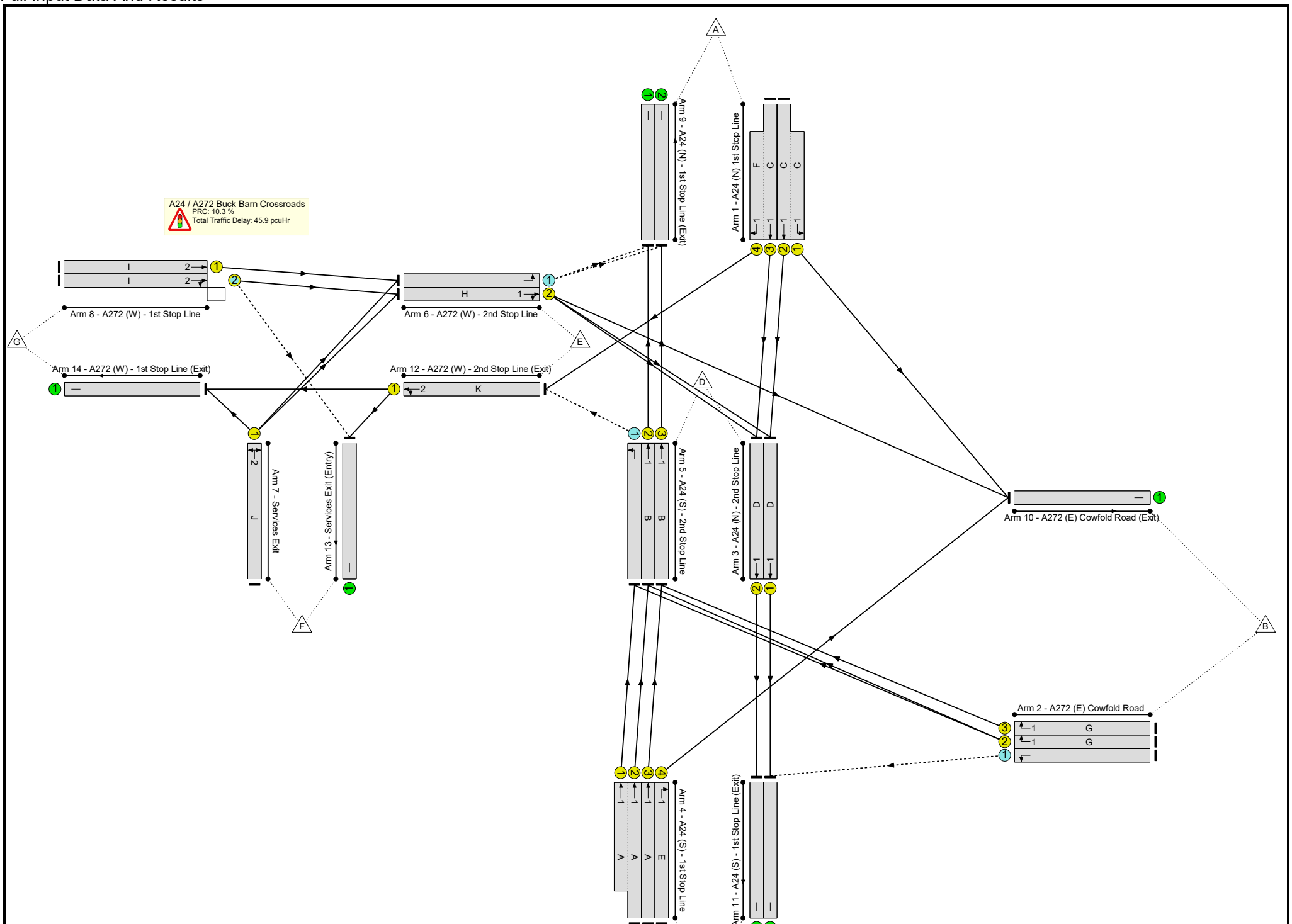
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	16	-	209	1940:1877	0+266	0.0 : 78.6%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	16:7	-	0	1940:1965	87+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	349	1900	1439	24.3%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	518	1814	635	81.6%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	0	1915	670	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	710	1915:1940	426+690	63.6 : 63.6%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	301	1915	798	37.7%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	35	-	459	1902	571	80.4%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	957	2015	2015	47.5%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	271	1915	846	32.0%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	301	1915	846	35.6%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	442	Inf	36000	1.2%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	42	-	0	1915	686	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	17	-	179	1651	248	72.3%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	86	-	296	1880	1363	21.7%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	86	-	25	1612	701	3.6%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	90	-	403	1880	1426	28.3%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	355	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**83**	**291**	**0**	**36.1**	**9.8**	**0.0**	**45.9**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**83**	**291**	**0**	**36.1**	**9.8**	**0.0**	**45.9**	**-**	**-**	**-**	**-**
1/2+1/1	209	209	-	-	-	2.9	1.7	-	4.6	79.6	6.7	1.7	8.4
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	349	349	58	291	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
2/2	518	518	-	-	-	5.1	2.1	-	7.2	50.3	15.7	2.1	17.8
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	710	710	-	-	-	5.0	0.9	-	5.9	29.8	11.0	0.9	11.8
4/3	301	301	-	-	-	2.0	0.3	-	2.3	27.8	6.9	0.3	7.2
4/4	459	459	-	-	-	4.9	2.0	-	6.9	54.3	14.0	2.0	16.0
5/1	957	957	0	0	0	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
5/2	271	271	-	-	-	0.1	0.2	-	0.3	4.4	0.2	0.2	0.4
5/3	301	301	-	-	-	0.1	0.3	-	0.4	4.6	0.2	0.3	0.5
6/1	442	221	0	0	0	12.5	0.0	-	12.5	102.2	44.2	0.0	44.2
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	179	179	-	-	-	2.4	1.3	-	3.7	73.9	5.7	1.3	6.9
8/1	296	296	-	-	-	0.4	0.1	-	0.6	7.1	3.2	0.1	3.3
8/2	25	25	25	0	0	0.0	0.0	0.0	0.1	9.9	0.2	0.0	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	403	403	-	-	-	0.5	0.2	-	0.7	6.2	4.0	0.2	4.2
13/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

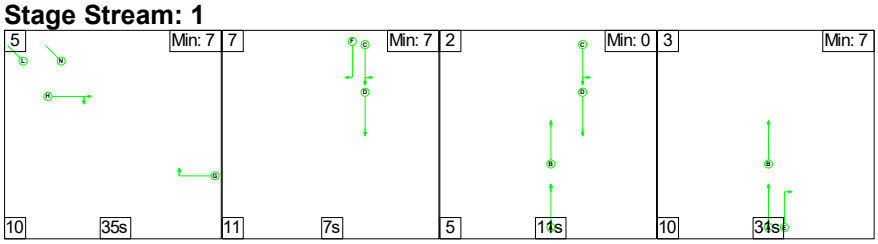
C1	Stream: 1 PRC for Signalled Lanes (%):	10.3	Total Delay for Signalled Lanes (pcuHr):	27.72	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	5.02	Cycle Time (s): 120
	PRC Over All Lanes (%):	10.3	Total Delay Over All Lanes(pcuHr):	45.89	

Full Input Data And Results

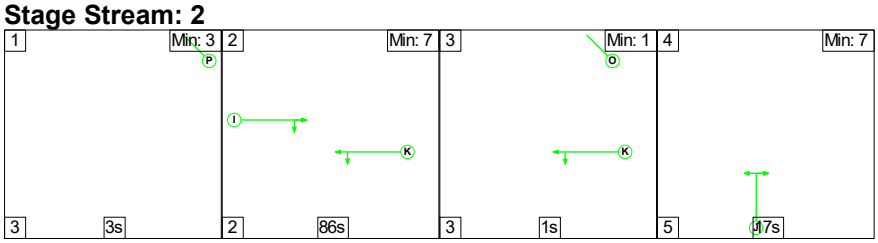
Scenario 2: '2023 Base Year - PM' (FG2: '2023 Base Year - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

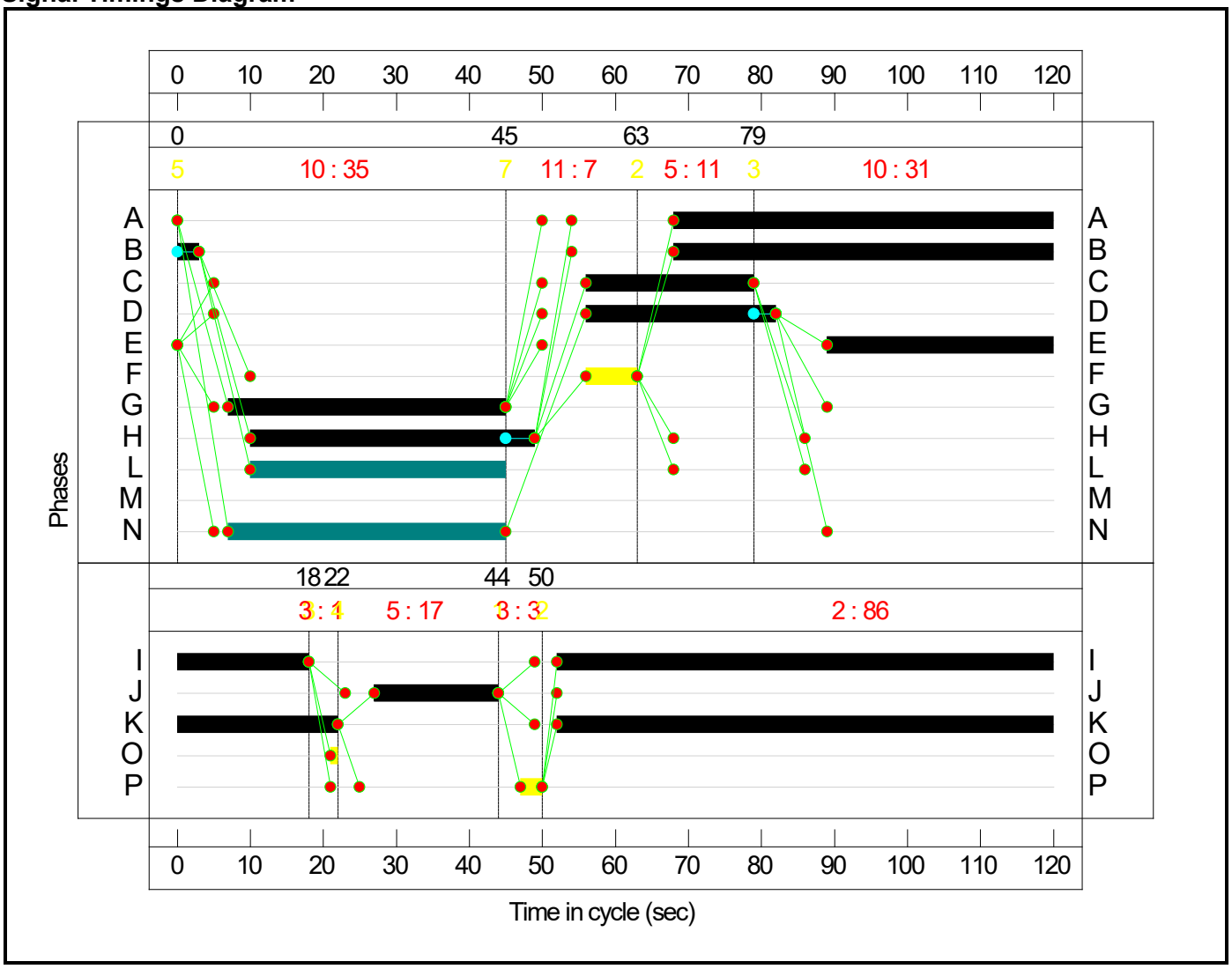
Stage	5	7	2	3
Duration	35	7	11	31
Change Point	0	45	63	79

Stage Stream: 2

Stage	1	2	3	4
Duration	3	86	1	17
Change Point	44	50	18	22

Full Input Data And Results

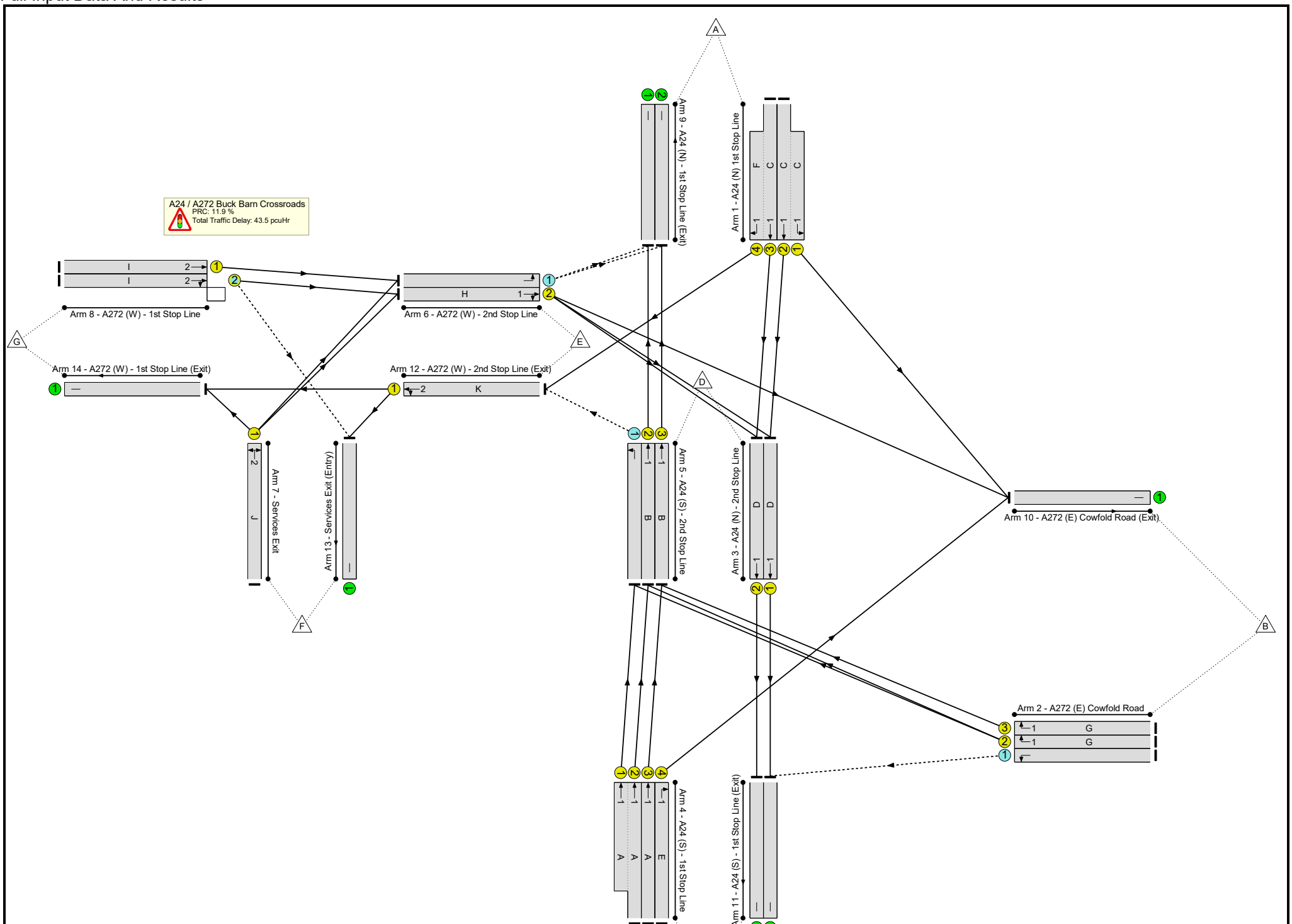
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	23	-	302	1940:1877	0+375	0.0 : 80.4%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	23:7	-	0	1940:1965	65+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	483	1900	1439	33.6%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	468	1814	590	79.4%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	0	1915	622	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	575	1915:1940	399+730	50.9 : 50.9%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	220	1915	846	26.0%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	31	-	399	1902	507	78.7%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	840	2015	2015	41.7%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	203	1915	894	22.7%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	220	1915	894	24.6%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	419	Inf	36000	1.2%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	39	-	0	1915	638	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	17	-	180	1645	247	72.9%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	86	-	289	1880	1363	21.2%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	86	-	22	1612	675	3.3%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	90	-	430	1881	1426	30.1%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	394	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**131**	**374**	**0**	**34.6**	**8.9**	**0.0**	**43.5**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**131**	**374**	**0**	**34.6**	**8.9**	**0.0**	**43.5**	**-**	**-**	**-**	**-**
1/2+1/1	302	302	-	-	-	3.8	2.0	-	5.8	69.1	9.6	2.0	11.5
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	483	483	109	374	0	0.0	0.3	-	0.3	1.9	0.0	0.3	0.3
2/2	468	468	-	-	-	4.8	1.9	-	6.7	51.2	14.2	1.9	16.0
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	575	575	-	-	-	3.6	0.5	-	4.1	25.6	8.5	0.5	9.0
4/3	220	220	-	-	-	1.3	0.2	-	1.5	24.0	4.6	0.2	4.8
4/4	399	399	-	-	-	4.5	1.8	-	6.3	56.9	12.3	1.8	14.1
5/1	840	840	0	0	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/2	203	203	-	-	-	0.1	0.1	-	0.2	3.9	0.1	0.1	0.3
5/3	220	220	-	-	-	0.1	0.2	-	0.2	3.9	0.1	0.2	0.3
6/1	419	327	0	0	0	13.0	0.0	-	13.0	111.5	41.9	0.0	41.9
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	180	180	-	-	-	2.4	1.3	-	3.7	74.6	5.7	1.3	7.0
8/1	289	289	-	-	-	0.4	0.1	-	0.6	7.0	3.1	0.1	3.2
8/2	22	22	22	0	0	0.0	0.0	0.0	0.1	10.3	0.2	0.0	0.2
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	430	430	-	-	-	0.5	0.2	-	0.8	6.4	4.4	0.2	4.6
13/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

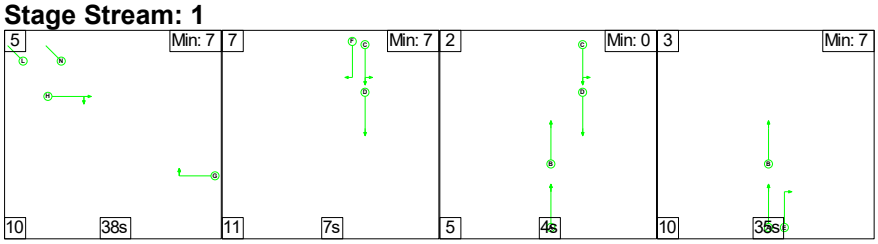
C1	Stream: 1 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	24.78	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	23.4	Total Delay for Signalled Lanes (pcuHr):	5.12	Cycle Time (s):	120
	PRC Over All Lanes (%):	11.9	Total Delay Over All Lanes(pcuHr):	43.48		

Full Input Data And Results

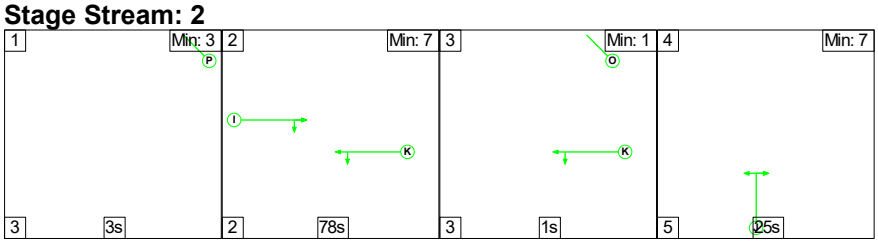
Scenario 3: '2036 Future Year - AM' (FG3: '2036 Future Year - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

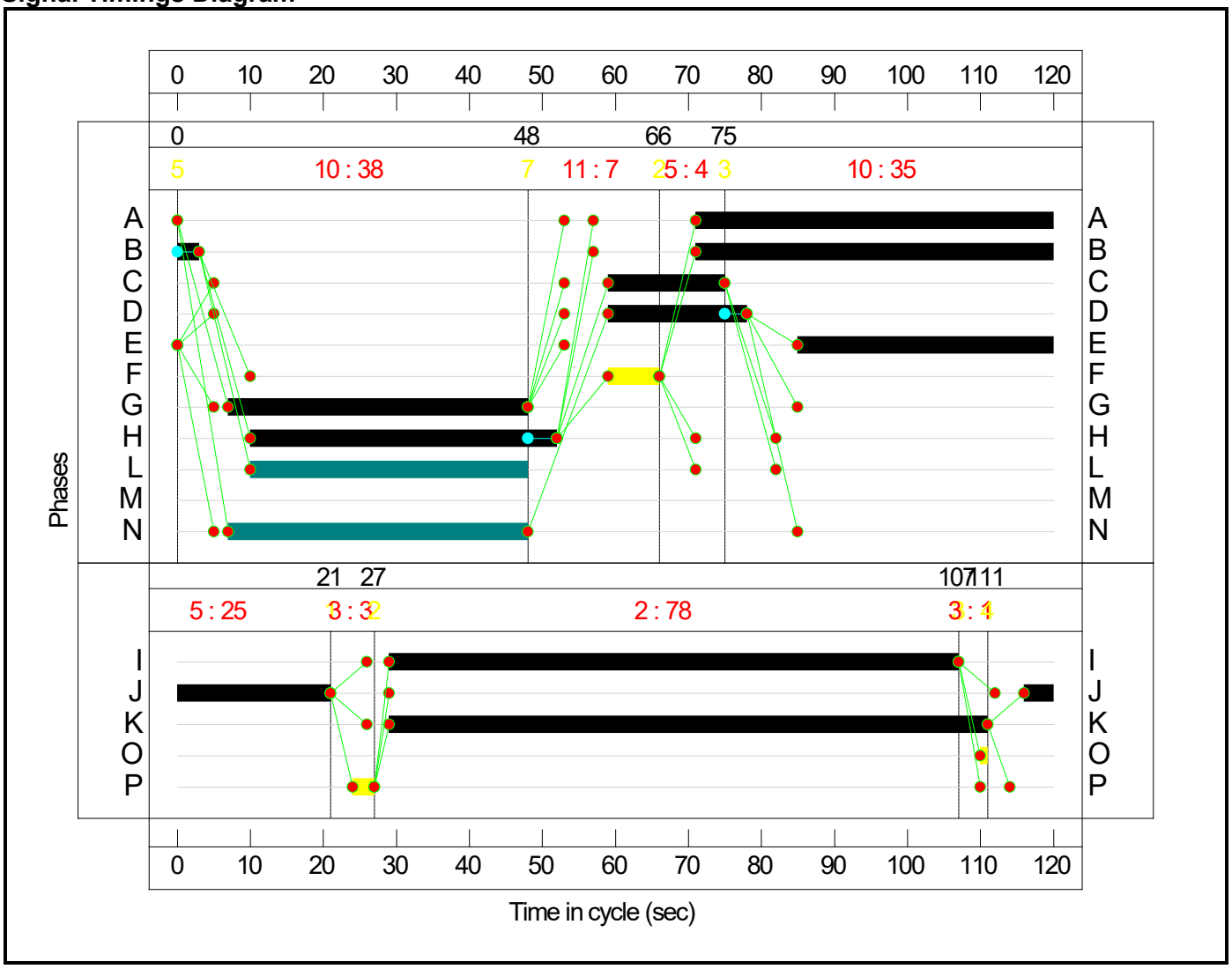
Stage	5	7	2	3
Duration	38	7	4	35
Change Point	0	48	66	75

Stage Stream: 2

Stage	1	2	3	4
Duration	3	78	1	25
Change Point	21	27	107	111

Full Input Data And Results

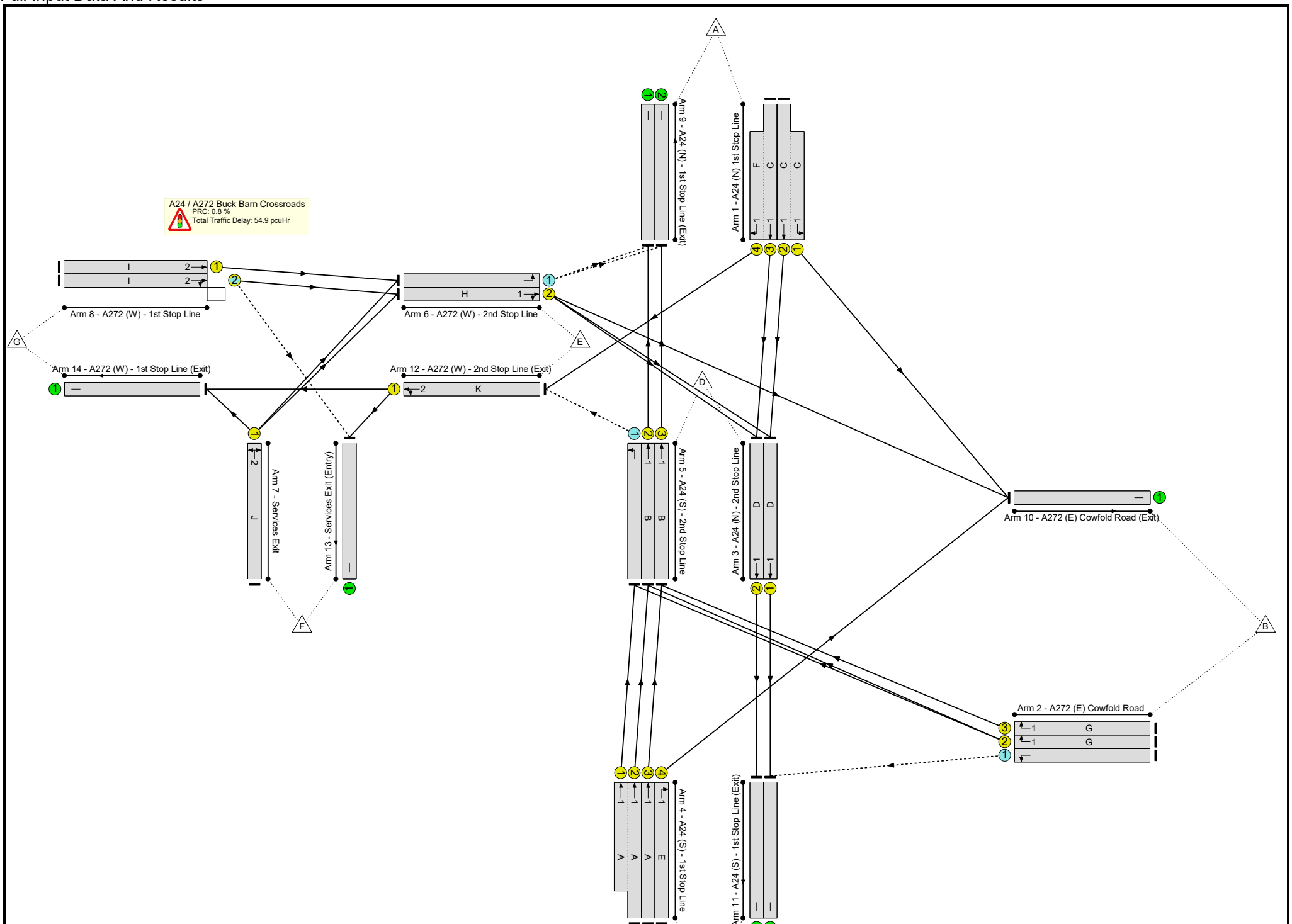
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.3%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.3%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	16	-	229	1940:1877	0+266	0.0 : 86.1%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	16:7	-	0	1940:1965	65+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	382	1900	1439	26.5%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	567	1814	635	89.3%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	0	1915	670	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	763	1915:1940	436+688	67.9 : 67.9%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	343	1915	798	43.0%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	35	-	502	1902	571	88.0%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	1034	2015	2015	51.3%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	296	1915	846	35.0%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	343	1915	846	40.6%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	483	Inf	36000	1.3%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	42	-	0	1915	686	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	25	-	195	1651	358	54.5%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	78	-	324	1880	1238	26.2%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	78	-	27	1612	583	4.6%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	82	-	441	1881	1301	33.9%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	389	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**91**	**318**	**0**	**41.2**	**13.6**	**0.0**	**54.9**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**91**	**318**	**0**	**41.2**	**13.6**	**0.0**	**54.9**	**-**	**-**	**-**	**-**
1/2+1/1	229	229	-	-	-	3.2	2.7	-	5.9	92.9	7.4	2.7	10.1
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	382	382	64	318	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
2/2	567	567	-	-	-	5.8	3.8	-	9.6	60.7	17.8	3.8	21.6
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	763	763	-	-	-	5.5	1.0	-	6.5	30.8	11.9	1.0	13.0
4/3	343	343	-	-	-	2.4	0.4	-	2.7	28.8	8.1	0.4	8.5
4/4	502	502	-	-	-	5.6	3.3	-	8.9	63.9	15.9	3.3	19.2
5/1	1034	1034	0	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
5/2	296	296	-	-	-	0.1	0.3	-	0.4	4.6	0.2	0.3	0.5
5/3	343	343	-	-	-	0.1	0.3	-	0.5	4.9	0.2	0.3	0.6
6/1	483	280	0	0	0	14.6	0.0	-	14.6	108.7	43.4	0.0	43.4
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	195	195	-	-	-	2.3	0.6	-	2.9	52.7	5.7	0.6	6.3
8/1	324	324	-	-	-	0.8	0.2	-	0.9	10.4	4.4	0.2	4.6
8/2	27	27	27	0	0	0.1	0.0	0.0	0.1	15.0	0.3	0.0	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	441	441	-	-	-	0.9	0.3	-	1.2	9.5	5.9	0.3	6.1
13/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

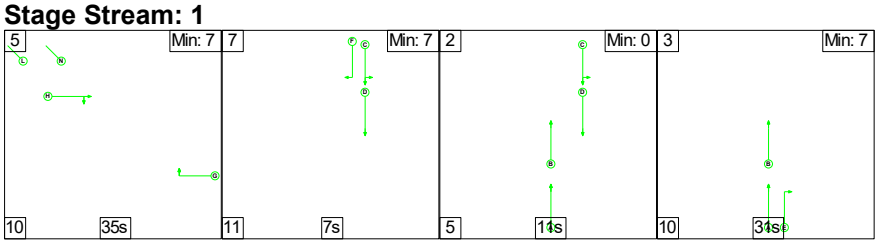
C1	Stream: 1 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	34.49	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	65.1	Total Delay for Signalled Lanes (pcuHr):	5.08	Cycle Time (s):	120
	PRC Over All Lanes (%):	0.8	Total Delay Over All Lanes(pcuHr):	54.87		

Full Input Data And Results

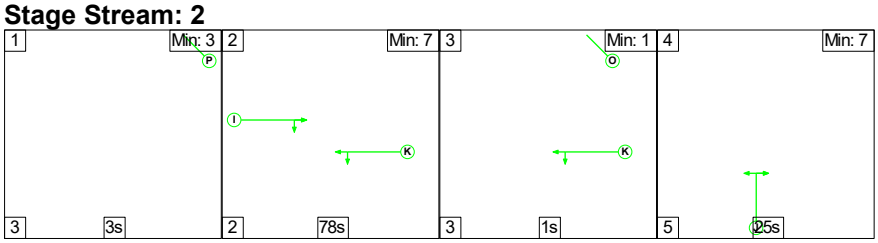
Scenario 4: '2036 Future Year - PM' (FG4: '2036 Future Year - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

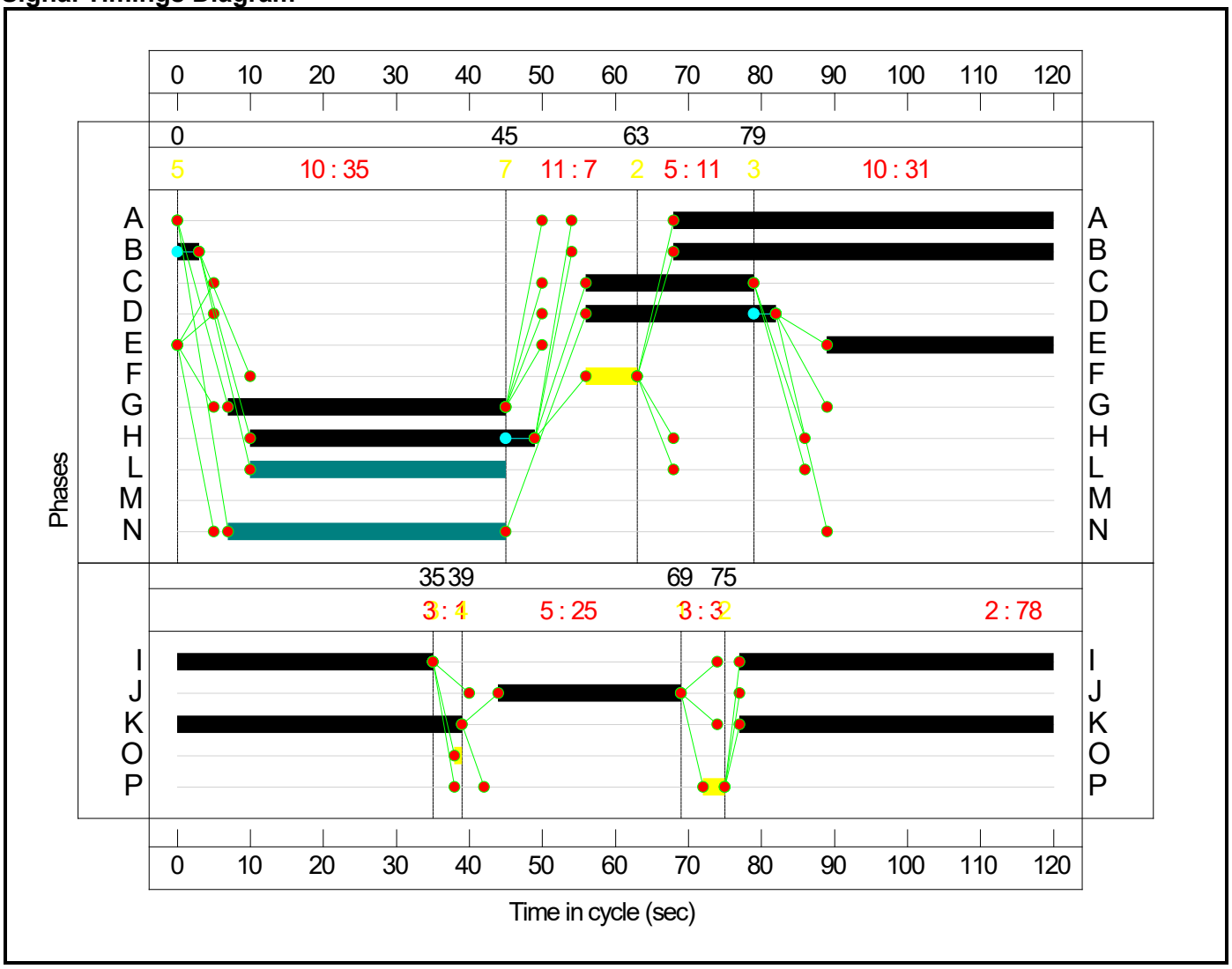
Stage	5	7	2	3
Duration	35	7	11	31
Change Point	0	45	63	79

Stage Stream: 2

Stage	1	2	3	4
Duration	3	78	1	25
Change Point	69	75	35	39

Full Input Data And Results

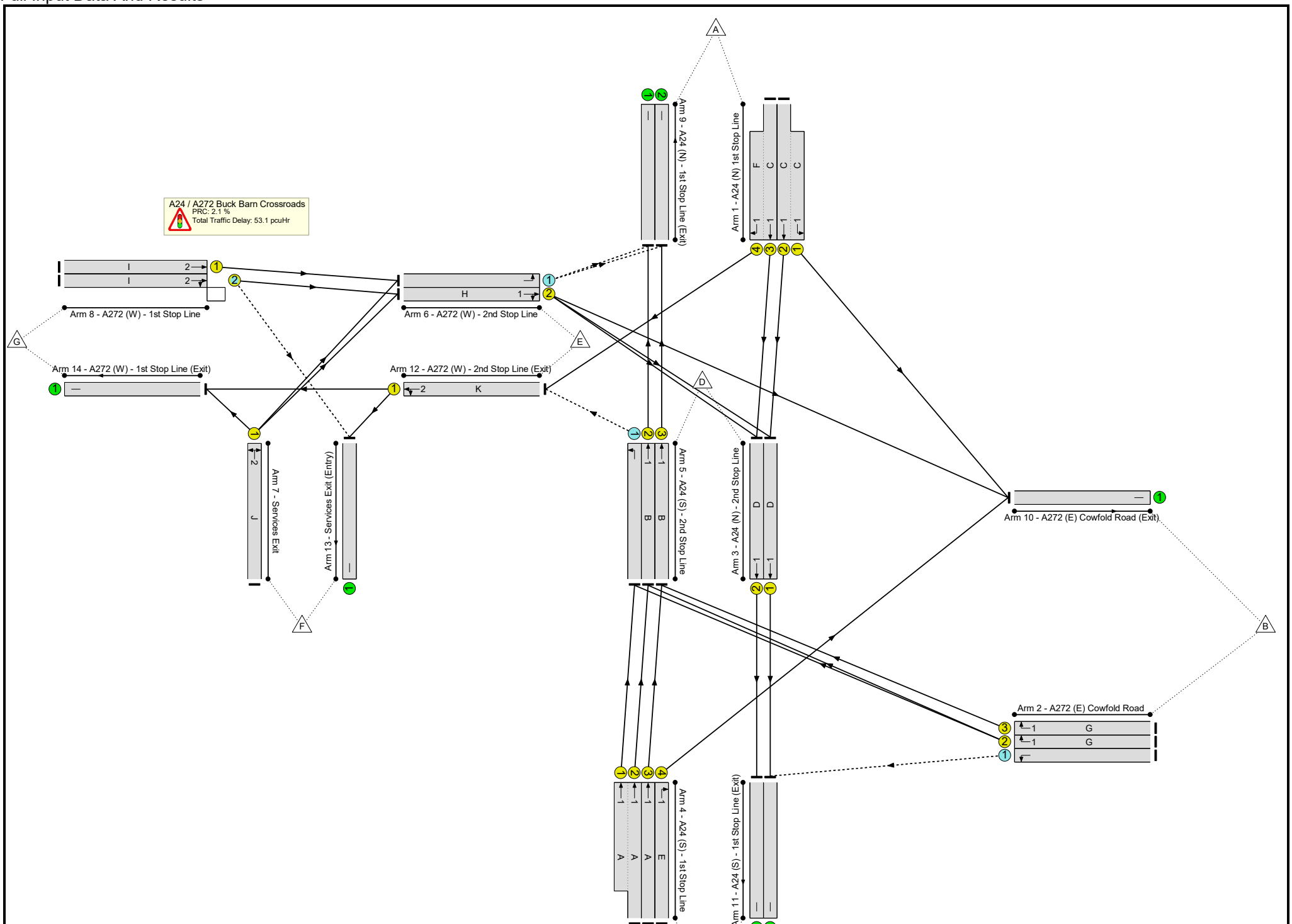
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.2%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	23	-	331	1940:1877	0+375	0.0 : 88.2%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	23:7	-	0	1940:1965	65+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	530	1900	1439	36.8%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	512	1814	590	86.8%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	0	1915	622	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	623	1915:1940	419+726	54.4 : 54.4%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	248	1915	846	29.3%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	31	-	436	1902	507	86.0%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	907	2015	2015	45.0%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	228	1915	894	25.5%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	248	1915	894	27.8%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	459	Inf	36000	1.3%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	39	-	0	1915	638	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	25	-	198	1645	356	55.6%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	78	-	316	1880	1238	25.5%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	78	-	24	1612	557	4.3%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	82	-	471	1881	1301	36.2%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	432	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**143**	**411**	**0**	**40.9**	**12.1**	**0.0**	**53.1**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**143**	**411**	**0**	**40.9**	**12.1**	**0.0**	**53.1**	**-**	**-**	**-**	**-**
1/2+1/1	331	331	-	-	-	4.3	3.3	-	7.5	82.0	10.7	3.3	13.9
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	530	530	119	411	0	0.0	0.3	-	0.3	2.0	0.0	0.3	0.3
2/2	512	512	-	-	-	5.4	3.1	-	8.5	59.6	15.9	3.1	19.0
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	623	623	-	-	-	3.9	0.6	-	4.5	26.1	9.2	0.6	9.8
4/3	248	248	-	-	-	1.5	0.2	-	1.7	24.5	5.2	0.2	5.4
4/4	436	436	-	-	-	5.1	2.8	-	7.9	65.3	13.8	2.8	16.6
5/1	907	907	0	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	228	228	-	-	-	0.1	0.2	-	0.3	4.0	0.2	0.2	0.3
5/3	248	248	-	-	-	0.1	0.2	-	0.3	4.0	0.2	0.2	0.4
6/1	459	348	0	0	0	16.5	0.0	-	16.5	129.5	45.9	0.0	45.9
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	198	198	-	-	-	2.3	0.6	-	2.9	53.1	5.8	0.6	6.5
8/1	316	316	-	-	-	0.7	0.2	-	0.9	10.4	4.3	0.2	4.5
8/2	24	24	24	0	0	0.0	0.0	0.0	0.1	15.6	0.3	0.0	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	471	471	-	-	-	1.0	0.3	-	1.3	9.8	6.4	0.3	6.7
13/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

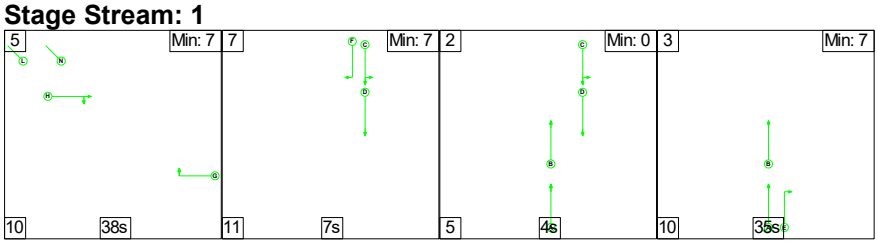
C1 Stream: 1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 30.66 Cycle Time (s): 120
C1 Stream: 2 PRC for Signalled Lanes (%): 62.0 Total Delay for Signalled Lanes (pcuHr): 5.22 Cycle Time (s): 120
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 53.08

Full Input Data And Results

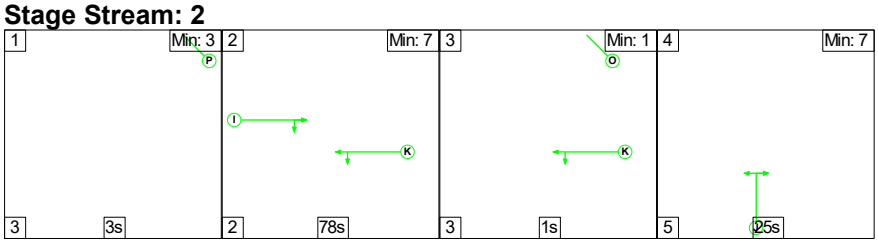
Scenario 5: '2036 Future Year + Dev - AM' (FG5: '2036 Future Year + Dev - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

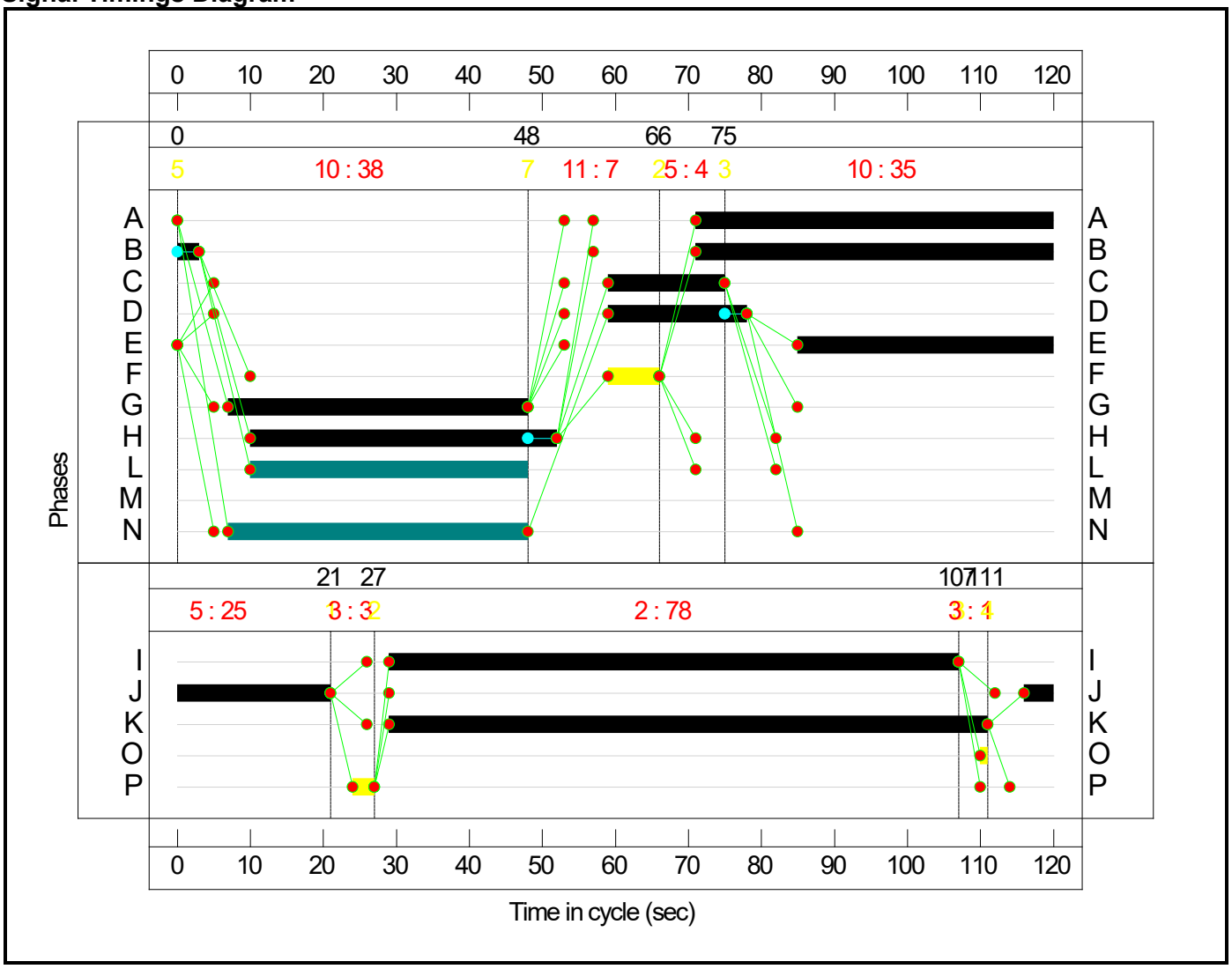
Stage	5	7	2	3
Duration	38	7	4	35
Change Point	0	48	66	75

Stage Stream: 2

Stage	1	2	3	4
Duration	3	78	1	25
Change Point	21	27	107	111

Full Input Data And Results

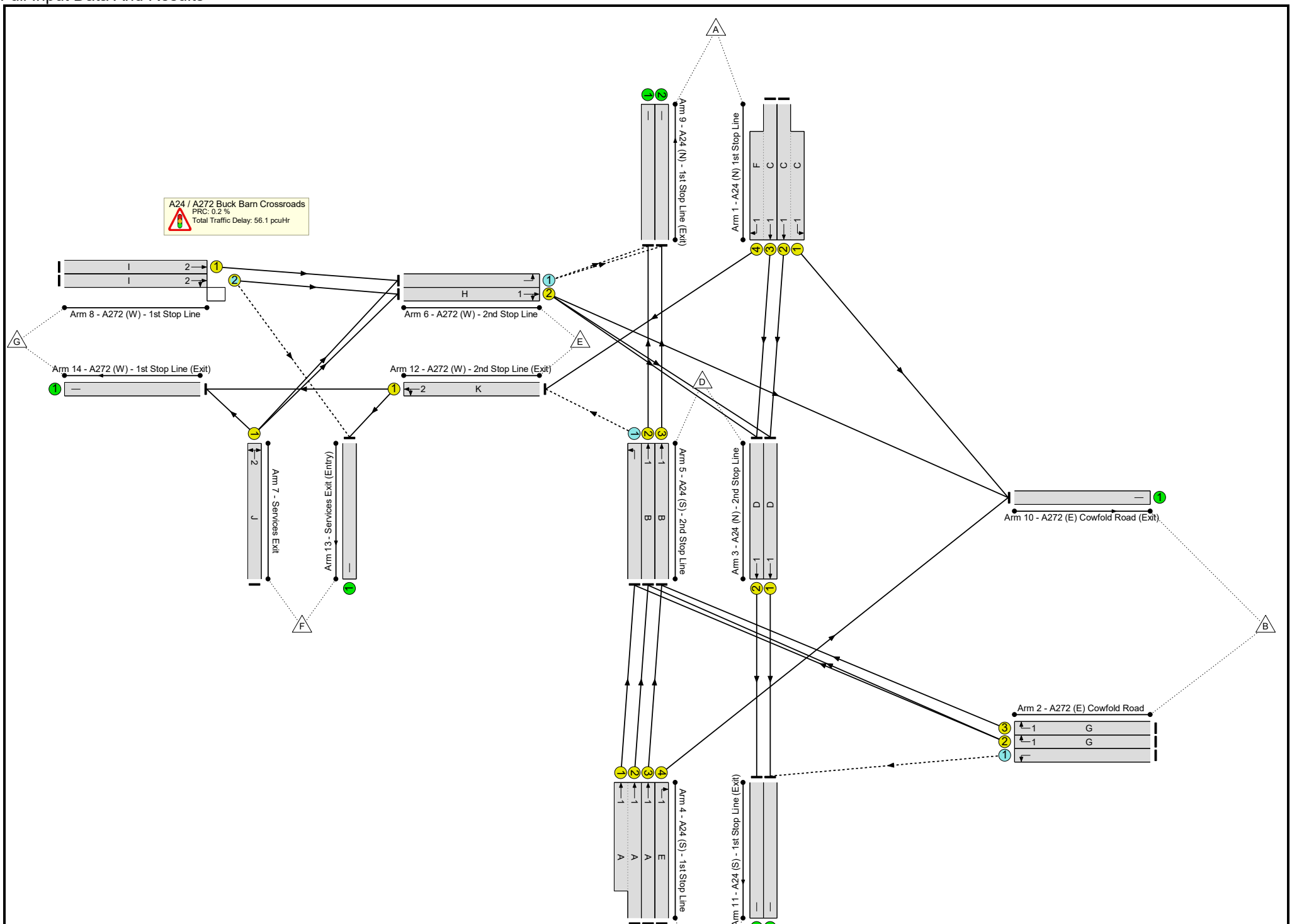
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.8%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	16	-	229	1940:1877	0+266	0.0 : 86.1%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	16:7	-	0	1940:1965	65+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	382	1900	1439	26.5%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	570	1814	635	89.8%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	41	-	0	1915	670	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	19	-	0	1965	327	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	763	1915:1940	436+688	67.9 : 67.9%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	49	-	343	1915	798	43.0%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	35	-	502	1902	571	88.0%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	1037	2015	2015	51.5%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	296	1915	846	35.0%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	52	-	343	1915	846	40.6%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	513	Inf	36000	1.4%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	42	-	0	1915	686	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	25	-	195	1651	358	54.5%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	78	-	354	1880	1238	28.6%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	78	-	27	1612	575	4.7%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	82	-	449	1882	1302	34.5%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	397	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**91**	**318**	**0**	**42.3**	**13.8**	**0.0**	**56.1**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**91**	**318**	**0**	**42.3**	**13.8**	**0.0**	**56.1**	**-**	**-**	**-**	**-**
1/2+1/1	229	229	-	-	-	3.2	2.7	-	5.9	92.9	7.4	2.7	10.1
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	382	382	64	318	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
2/2	570	570	-	-	-	5.9	3.9	-	9.8	61.7	17.9	3.9	21.8
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	763	763	-	-	-	5.5	1.0	-	6.5	30.8	11.9	1.0	13.0
4/3	343	343	-	-	-	2.4	0.4	-	2.7	28.8	8.1	0.4	8.5
4/4	502	502	-	-	-	5.6	3.3	-	8.9	63.9	15.9	3.3	19.2
5/1	1037	1037	0	0	0	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
5/2	296	296	-	-	-	0.1	0.3	-	0.4	4.6	0.2	0.3	0.5
5/3	343	343	-	-	-	0.1	0.3	-	0.5	4.9	0.2	0.3	0.6
6/1	513	306	0	0	0	15.5	0.0	-	15.5	108.7	46.4	0.0	46.4
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	195	195	-	-	-	2.3	0.6	-	2.9	52.7	5.7	0.6	6.3
8/1	354	354	-	-	-	0.8	0.2	-	1.0	10.7	4.9	0.2	5.1
8/2	27	27	27	0	0	0.1	0.0	0.0	0.1	15.4	0.3	0.0	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	449	449	-	-	-	0.9	0.3	-	1.2	9.6	6.0	0.3	6.2
13/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

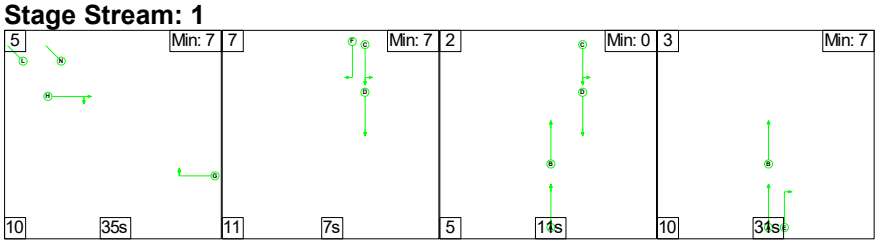
C1	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	34.70	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	65.1	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s):	120
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	56.12		

Full Input Data And Results

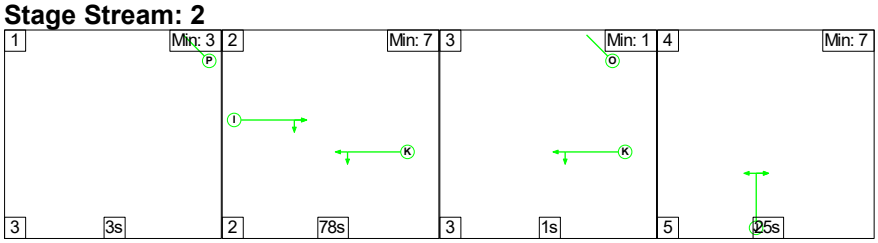
Scenario 6: '2036 Future Year + Dev - PM' (FG6: '2036 Future Year + Dev - PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

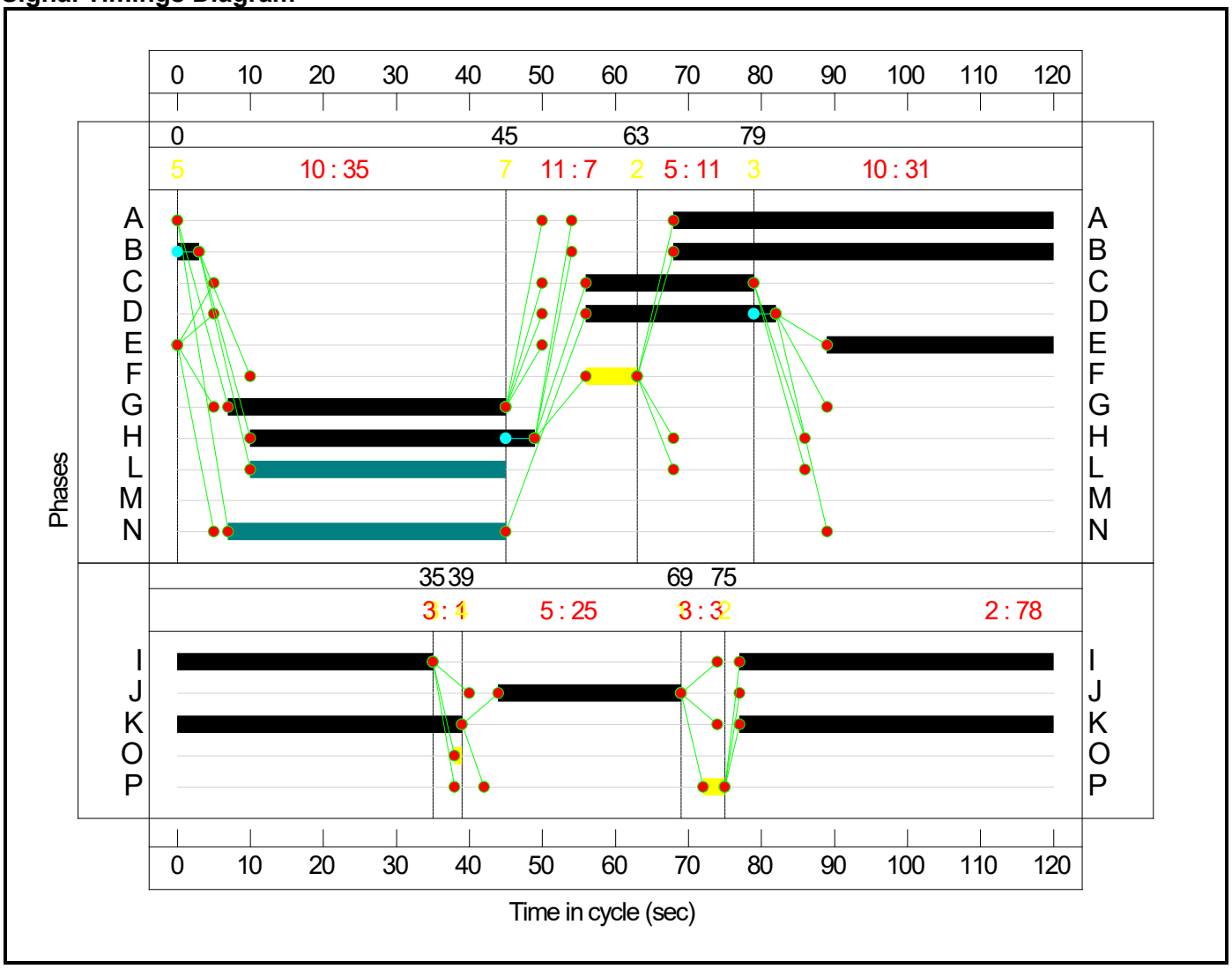
Stage	5	7	2	3
Duration	35	7	11	31
Change Point	0	45	63	79

Stage Stream: 2

Stage	1	2	3	4
Duration	3	78	1	25
Change Point	69	75	35	39

Full Input Data And Results

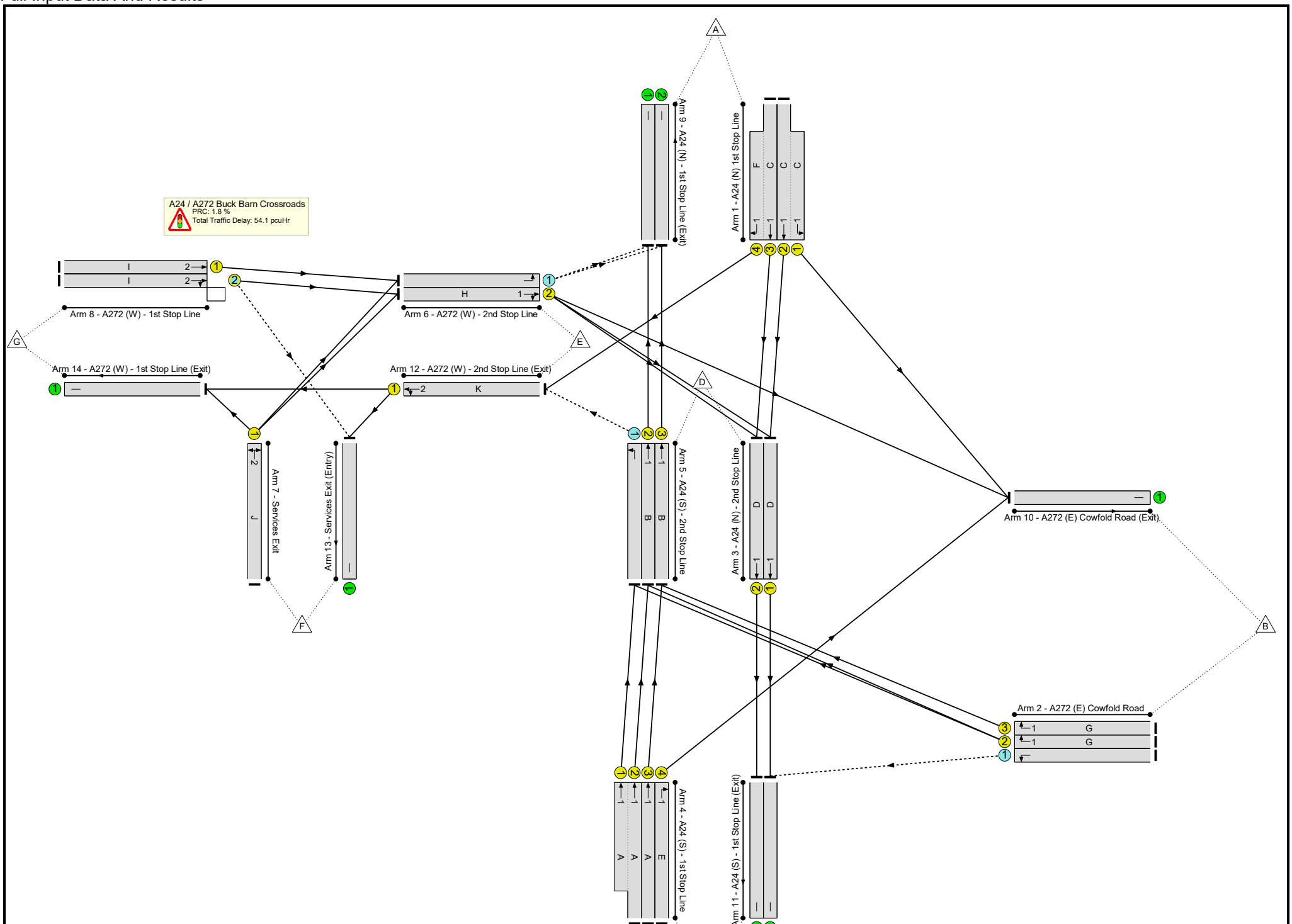
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
A24 / A272 Buck Barn Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/2+1/1	A24 (N) 1st Stop Line Ahead Left	U	1	N/A	C		1	23	-	331	1940:1877	0+375	0.0 : 88.2%
1/3+1/4	A24 (N) 1st Stop Line Ahead Right	U	1	N/A	C F		1	23:7	-	0	1940:1965	65+131	0.0 : 0.0%
2/1	A272 (E) Cowfold Road Left	O	N/A	N/A	-		-	-	-	530	1900	1439	36.8%
2/2	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	521	1814	590	88.4%
2/3	A272 (E) Cowfold Road Right	U	1	N/A	G		1	38	-	0	1915	622	0.0%
3/1	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
3/2	A24 (N) - 2nd Stop Line Ahead	U	1	N/A	D		1	26	-	0	1965	442	0.0%
4/2+4/1	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	623	1915:1940	419+726	54.4 : 54.4%
4/3	A24 (S) - 1st Stop Line Ahead	U	1	N/A	A		1	52	-	248	1915	846	29.3%
4/4	A24 (S) - 1st Stop Line Right	U	1	N/A	E		1	31	-	436	1902	507	86.0%
5/1	A24 (S) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	916	2015	2015	45.5%
5/2	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	228	1915	894	25.5%
5/3	A24 (S) - 2nd Stop Line Ahead	U	1	N/A	B		1	55	-	248	1915	894	27.8%
6/1	A272 (W) - 2nd Stop Line Left	O	N/A	N/A	-		-	-	-	469	Inf	36000	1.3%

Full Input Data And Results

6/2	A272 (W) - 2nd Stop Line Right Ahead	U	1	N/A	H		1	39	-	0	1915	638	0.0%
7/1	Services Exit Right Left	U	2	N/A	J		1	25	-	198	1645	356	55.6%
8/1	A272 (W) - 1st Stop Line Ahead	U	2	N/A	I		1	78	-	326	1880	1238	26.3%
8/2	A272 (W) - 1st Stop Line Ahead Right	O	2	N/A	I		1	78	-	24	1612	537	4.5%
9/1	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
9/2	A24 (N) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
10/1	A272 (E) Cowfold Road (Exit)	U	N/A	N/A	-		-	-	-	767	Inf	Inf	0.0%
11/1	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
11/2	A24 (S) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
12/1	A272 (W) - 2nd Stop Line (Exit) Left Ahead	U	2	N/A	K		1	82	-	495	1885	1304	38.0%
13/1	Services Exit (Entry)	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
14/1	A272 (W) - 1st Stop Line (Exit)	U	N/A	N/A	-		-	-	-	456	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: A24 / A272 Buck Barn Crossroads	**-**	**-**	**143**	**411**	**0**	**41.5**	**12.5**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
A24 / A272 Buck Barn Crossroads	**-**	**-**	**143**	**411**	**0**	**41.5**	**12.5**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
1/2+1/1	331	331	-	-	-	4.3	3.3	-	7.5	82.0	10.7	3.3	13.9
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	530	530	119	411	0	0.0	0.3	-	0.3	2.0	0.0	0.3	0.3
2/2	521	521	-	-	-	5.6	3.5	-	9.0	62.2	16.4	3.5	19.8
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2+4/1	623	623	-	-	-	3.9	0.6	-	4.5	26.1	9.2	0.6	9.8
4/3	248	248	-	-	-	1.5	0.2	-	1.7	24.5	5.2	0.2	5.4
4/4	436	436	-	-	-	5.1	2.8	-	7.9	65.3	13.8	2.8	16.6
5/1	916	916	0	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/2	228	228	-	-	-	0.1	0.2	-	0.3	4.0	0.2	0.2	0.3
5/3	248	248	-	-	-	0.1	0.2	-	0.3	4.0	0.2	0.2	0.4
6/1	469	354	0	0	0	16.9	0.0	-	16.9	129.5	46.9	0.0	46.9
6/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	198	198	-	-	-	2.3	0.6	-	2.9	53.1	5.8	0.6	6.5
8/1	326	326	-	-	-	0.8	0.2	-	0.9	10.5	4.4	0.2	4.6
8/2	24	24	24	0	0	0.0	0.0	0.0	0.1	16.1	0.3	0.0	0.3
9/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	495	495	-	-	-	1.1	0.3	-	1.4	10.0	6.9	0.3	7.2
13/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	31.18	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	62.0	Total Delay for Signalled Lanes (pcuHr):	5.35	Cycle Time (s):	120
	PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	54.10		

Junction 5 - Thakeham Road / Water Lane Signalised Junction

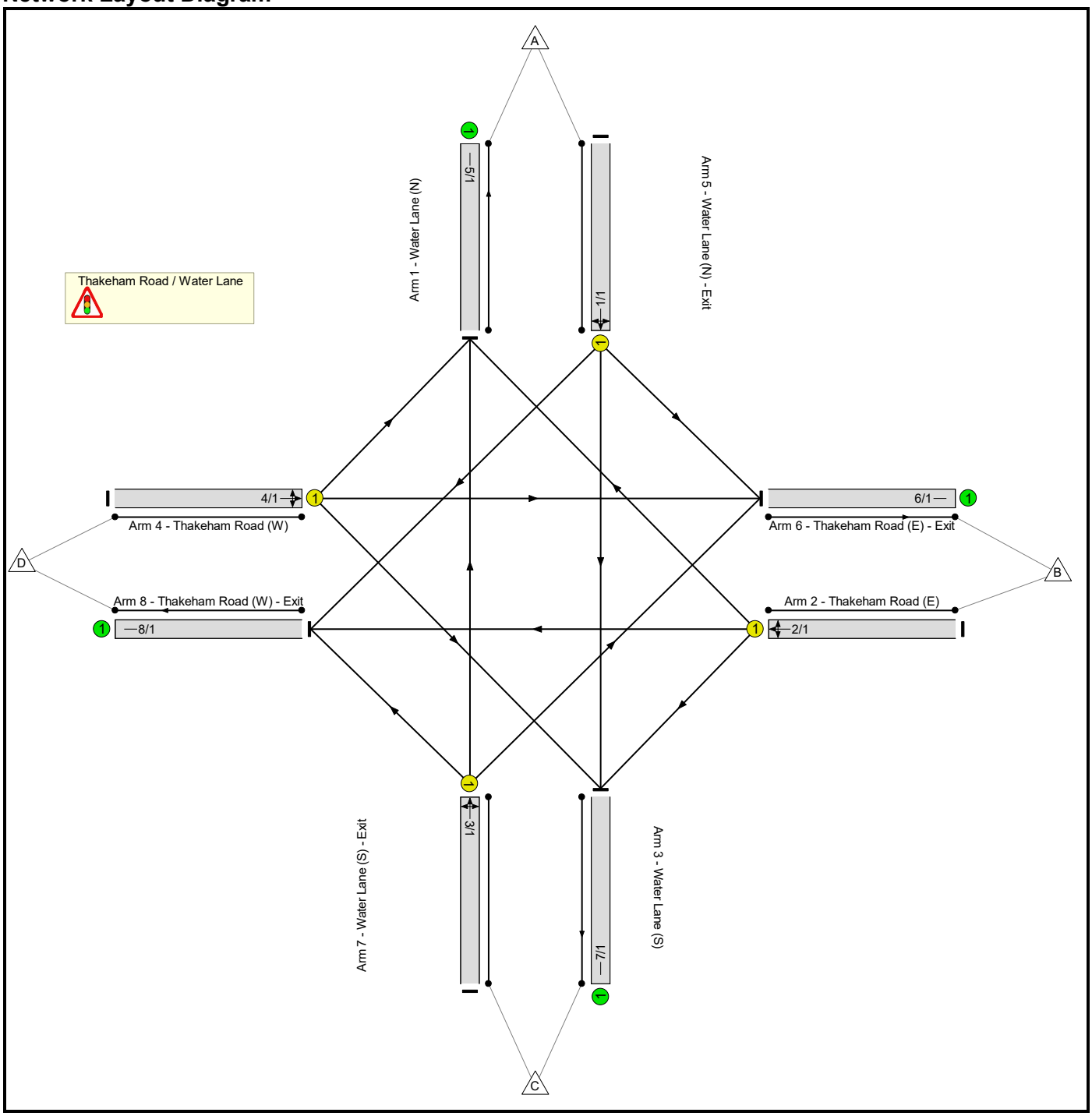
Full Input Data And Results

User and Project Details

Project:	**Monaghan Mushrooms, Thakeham**
Title:	**Thakeham Road / Water Lane**
Location:	Pulborough
Client:	Bellway Homes Limited
Additional detail:	
File name:	Thakeham Road_Water Lane.lsg3x
Author:	PR
Company:	Ardent Consulting Engineers
Address:	

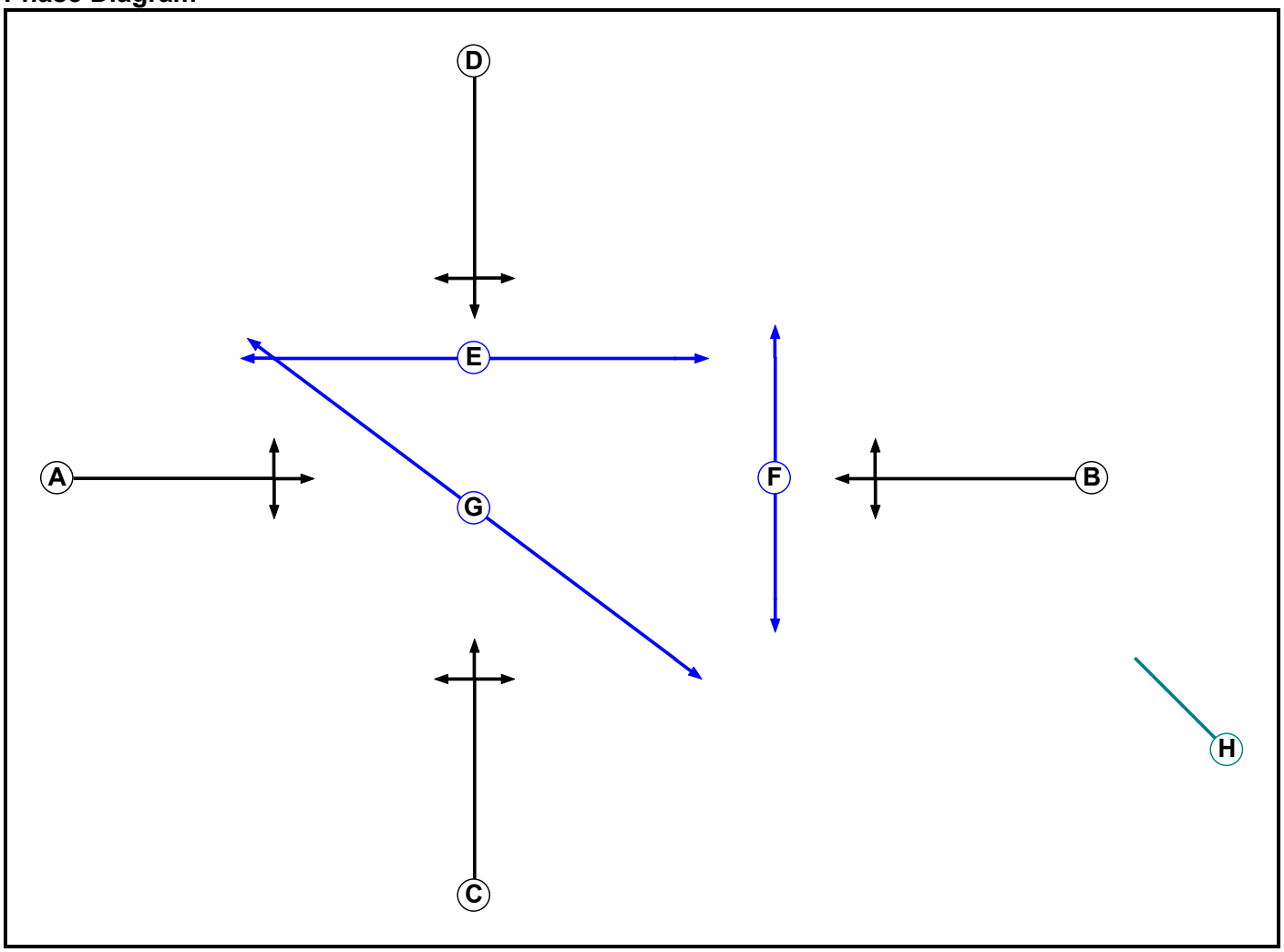
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		6	6
H	Dummy		1	1

Full Input Data And Results

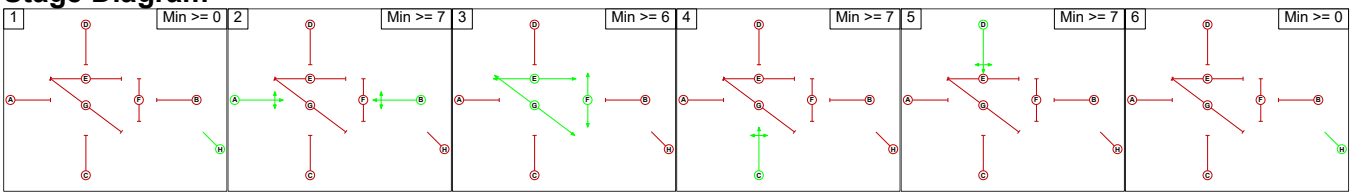
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	5	5	9	9	9	3
B	-		6	6	9	9	9	3
C	6	6		5	9	9	9	3
D	5	5	5		8	8	8	3
E	-	-	-	-		-	-	3
F	-	-	-	-	-		-	3
G	-	-	-	-	-	-		3
H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6
1		2	2	2	2	0
2	3		9	6	6	3
3	3	2		2	2	3
4	3	6	9		5	3
5	3	5	8	5		3
6	0	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Thakeham Road / Water Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Thakeham Road / Water Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Water Lane (N))	U	D	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 6 Left	11.20
											Arm 7 Ahead	Inf
											Arm 8 Right	11.30
2/1 (Thakeham Road (E))	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Right	11.60
											Arm 7 Left	12.10
											Arm 8 Ahead	Inf
3/1 (Water Lane (S))	U	C	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	11.00
											Arm 8 Left	7.00
4/1 (Thakeham Road (W))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	6.70
											Arm 6 Ahead	Inf
											Arm 7 Right	9.20
5/1 (Water Lane (N) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Thakeham Road (E) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Water Lane (S) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Thakeham Road (W) - Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Observed - AM'	08:00	09:00	01:00	
2: '2023 Observed - PM'	17:00	18:00	01:00	
3: '2036 Future Year - AM'	08:00	09:00	01:00	
4: '2036 Future Year - PM'	17:00	18:00	01:00	
5: '2036 Future Year + Dev - AM'	08:00	09:00	01:00	
6: '2036 Future Year + Dev - PM'	17:00	18:00	01:00	

Scenario 1: '2023 Observed - AM' (FG1: '2023 Observed - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	49	79	186
	B	37	0	97	194	328
	C	134	55	0	59	248
	D	63	274	45	0	382
	Tot.	234	387	191	332	1144

Traffic Lane Flows

Lane	Scenario 1: 2023 Observed - AM
Junction: Thakeham Road / Water Lane	
1/1	186
2/1	328
3/1	248
4/1	382
5/1	234
6/1	387
7/1	191
8/1	332

Full Input Data And Results

Lane Saturation Flows

Junction: Thakeham Road / Water Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	31.2 %	1780	1780
				Arm 7 Ahead	Inf	26.3 %		
				Arm 8 Right	11.30	42.5 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	11.3 %	1850	1850
				Arm 7 Left	12.10	29.6 %		
				Arm 8 Ahead	Inf	59.1 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	54.0 %	1836	1836
				Arm 6 Right	11.00	22.2 %		
				Arm 8 Left	7.00	23.8 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	16.5 %	1861	1861
				Arm 6 Ahead	Inf	71.7 %		
				Arm 7 Right	9.20	11.8 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Observed - PM' (FG2: '2023 Observed - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	131	100	287
	B	51	0	96	268	415
	C	53	20	0	76	149
	D	62	146	56	0	264
	Tot.	166	222	283	444	1115

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Observed - PM
Junction: Thakeham Road / Water Lane	
1/1	287
2/1	415
3/1	149
4/1	264
5/1	166
6/1	222
7/1	283
8/1	444

Lane Saturation Flows

Junction: Thakeham Road / Water Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	19.5 %	1823	1823
				Arm 7 Ahead	Inf	45.6 %		
				Arm 8 Right	11.30	34.8 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	12.3 %	1862	1862
				Arm 7 Left	12.10	23.1 %		
				Arm 8 Ahead	Inf	64.6 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	35.6 %	1760	1760
				Arm 6 Right	11.00	13.4 %		
				Arm 8 Left	7.00	51.0 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	23.5 %	1807	1807
				Arm 6 Ahead	Inf	55.3 %		
				Arm 7 Right	9.20	21.2 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2036 Future Year - AM' (FG3: '2036 Future Year - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	63	54	86	203
	B	40	0	106	212	358
	C	145	60	0	64	269
	D	69	299	49	0	417
	Tot.	254	422	209	362	1247

Traffic Lane Flows

Lane	Scenario 3: 2036 Future Year - AM
Junction: Thakeham Road / Water Lane	
1/1	203
2/1	358
3/1	269
4/1	417
5/1	254
6/1	422
7/1	209
8/1	362

Full Input Data And Results

Lane Saturation Flows

Junction: Thakeham Road / Water Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	31.0 %	1781	1781
				Arm 7 Ahead	Inf	26.6 %		
				Arm 8 Right	11.30	42.4 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	11.2 %	1850	1850
				Arm 7 Left	12.10	29.6 %		
				Arm 8 Ahead	Inf	59.2 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	53.9 %	1836	1836
				Arm 6 Right	11.00	22.3 %		
				Arm 8 Left	7.00	23.8 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	16.5 %	1860	1860
				Arm 6 Ahead	Inf	71.7 %		
				Arm 7 Right	9.20	11.8 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2036 Future Year - PM' (FG4: '2036 Future Year - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	61	143	109	313
	B	56	0	105	293	454
	C	58	22	0	83	163
	D	68	160	61	0	289
	Tot.	182	243	309	485	1219

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2036 Future Year - PM
Junction: Thakeham Road / Water Lane	
1/1	313
2/1	454
3/1	163
4/1	289
5/1	182
6/1	243
7/1	309
8/1	485

Lane Saturation Flows

Junction: Thakeham Road / Water Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	19.5 %	1823	1823
				Arm 7 Ahead	Inf	45.7 %		
				Arm 8 Right	11.30	34.8 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	12.3 %	1862	1862
				Arm 7 Left	12.10	23.1 %		
				Arm 8 Ahead	Inf	64.5 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	35.6 %	1761	1761
				Arm 6 Right	11.00	13.5 %		
				Arm 8 Left	7.00	50.9 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	23.5 %	1808	1808
				Arm 6 Ahead	Inf	55.4 %		
				Arm 7 Right	9.20	21.1 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2036 Future Year + Dev - AM' (FG5: '2036 Future Year + Dev - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	63	54	86	203
	B	40	0	124	225	389
	C	145	65	0	64	274
	D	69	303	49	0	421
	Tot.	254	431	227	375	1287

Traffic Lane Flows

Lane	Scenario 5: 2036 Future Year + Dev - AM
Junction: Thakeham Road / Water Lane	
1/1	203
2/1	389
3/1	274
4/1	421
5/1	254
6/1	431
7/1	227
8/1	375

Full Input Data And Results

Lane Saturation Flows

Junction: Thakeham Road / Water Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	31.0 %	1781	1781
				Arm 7 Ahead	Inf	26.6 %		
				Arm 8 Right	11.30	42.4 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	10.3 %	1847	1847
				Arm 7 Left	12.10	31.9 %		
				Arm 8 Ahead	Inf	57.8 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	52.9 %	1834	1834
				Arm 6 Right	11.00	23.7 %		
				Arm 8 Left	7.00	23.4 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	16.4 %	1861	1861
				Arm 6 Ahead	Inf	72.0 %		
				Arm 7 Right	9.20	11.6 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2036 Future Year + Dev - PM' (FG6: '2036 Future Year + Dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	61	143	109	313
	B	56	0	111	298	465
	C	58	36	0	83	177
	D	68	171	61	0	300
	Tot.	182	268	315	490	1255

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2036 Future Year + Dev - PM
Junction: Thakeham Road / Water Lane	
1/1	313
2/1	465
3/1	177
4/1	300
5/1	182
6/1	268
7/1	315
8/1	490

Lane Saturation Flows

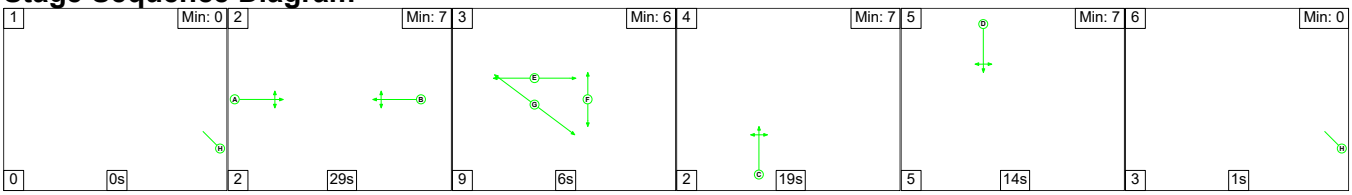
Junction: Thakeham Road / Water Lane

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Water Lane (N))	3.40	0.00	Y	Arm 6 Left	11.20	19.5 %	1823	1823
				Arm 7 Ahead	Inf	45.7 %		
				Arm 8 Right	11.30	34.8 %		
2/1 (Thakeham Road (E))	3.30	0.00	Y	Arm 5 Right	11.60	12.0 %	1861	1861
				Arm 7 Left	12.10	23.9 %		
				Arm 8 Ahead	Inf	64.1 %		
3/1 (Water Lane (S))	3.70	0.00	Y	Arm 5 Ahead	Inf	32.8 %	1759	1759
				Arm 6 Right	11.00	20.3 %		
				Arm 8 Left	7.00	46.9 %		
4/1 (Thakeham Road (W))	3.50	0.00	Y	Arm 5 Left	6.70	22.7 %	1813	1813
				Arm 6 Ahead	Inf	57.0 %		
				Arm 7 Right	9.20	20.3 %		
5/1 (Water Lane (N) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Thakeham Road (E) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Water Lane (S) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road (W) - Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2023 Observed - AM' (FG1: '2023 Observed - AM', Plan 1: 'Network Control Plan 1')

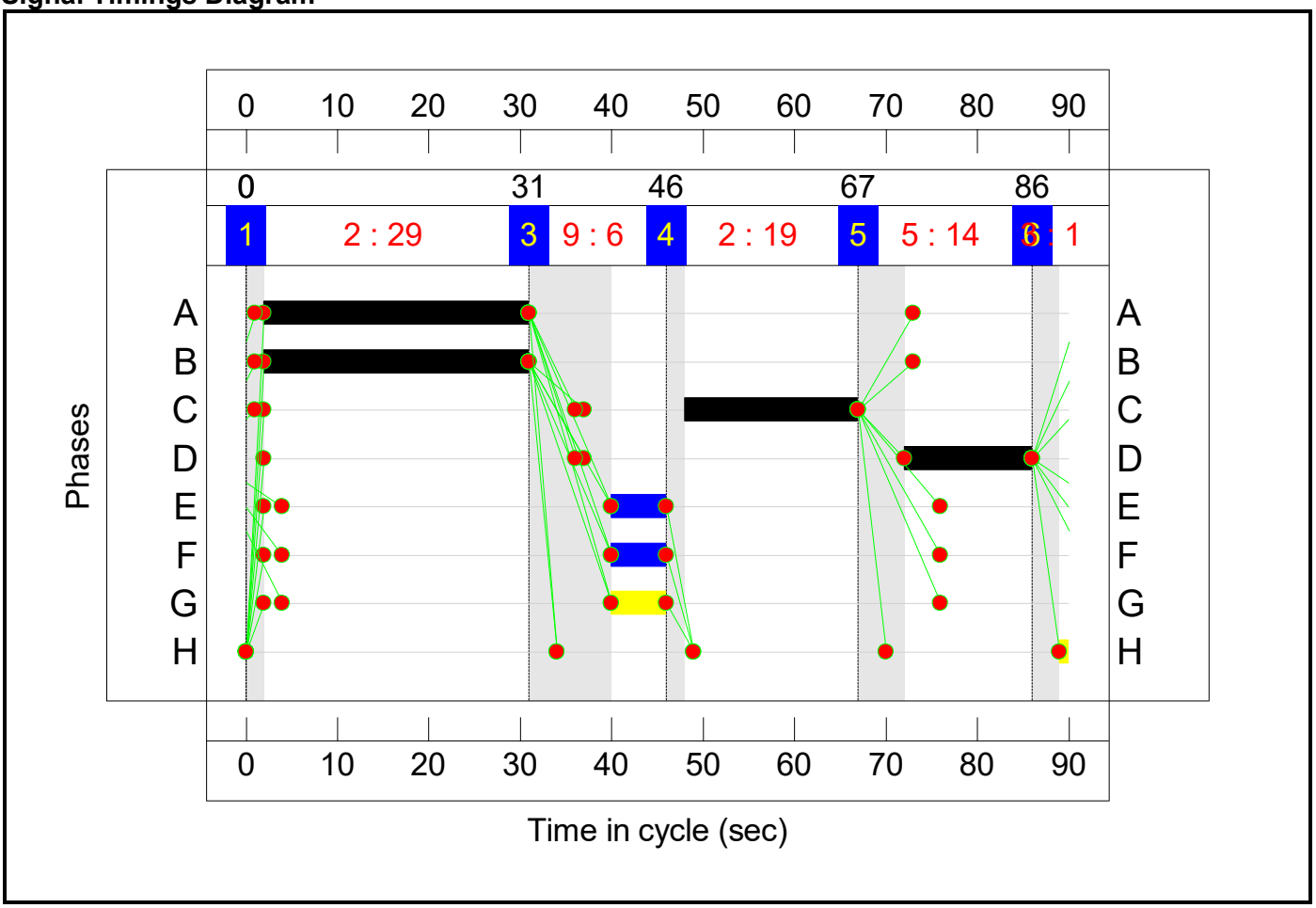
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	29	6	19	14	1
Change Point	0	0	31	46	67	86

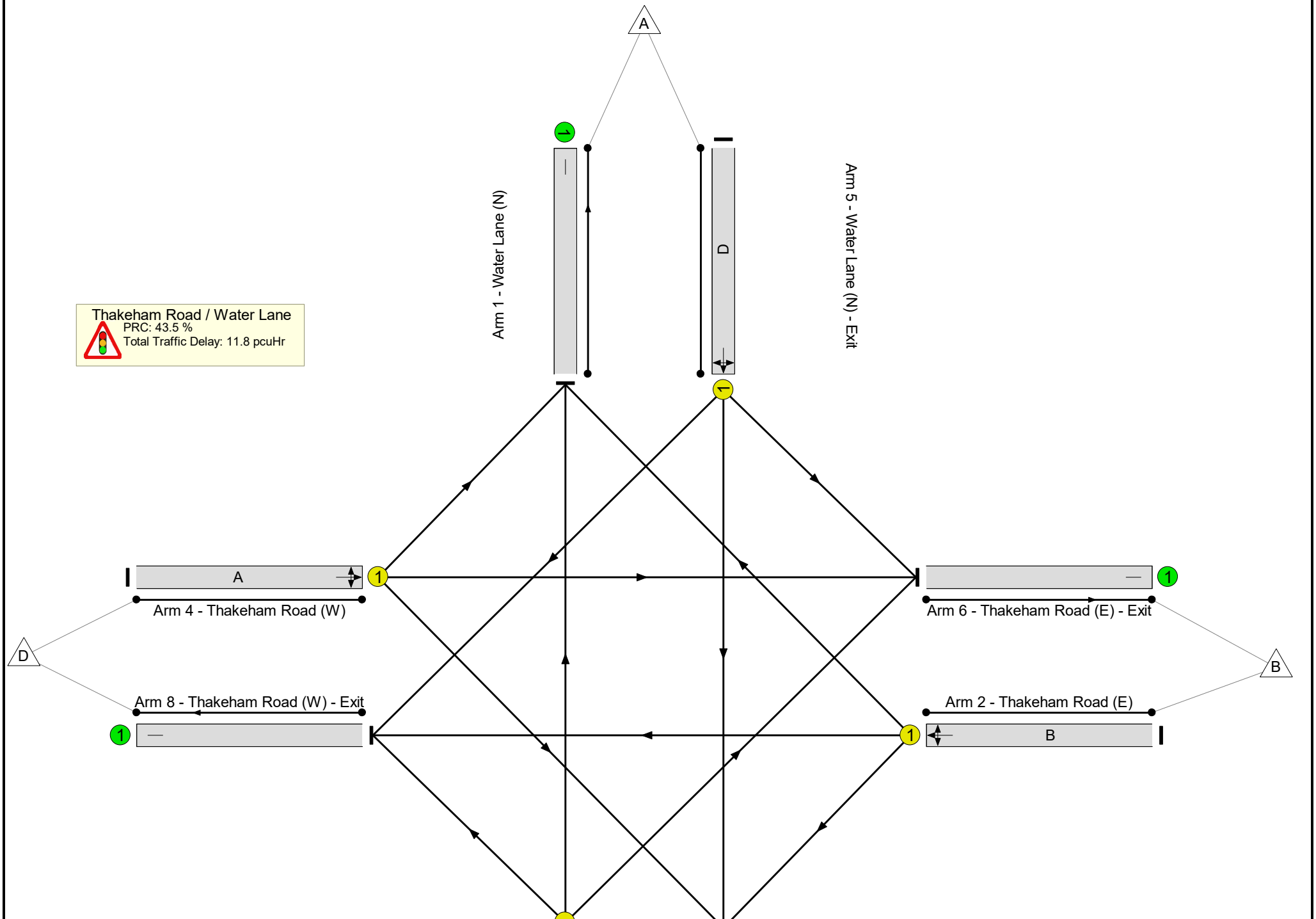
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.7%**
Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.7%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	14	-	186	1780	297	62.7%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	29	-	328	1850	617	53.2%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	19	-	248	1836	408	60.8%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	29	-	382	1861	620	61.6%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	332	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: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**8.9**	**3.0**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**8.9**	**3.0**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	186	186	-	-	-	1.8	0.8	-	2.6	50.9	4.3	0.8	5.1
2/1	328	328	-	-	-	2.2	0.6	-	2.8	30.5	6.6	0.6	7.1
3/1	248	248	-	-	-	2.2	0.8	-	2.9	42.6	5.5	0.8	6.3
4/1	382	382	-	-	-	2.7	0.8	-	3.5	32.7	8.0	0.8	8.8
5/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 43.5
PRC Over All Lanes (%): 43.5

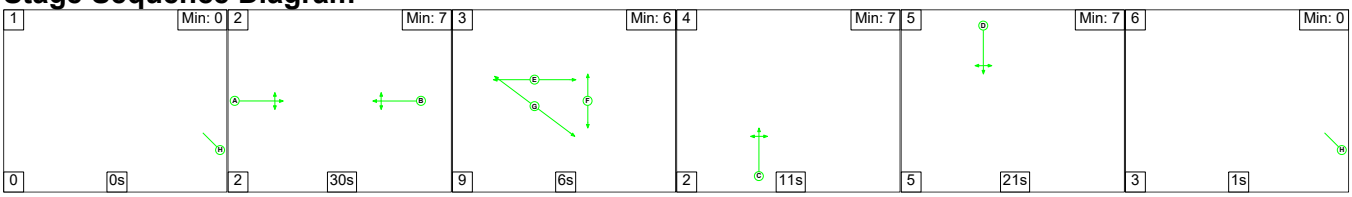
Total Delay for Signalled Lanes (pcuHr): 11.82
Total Delay Over All Lanes(pcuHr): 11.82

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2023 Observed - PM' (FG2: '2023 Observed - PM', Plan 1: 'Network Control Plan 1')

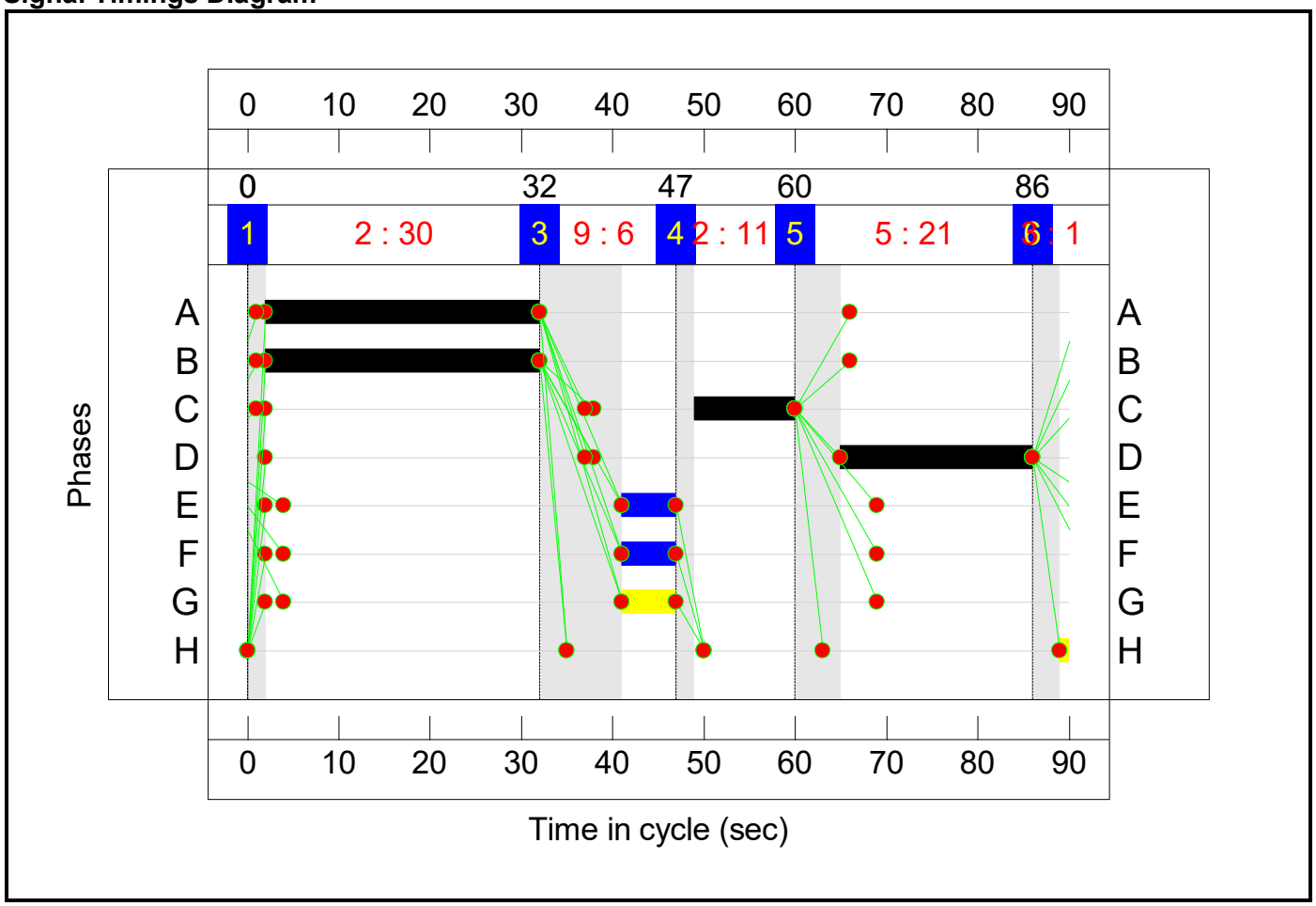
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	30	6	11	21	1
Change Point	0	0	32	47	60	86

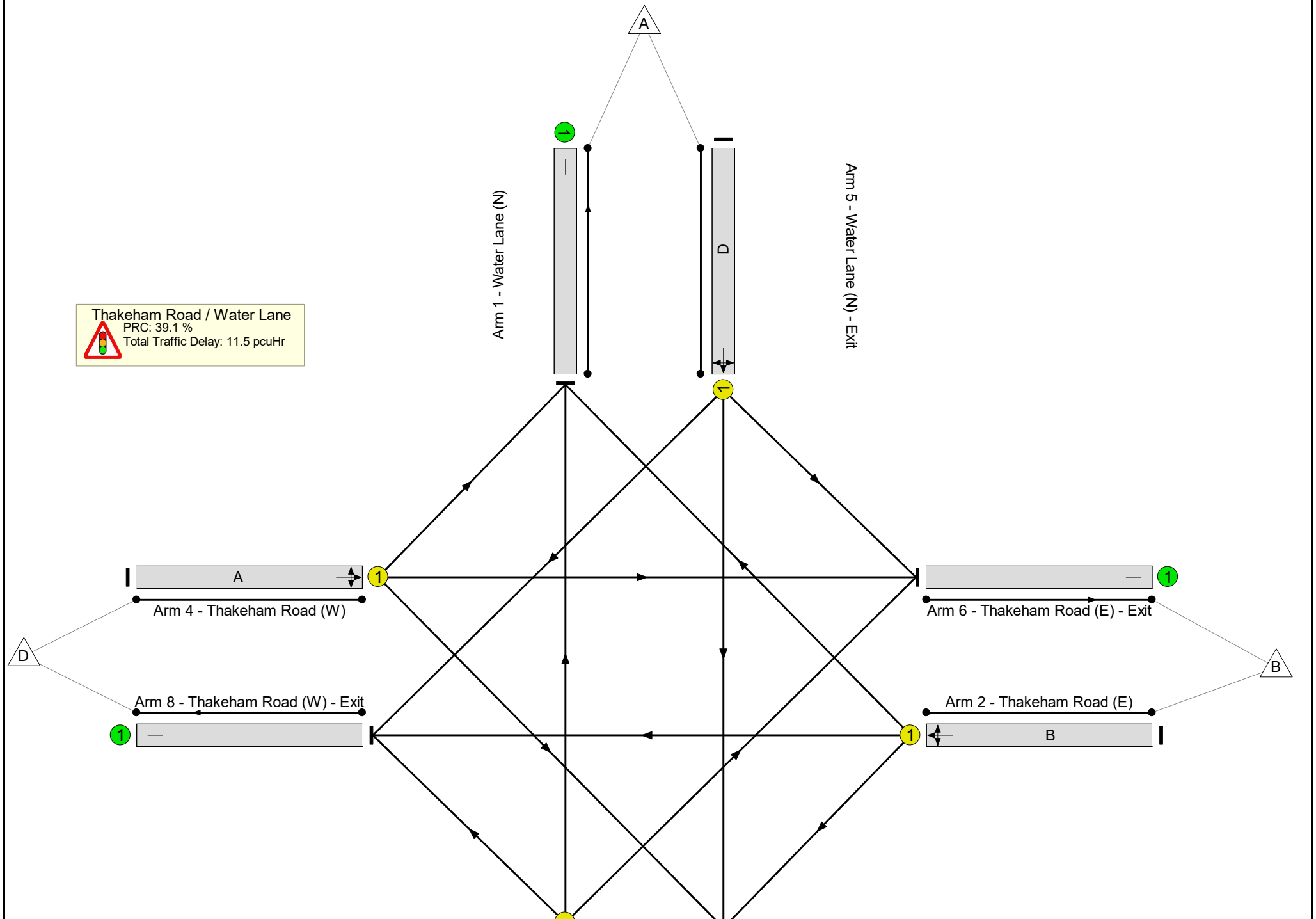
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.7%**
Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.7%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	21	-	287	1823	446	64.4%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	30	-	415	1862	641	64.7%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	11	-	149	1760	235	63.5%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	30	-	264	1807	622	42.4%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	166	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%

Full Input Data And Results

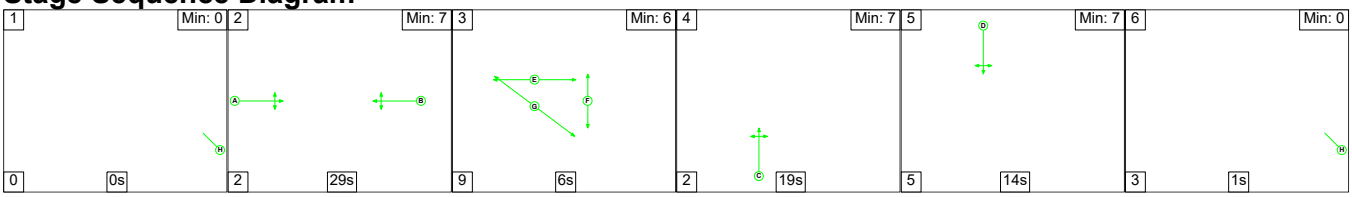
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**8.5**	**3.0**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**8.5**	**3.0**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	287	287	-	-	-	2.4	0.9	-	3.3	41.7	6.4	0.9	7.3
2/1	415	415	-	-	-	2.9	0.9	-	3.8	32.8	8.6	0.9	9.6
3/1	149	149	-	-	-	1.5	0.9	-	2.4	57.5	3.5	0.9	4.4
4/1	264	264	-	-	-	1.7	0.4	-	2.0	27.7	5.1	0.4	5.4
5/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 39.1 Total Delay for Signalled Lanes (pcuHr): 11.51 Cycle Time (s): 90
PRC Over All Lanes (%): 39.1 Total Delay Over All Lanes(pcuHr): 11.51

Full Input Data And Results

Scenario 3: '2036 Future Year - AM' (FG3: '2036 Future Year - AM', Plan 1: 'Network Control Plan 1')

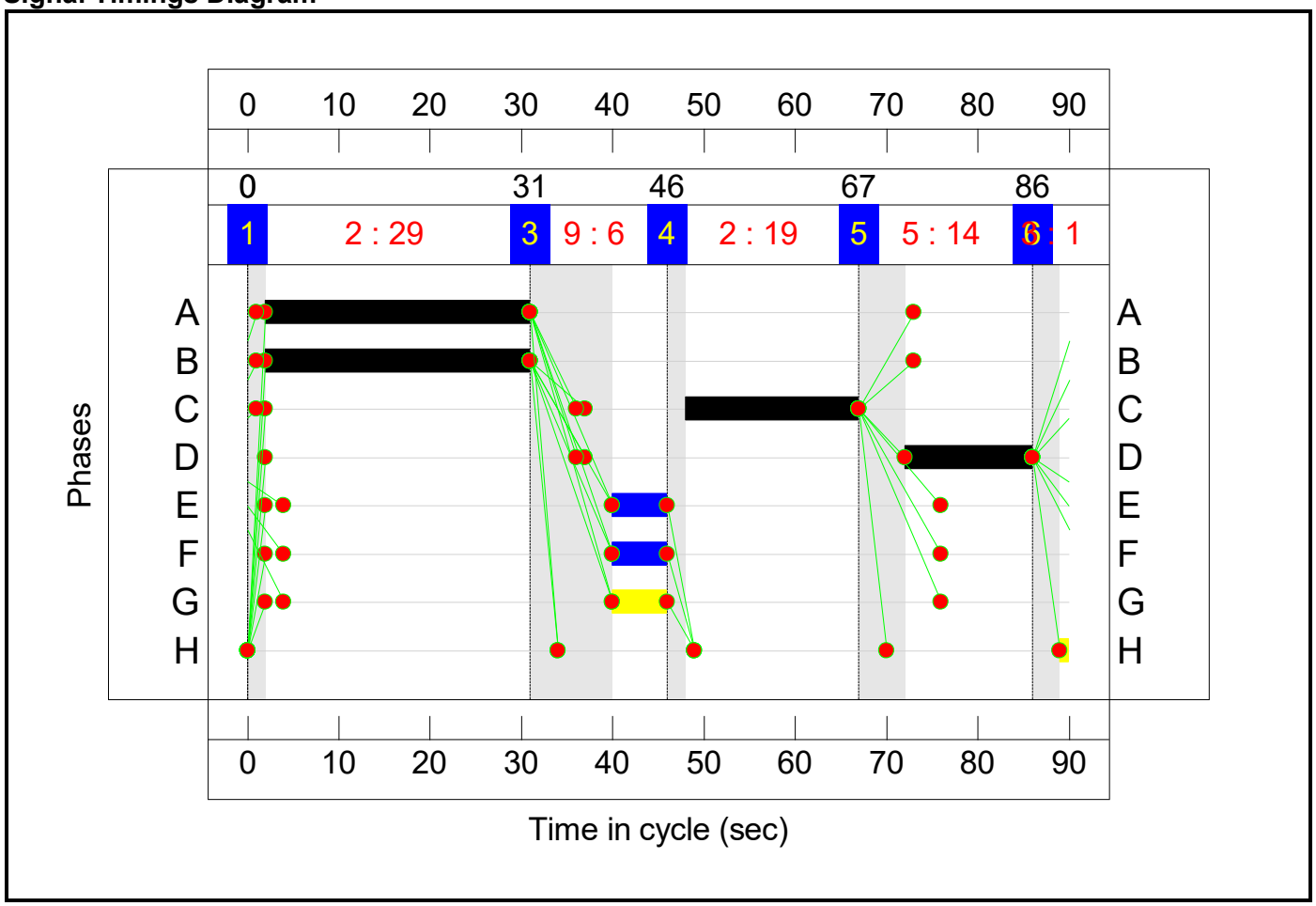
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	29	6	19	14	1
Change Point	0	0	31	46	67	86

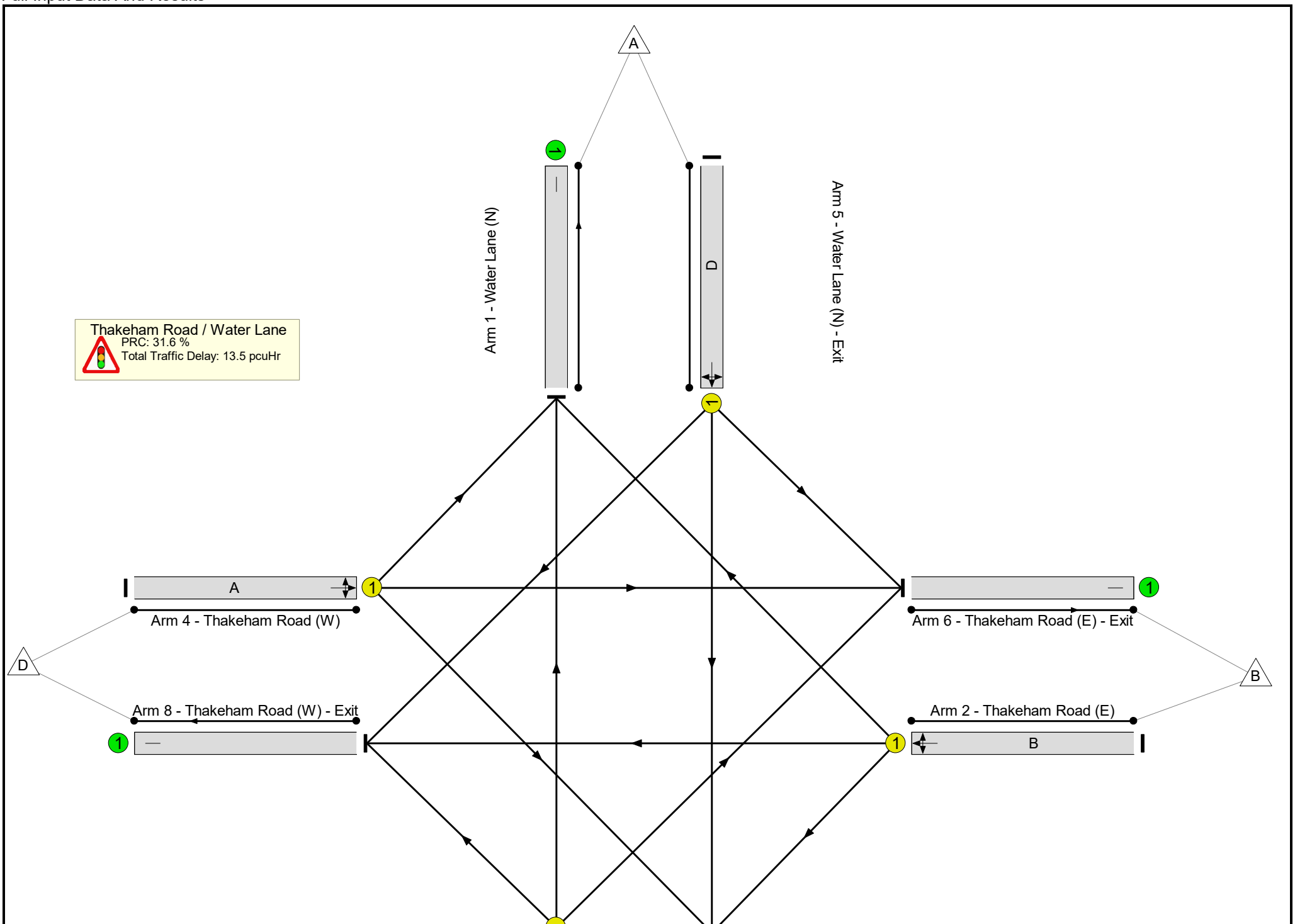
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
Thakeham Road / Water Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	14	-	203	1781	297	68.4%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	29	-	358	1850	617	58.1%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	19	-	269	1836	408	65.9%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	29	-	417	1860	620	67.3%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	362	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: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**3.7**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**3.7**	**0.0**	**13.5**	**-**	**-**	**-**	**-**
1/1	203	203	-	-	-	2.0	1.1	-	3.0	54.0	4.7	1.1	5.8
2/1	358	358	-	-	-	2.5	0.7	-	3.2	31.7	7.4	0.7	8.0
3/1	269	269	-	-	-	2.4	1.0	-	3.3	44.7	6.1	1.0	7.1
4/1	417	417	-	-	-	3.0	1.0	-	4.0	34.6	8.9	1.0	9.9
5/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 31.6
PRC Over All Lanes (%): 31.6

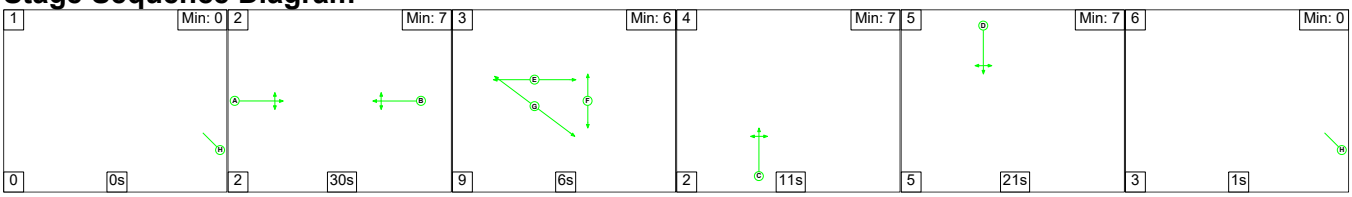
Total Delay for Signalled Lanes (pcuHr): 13.54
Total Delay Over All Lanes(pcuHr): 13.54

Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '2036 Future Year - PM' (FG4: '2036 Future Year - PM', Plan 1: 'Network Control Plan 1')

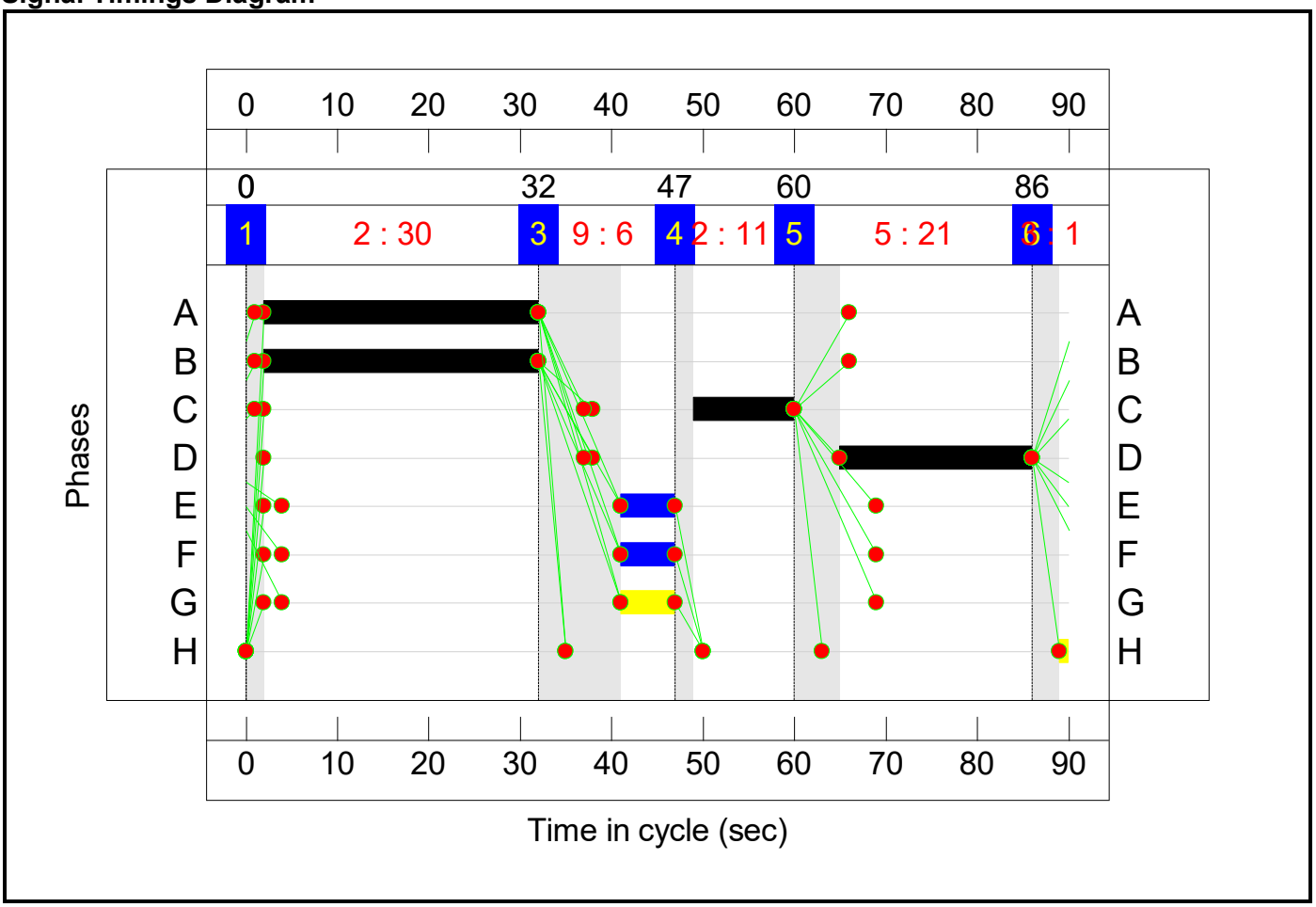
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	30	6	11	21	1
Change Point	0	0	32	47	60	86

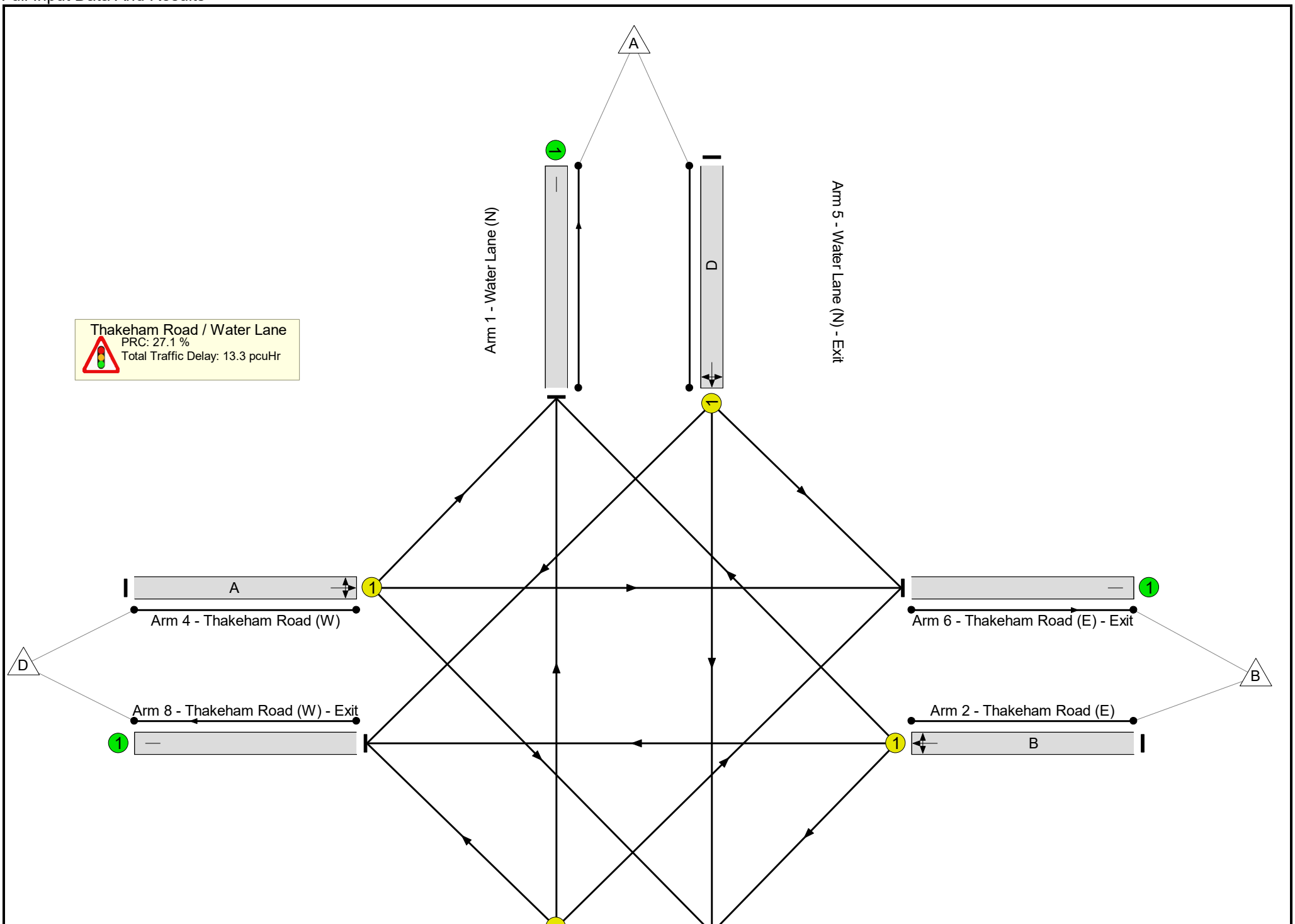
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.8%**
Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**70.8%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	21	-	313	1823	446	70.2%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	30	-	454	1862	641	70.8%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	11	-	163	1761	235	69.4%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	30	-	289	1808	623	46.4%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%

Full Input Data And Results

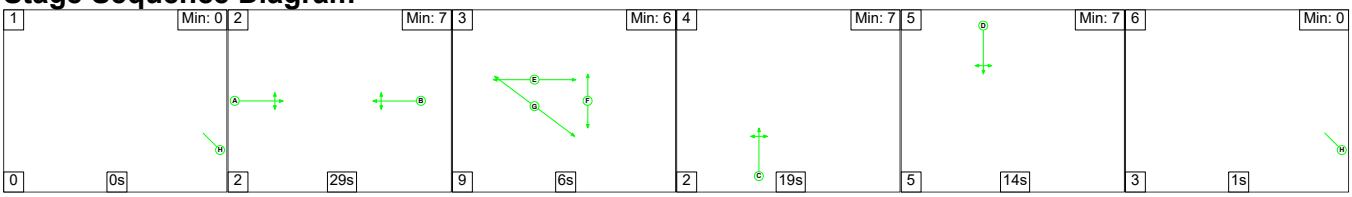
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.5**	**3.9**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.5**	**3.9**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
1/1	313	313	-	-	-	2.7	1.2	-	3.9	44.4	7.1	1.2	8.3
2/1	454	454	-	-	-	3.2	1.2	-	4.4	35.1	9.8	1.2	11.0
3/1	163	163	-	-	-	1.7	1.1	-	2.8	61.6	3.8	1.1	4.9
4/1	289	289	-	-	-	1.8	0.4	-	2.3	28.4	5.6	0.4	6.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 27.1 Total Delay for Signalled Lanes (pcuHr): 13.35 Cycle Time (s): 90
PRC Over All Lanes (%): 27.1 Total Delay Over All Lanes(pcuHr): 13.35

Full Input Data And Results

Scenario 5: '2036 Future Year + Dev - AM' (FG5: '2036 Future Year + Dev - AM', Plan 1: 'Network Control Plan 1')

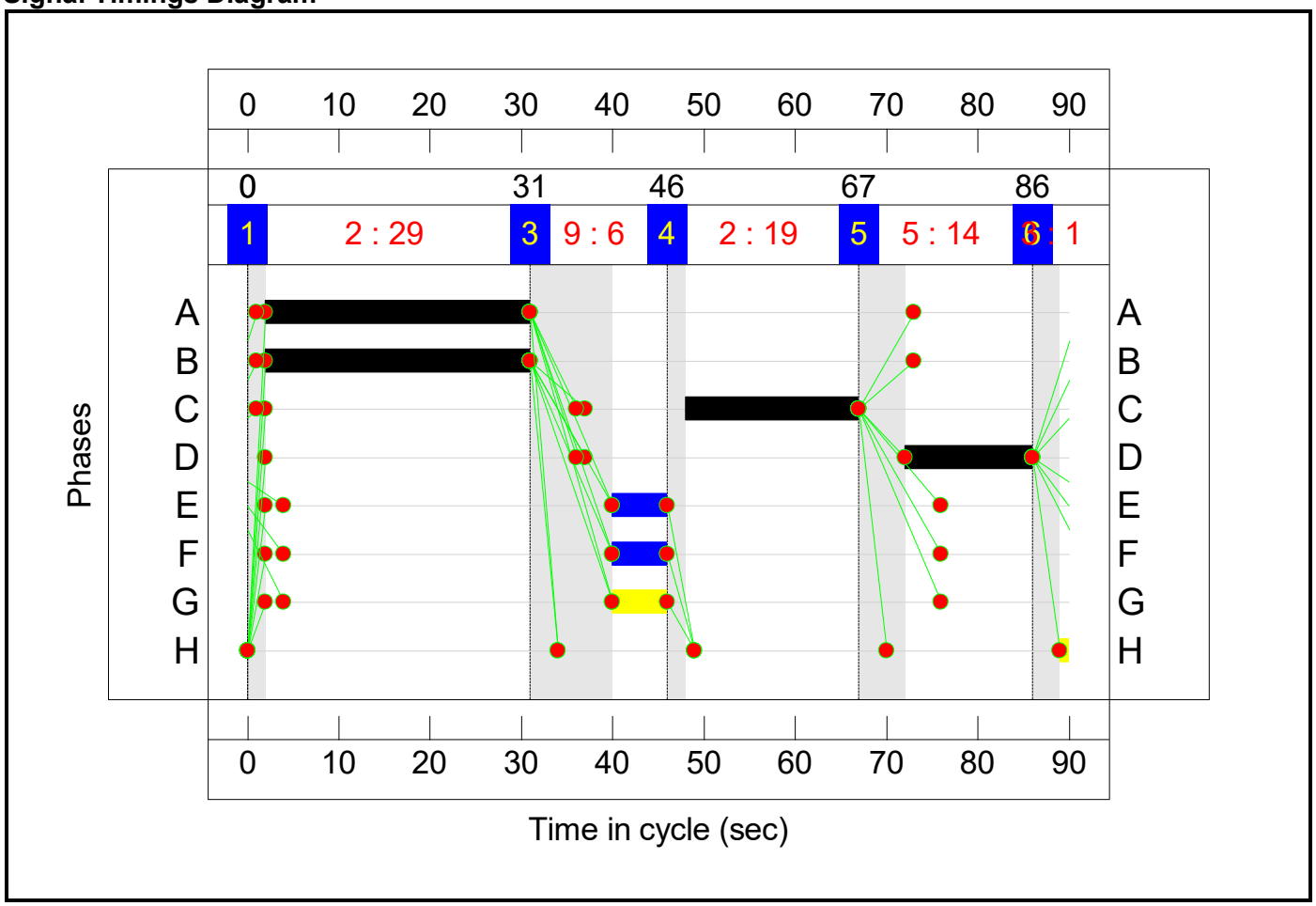
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	29	6	19	14	1
Change Point	0	0	31	46	67	86

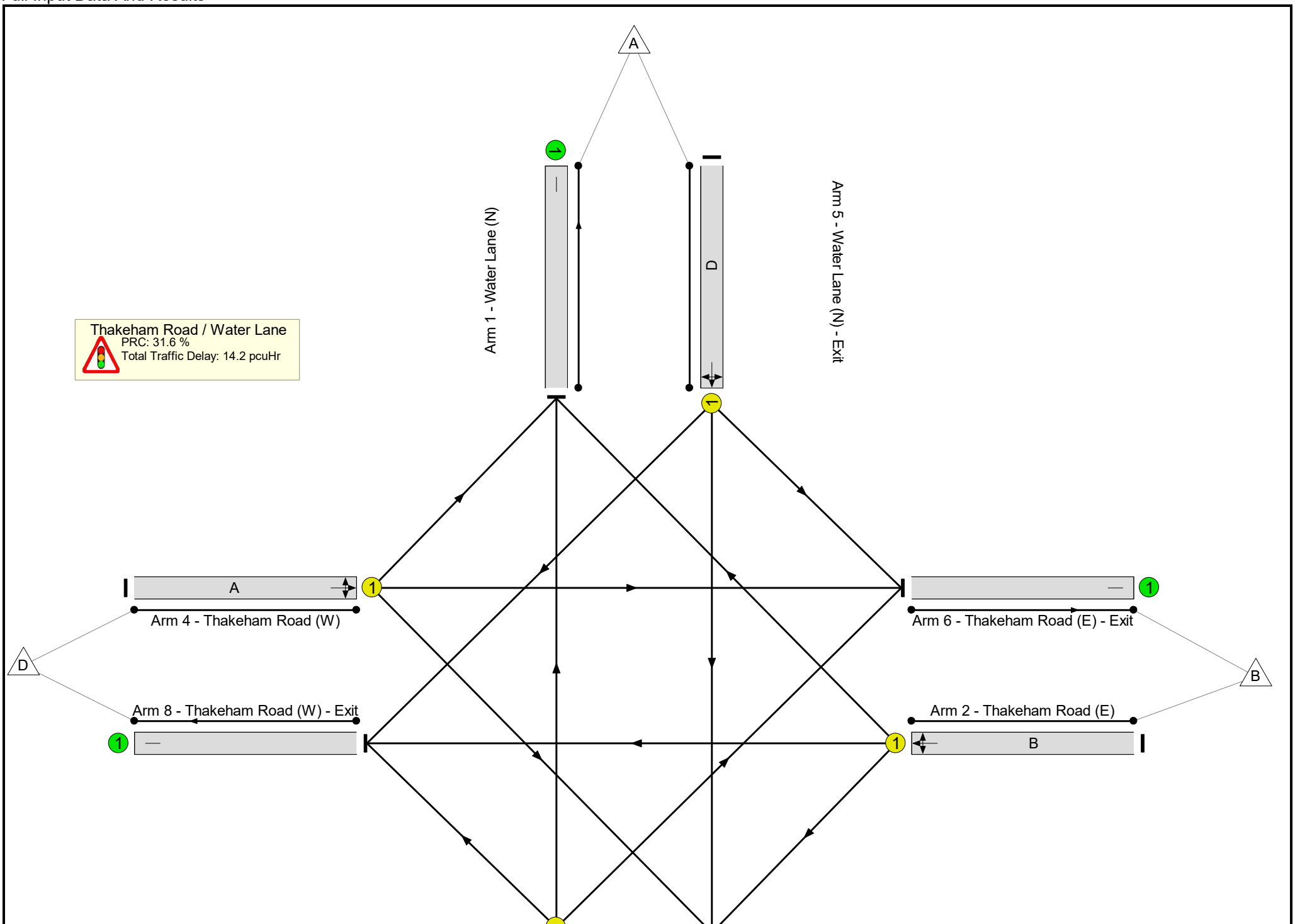
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
Thakeham Road / Water Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.4%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	14	-	203	1781	297	68.4%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	29	-	389	1847	616	63.2%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	19	-	274	1834	408	67.2%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	29	-	421	1861	620	67.9%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%

Full Input Data And Results

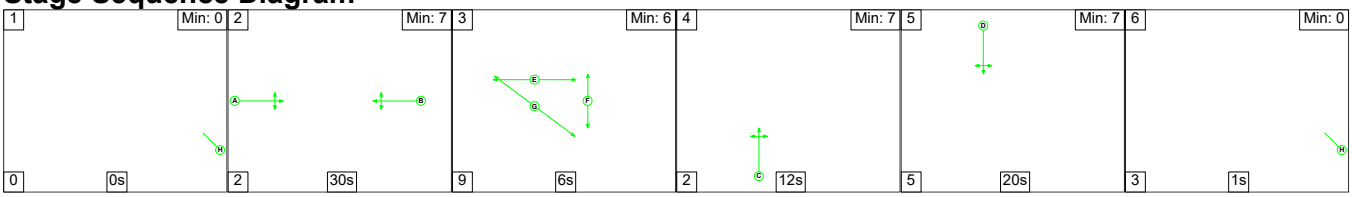
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**10.2**	**4.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**10.2**	**4.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/1	203	203	-	-	-	2.0	1.1	-	3.0	54.0	4.7	1.1	5.8
2/1	389	389	-	-	-	2.7	0.9	-	3.6	33.2	8.2	0.9	9.1
3/1	274	274	-	-	-	2.4	1.0	-	3.4	45.3	6.2	1.0	7.3
4/1	421	421	-	-	-	3.0	1.0	-	4.1	34.8	9.0	1.0	10.0
5/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 31.6 Total Delay for Signalled Lanes (pcuHr): 14.15 Cycle Time (s): 90
PRC Over All Lanes (%): 31.6 Total Delay Over All Lanes(pcuHr): 14.15

Full Input Data And Results

Scenario 6: '2036 Future Year + Dev - PM' (FG6: '2036 Future Year + Dev - PM', Plan 1: 'Network Control Plan 1')

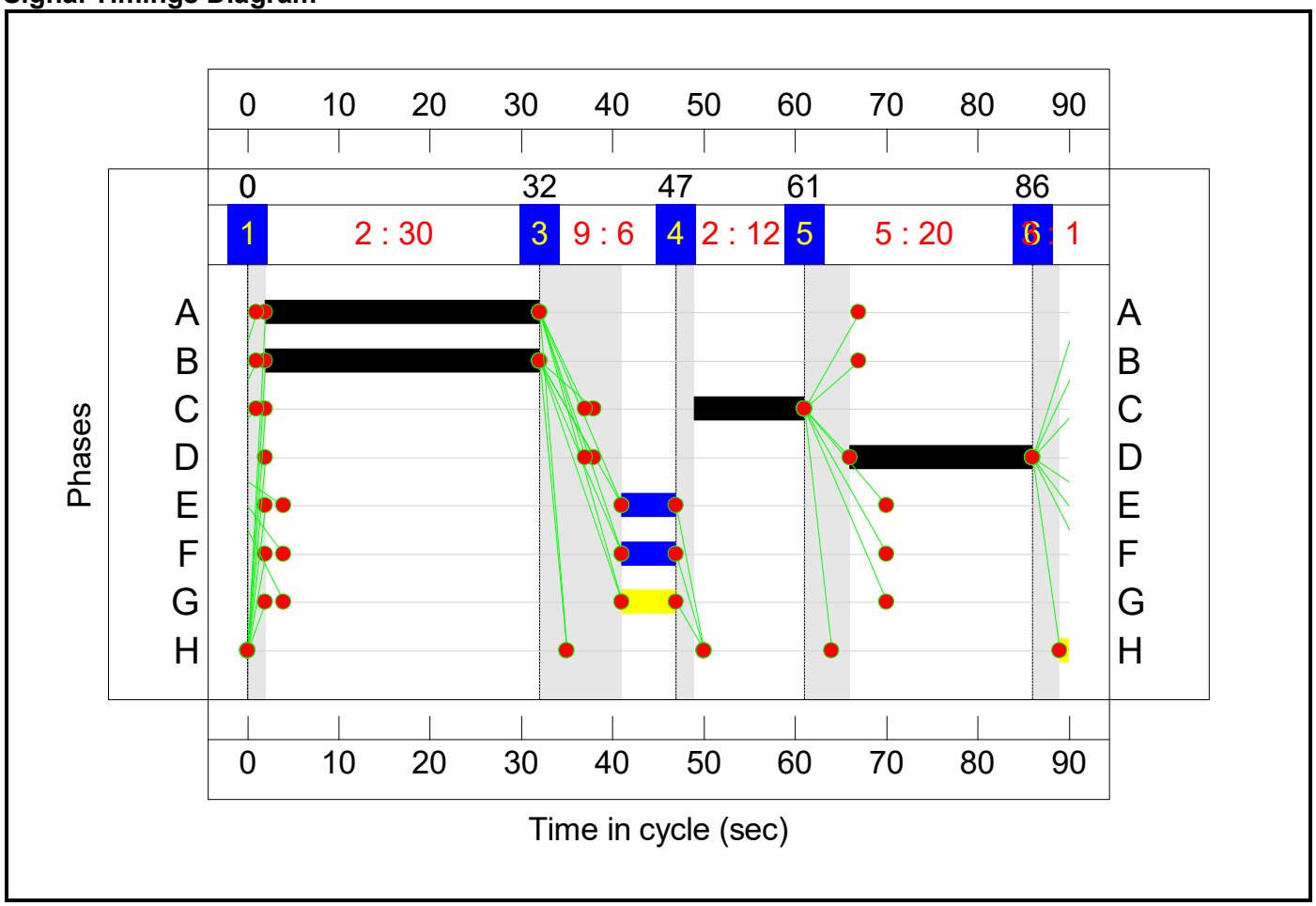
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6
Duration	0	30	6	12	20	1
Change Point	0	0	32	47	61	86

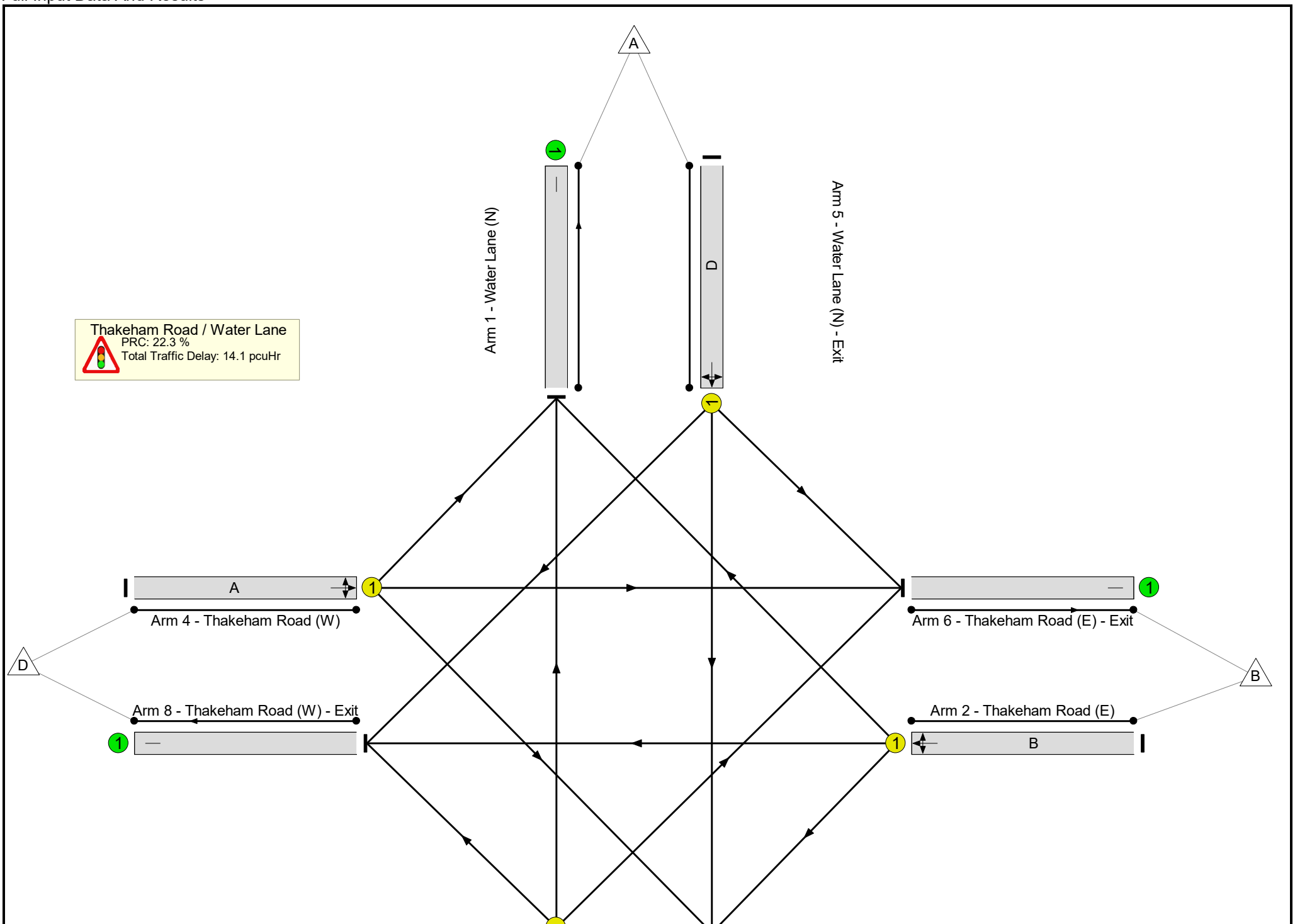
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
Thakeham Road / Water Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.6%**
1/1	Water Lane (N) Left Ahead Right	U	N/A	N/A	D		1	20	-	313	1823	425	73.6%
2/1	Thakeham Road (E) Right Left Ahead	U	N/A	N/A	B		1	30	-	465	1861	641	72.5%
3/1	Water Lane (S) Ahead Right Left	U	N/A	N/A	C		1	12	-	177	1759	254	69.7%
4/1	Thakeham Road (W) Left Ahead Right	U	N/A	N/A	A		1	30	-	300	1813	624	48.0%
5/1	Water Lane (N) - Exit	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
6/1	Thakeham Road (E) - Exit	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
7/1	Water Lane (S) - Exit	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
8/1	Thakeham Road (W) - Exit	U	N/A	N/A	-		-	-	-	490	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: Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
Thakeham Road / Water Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1	313	313	-	-	-	2.8	1.4	-	4.1	47.6	7.2	1.4	8.6
2/1	465	465	-	-	-	3.3	1.3	-	4.6	35.9	10.1	1.3	11.4
3/1	177	177	-	-	-	1.8	1.1	-	2.9	59.3	4.2	1.1	5.3
4/1	300	300	-	-	-	1.9	0.5	-	2.4	28.7	5.8	0.5	6.3
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 22.3 Total Delay for Signalled Lanes (pcuHr): 14.08 Cycle Time (s): 90
PRC Over All Lanes (%): 22.3 Total Delay Over All Lanes(pcuHr): 14.08