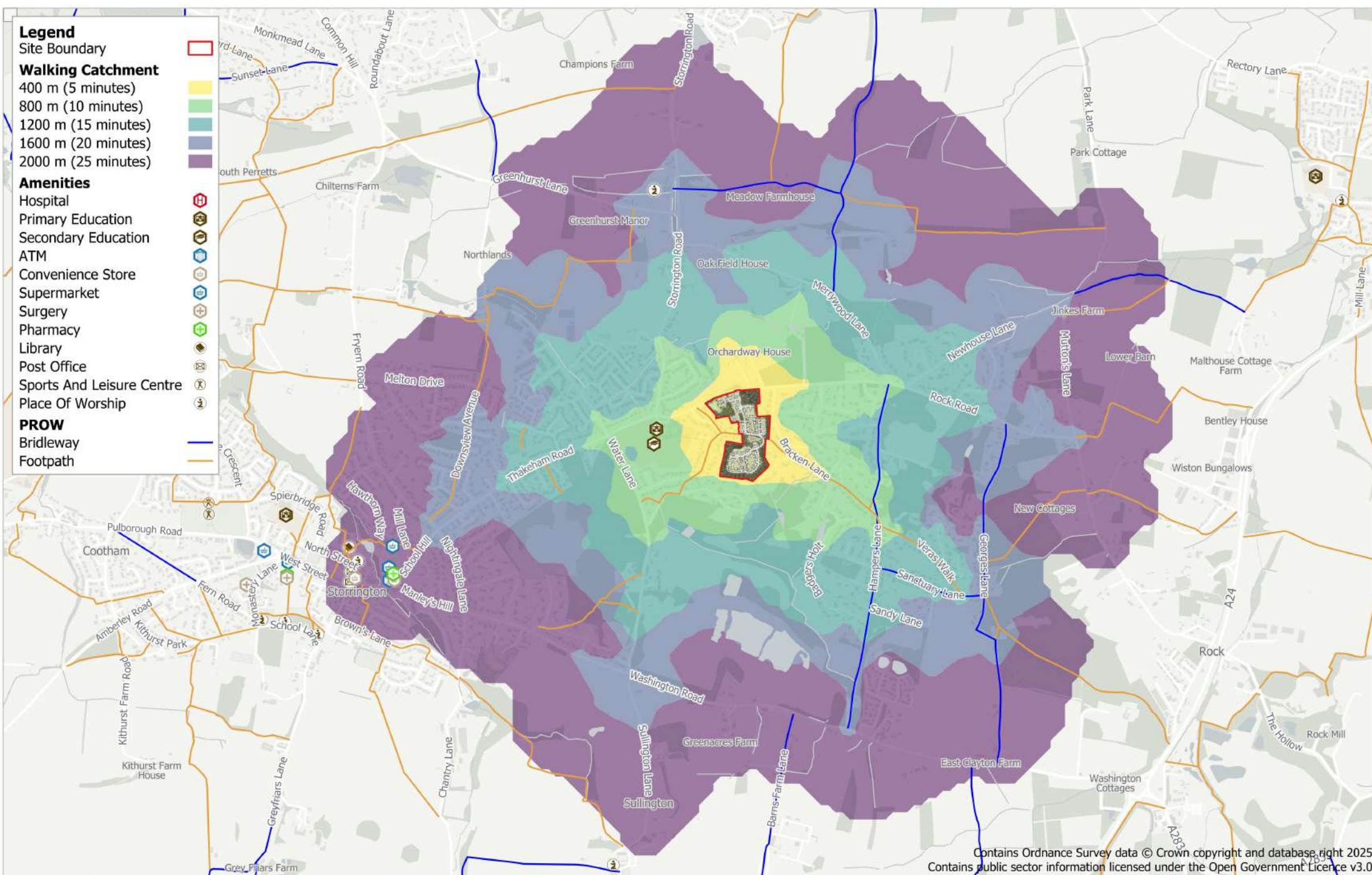


APPENDIX G

Walking Catchment

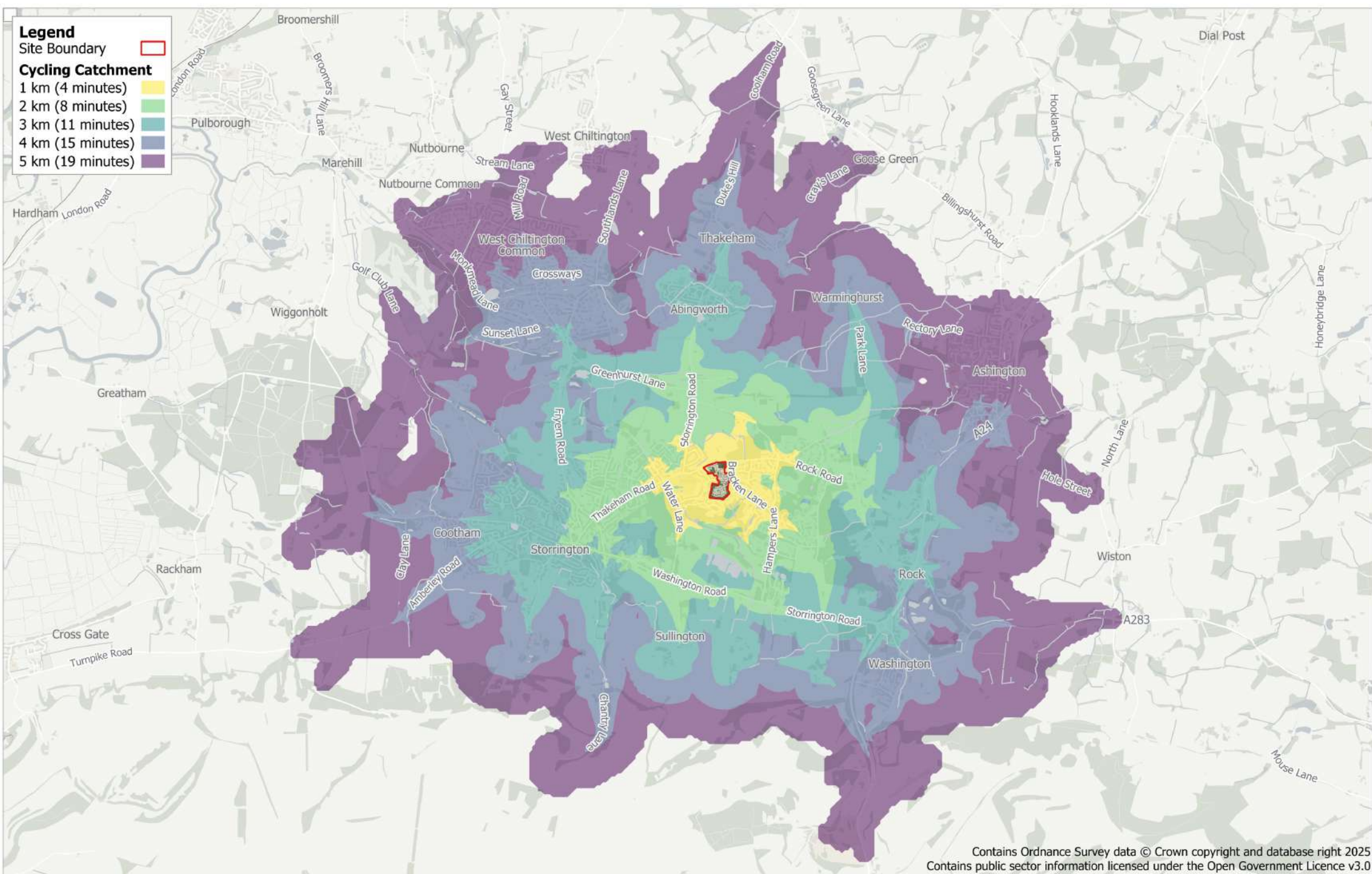


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24-428 Thakeham Tiles, Rock Road, Horsham
Walking Catchment

APPENDIX H

Cycling Catchment

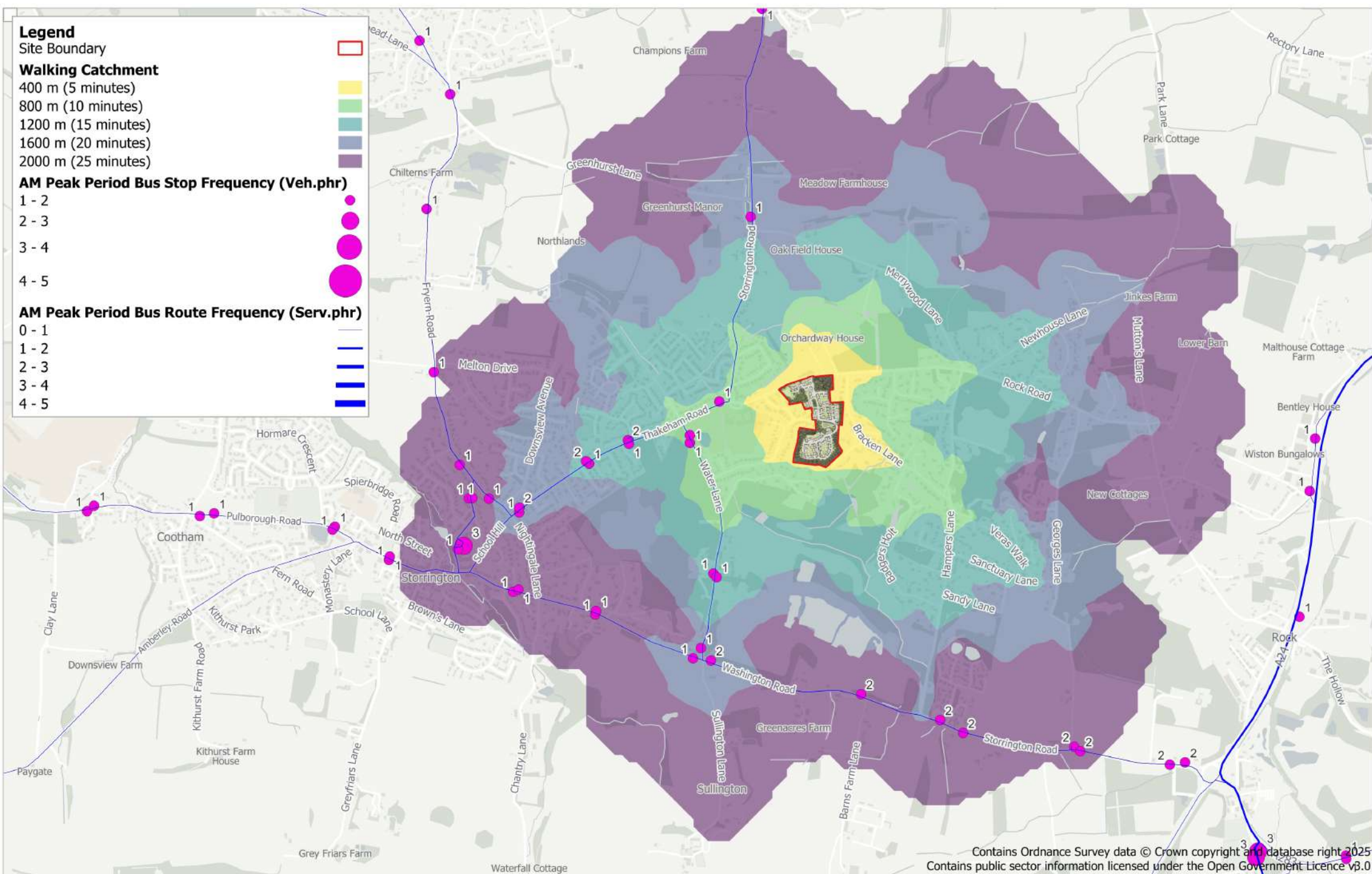


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24-428 Thakeham Tiles, Rock Road, Horsham
Cycling Catchment

APPENDIX I

Bus Catchments



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24-428 Thakeham Tiles, Rock Road, Horsham
AM Peak Bus Stop/Route Frequency

Legend

Site Boundary



Walking Catchment

400 m (5 minutes)



800 m (10 minutes)



1200 m (15 minutes)



1600 m (20 minutes)



2000 m (25 minutes)



PM Peak Period Bus Stop Frequency (Veh.phr)

1 - 2



2 - 3



3 - 4



4 - 5



PM Peak Period Bus Route Frequency (Serv.phr)

0 - 1



1 - 2



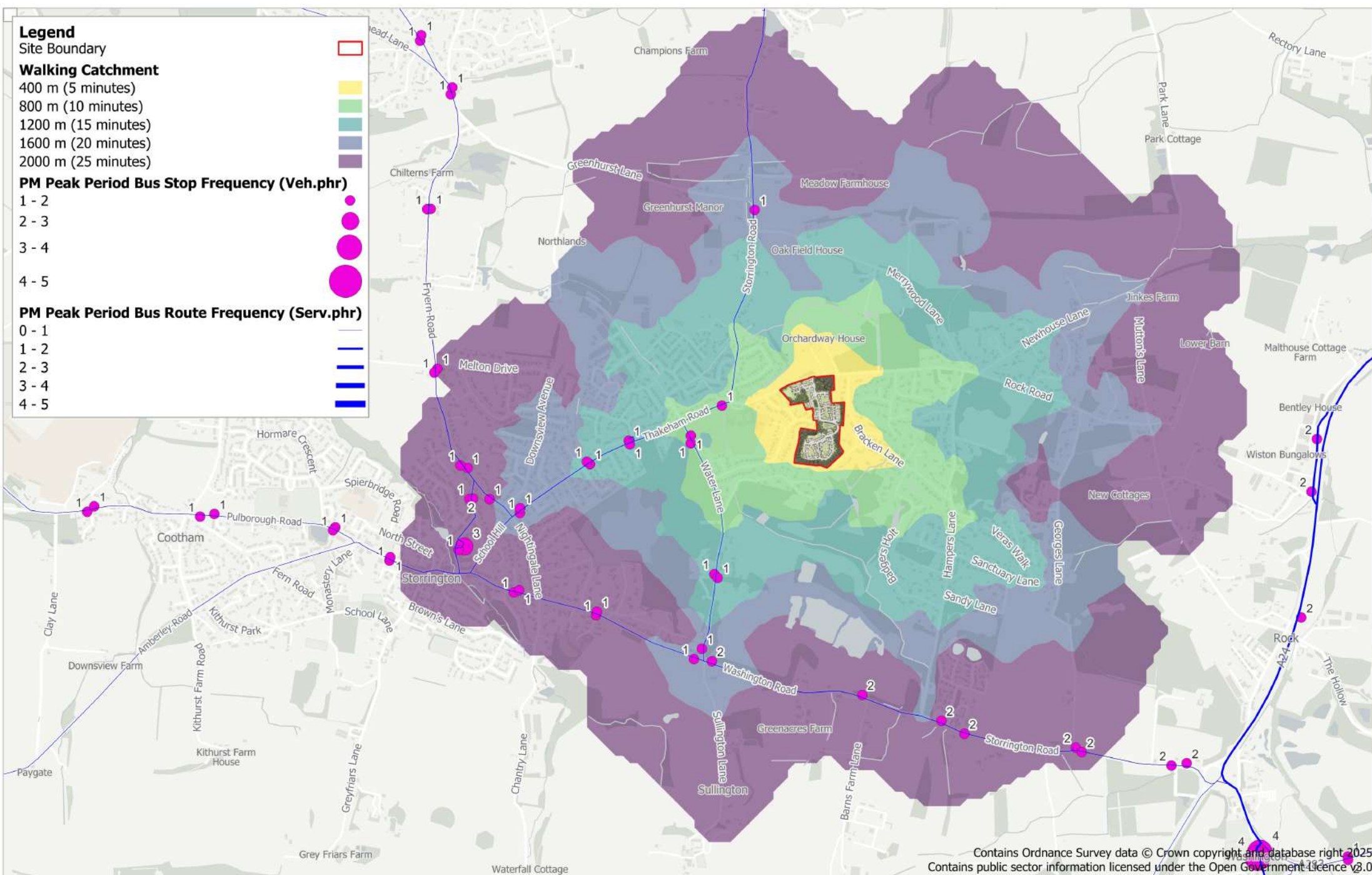
2 - 3



3 - 4

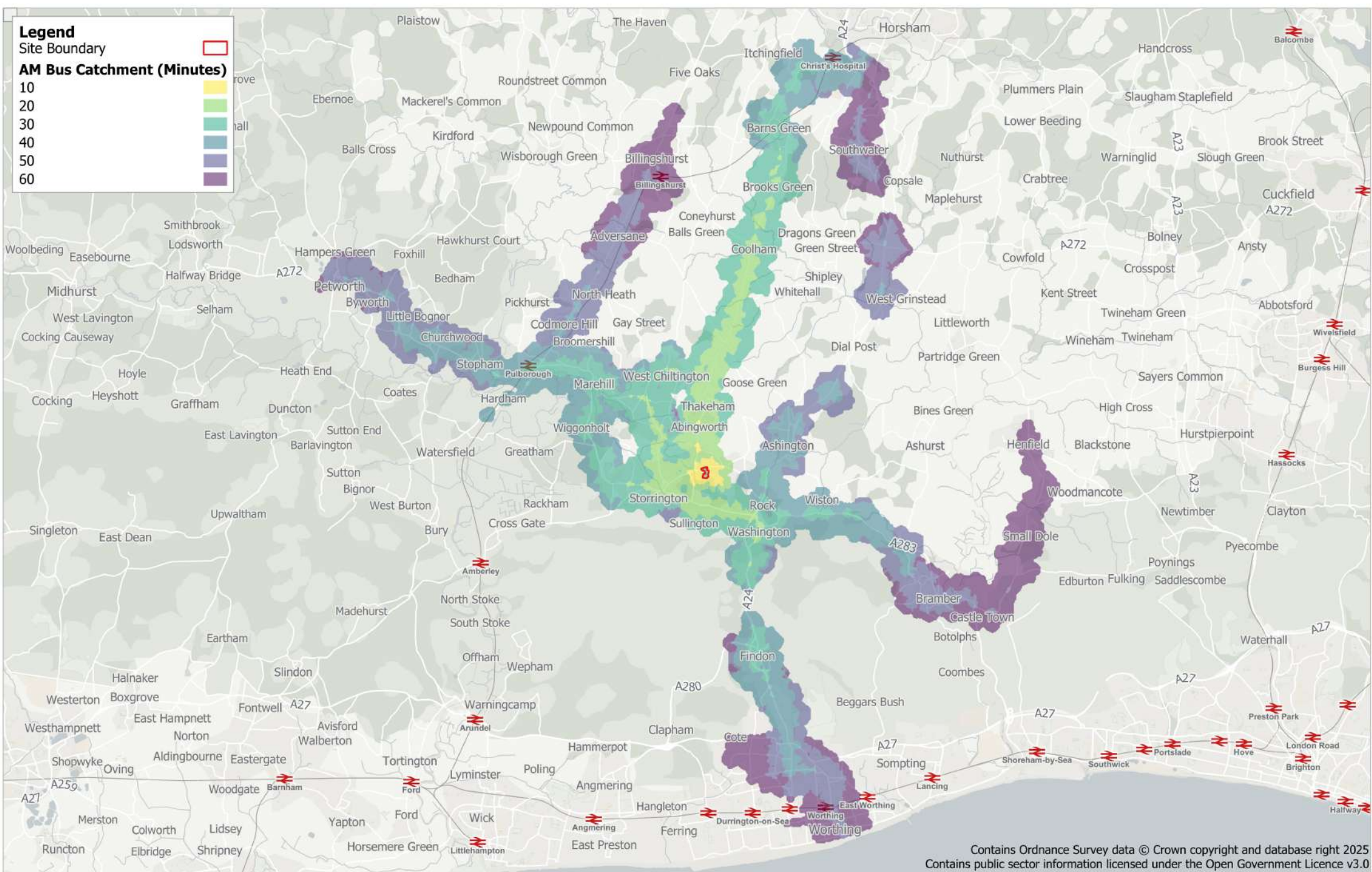


4 - 5



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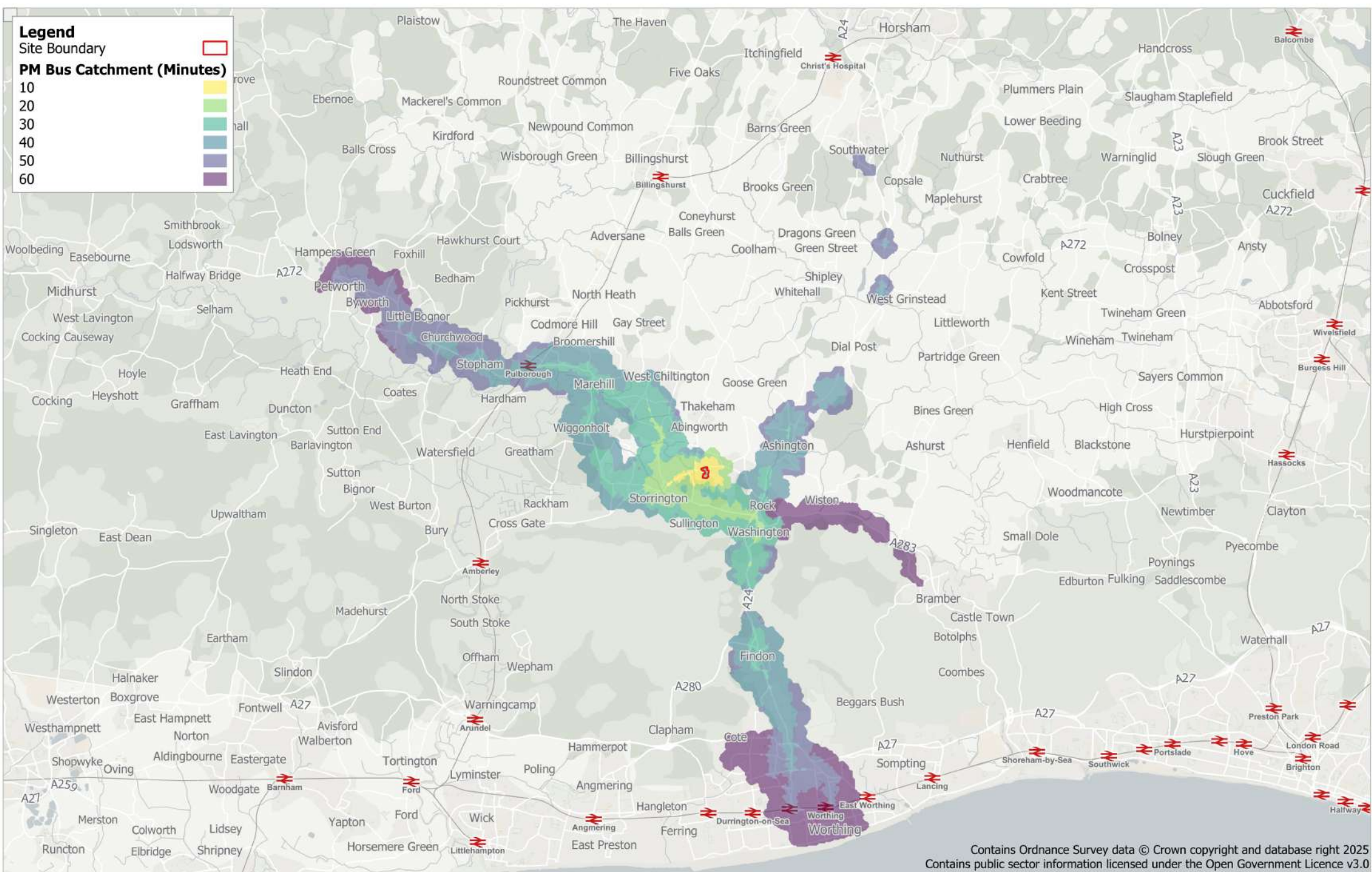
24-428 Thakeham Tiles, Rock Road, Horsham
PM Peak Bus Stop/Route Frequency



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24-428 Thakeham Tiles, Rock Road, Horsham
AM Bus Catchment





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24-428 Thakeham Tiles, Rock Road, Horsham
PM Bus Catchment



APPENDIX J

Local Highway Authority Pre-Application Advice

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Bellamy Roberts FAO: Graham Bellamy
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	30 April 2025
LOCATION:	Thakeham Tiles Ltd Rock Road Pulborough RH20 3AD
SUBJECT:	PRE-20-25 Removal of existing concrete tile manufacturing plant and replacement with 108 dwellings.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

The site is currently used as a concrete tile manufacturing plant and planning permission has previously been granted for 90 dwellings on the site ref DC/18/2095 however the permission has now lapsed. The current proposals are for the provision of 108 dwellings within a larger site.

The preapplication advice has been informed by a pre application transport statement note – Ref GDB-5897-TS.2, a teams call on the 11th of April and officer knowledge of the site and surrounding area.

Access

Access would be provided onto Rock Road which currently has a 40mph speed limit.

Additional land has been secured either side of the access and a plan showing visibility splays in line with MfS parameters included. However, the previous speed survey indicates that 85th% speeds were 46.2mph eastbound and 43.5mph westbound and as such DMRB splays would need to be provided.

Should splays in accordance with DMRB not be possible then utilising the same access /30mph speed limit / traffic management proposals as the previous consent would be acceptable or given the time that has passed since the original speed survey it would be acceptable to undertake a new one and base visibility splays on this.

Sustainable Transport

A footway is provided on the southern side of Rock Road and would provide connections to the local schools, public transport stops on Water Lane and to the centre of Storrington.

PROW number 2625 runs through the site and would provide a route for Pedestrians onto Hillside Walk and to the local schools / Water Lane.

No cycle improvements were proposed as part of the previous application and it is not thought the additional dwellings would result in the need to relook

An hourly bus service to Worthing/Pulborough Railway Station/Petworth/Midhurst can be accessed at the Water Lane bus stops.

Trip Rates

Reusing the original trip rates would be acceptable or if you wish to undertake a new assessment utilising the same parameters then this would also be considered acceptable.

Junction Modelling

The scope of modelling would remain the same as the original transport assessment. A future year scenario of 2031 to accord with the current end of local plan should be provided.

Due to the time that has passed since the original surveys (7 years) then updated traffic counts should be undertaken.

Recent surveys on several junctions within the scope of assessment are included within the transport assessments for 62 dwellings at Land North of Melton Drive ref DC/24/2006 and 247 dwellings at Thakeham Mushrooms ref DC/24/0021 (at appeal) and could be utilised.

Road Safety

No Collisions have been recorded in the vicinity of the site access since the original application was assessed.

Other considerations

A travel plan would be required to support the application and secured via a S106 agreement.

A travel plan auditing fee would be required.

Stephen Gee

West Sussex County Council – Planning Services

APPENDIX K

MCC Data

Junction: **A - High Street / B - B2139 / C - A283**

Vehicle Class:

All classes

Show single Session:

No

07:00 to 10:00

Custom Start / End:

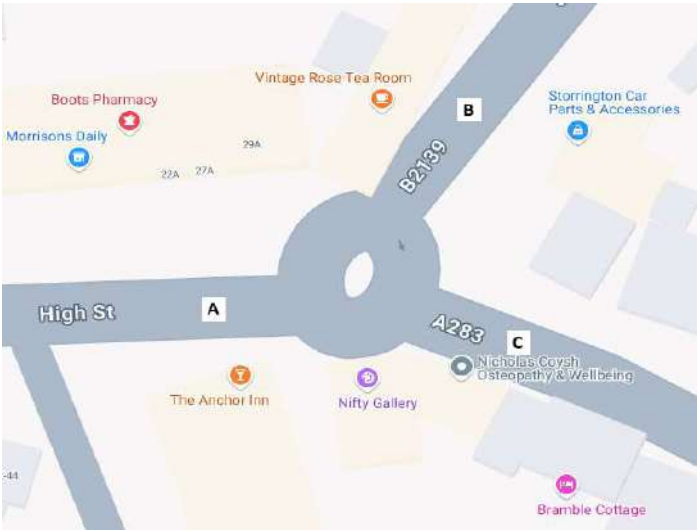
07:00

19:00

Show Peak Times:

No

		Arm Destination			Total
		A	B	C	
Arm Origin	A	5	1143	3756	4904
	B	1351	0	409	1760
	C	3550	319	0	3869
	Total	4906	1462	4165	



CLASSIFIED TURNING COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM A: High Street																										
	U turn										TO ARM B: B2139										TO ARM C: A283						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0715	0	0	0	0	0	0	0	0	0	22	6	0	0	1	0	1	30	30	129	70	3	0	0	2	1	205	205
0715-0730	1	0	0	0	0	0	0	1	1	31	13	1	0	0	1	0	46	46	100	56	5	1	2	0	0	164	170
0730-0745	0	0	0	0	0	0	0	0	0	31	11	0	0	0	0	0	42	42	110	46	3	1	0	1	0	161	163
0745-0800	0	0	0	0	0	0	0	0	0	35	11	0	0	0	1	0	47	46	124	51	4	4	0	1	0	184	191
Hourly Total	1	0	0	0	0	0	0	1	1	119	41	1	0	1	2	1	165	165	463	223	15	6	2	4	1	714	728
0800-0815	0	0	0	0	0	0	0	0	0	63	11	1	0	0	1	1	77	76	112	35	3	0	0	1	0	151	152
0815-0830	0	0	0	0	0	0	0	0	0	60	8	1	0	0	1	0	70	70	122	35	4	2	3	1	0	167	174
0830-0845	1	0	0	0	0	0	0	1	1	38	6	2	0	0	1	0	47	47	116	34	7	1	0	0	0	158	163
0845-0900	0	0	0	0	0	0	0	0	0	48	12	0	0	0	0	0	60	60	92	23	6	2	0	0	0	123	129
Hourly Total	1	0	0	0	0	0	0	1	1	209	37	4	0	0	3	1	254	253	442	127	20	5	3	2	0	599	617
0900-0915	0	0	0	0	0	0	0	0	0	27	6	2	0	1	0	1	37	38	113	24	8	1	0	0	0	146	151
0915-0930	0	0	0	0	0	0	0	0	0	30	5	3	0	0	0	0	38	40	96	26	3	2	0	0	0	127	131
0915-0930	1	0	0	0	0	0	0	1	1	28	7	2	0	0	0	1	38	38	122	24	9	1	1	8	0	165	167
0945-1000	0	0	0	0	0	0	0	0	0	41	7	1	0	0	1	0	50	50	111	17	9	0	0	0	0	137	142
Hourly Total	1	0	0	0	0	0	0	1	1	126	25	8	0	1	1	2	163	166	442	91	29	4	1	8	0	575	591

Session Total	3	0	0	0	0	0	0	3	3	454	103	13	0	2	6	4	582	584	1347	441	64	15	6	14	1	1888	1936
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1600-1615	0	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43	43	129	32	6	0	0	5	0	172	172
1615-1630	0	0	0	0	0	0	0	0	0	30	3	0	0	1	0	0	34	35	152	35	2	1	1	1	0	192	195
1630-1645	0	0	0	0	0	0	0	0	0	49	8	0	0	0	0	0	57	57	139	28	0	0	0	0	0	167	167
1645-1700	0	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	39	147	32	1	0	1	1	0	182	183
Hourly Total	0	0	0	0	0	0	0	0	0	157	15	0	0	1	0	0	173	174	567	127	9	1	2	7	0	713	717
1700-1715	0	0	0	0	0	0	0	0	0	47	7	0	0	0	1	1	56	55	115	33	0	0	2	2	0	152	153
1715-1730	0	0	0	0	0	0	0	0	0	42	5	2	0	0	0	0	49	50	140	21	3	0	0	2	1	167	167
1730-1745	1	0	0	0	0	0	0	1	1	48	5	0	0	0	0	1	54	53	146	20	2	0	3	0	0	171	175
1745-1800	0	0	0	0	0	0	0	0	0	41	7	0	0	1	0	1	50	50	135	14	2	0	1	0	0	152	154
Hourly Total	1	0	0	0	0	0	0	1	1	178	24	2	0	1	1	3	209	208	536	88	7	0	6	4	1	642	648
1800-1815	0	0	0	0	0	0	0	0	0	48	1	0	0	0	0	2	51	49	125	13	0	0	1	0	0	139	140
1815-1830	0	0	0	0	0	0	0	0	0	48	1	0	0	0	0	1	50	49	141	17	2	0	1	4	1	166	165
1830-1845	0	0	0	0	0	0	0	0	0	38	3	2	0	1	0	0	44	46	113	15	2	0	2	1	0	133	135
1845-1900	0	0	1	0	0	0	0	1	2	27	6	1	0	0	0	0	34	35	65	8	1	1	0	0	0	75	77
Hourly Total	0	0	1	0	0	0	0	1	2	161	11	3	0	1	0	3	179	179	444	53	5	1	4	5	1	513	517

Session Total	1	0	1	0	0	0	0	2	3	496	50	5	0	3	1	6	561	561	1547	268	21	2	12	16	2	1868	1882
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CLASSIFIED COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM A: High Street																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	151	76	3	0	1	2	2	235	235	135	52	3	0	4	1	0	195	200	286	128	6	0	5	3	2	430	435	
0715-0730	132	69	6	1	2	1	0	211	217	161	46	4	4	3	0	1	219	228	293	115	10	5	5	1	1	430	445	
0730-0745	141	57	3	1	0	1	0	203	205	600	213	16	8	8	4	1	850	873	741	270	19	9	8	5	1	1053	1078	
0745-0800	159	62	4	4	0	2	0	231	237	152	43	8	3	1	0	1	208	216	311	105	12	7	1	2	1	439	453	
Hourly Total	583	264	16	6	3	6	2	880	894	1048	354	31	15	16	5	3	1472	1518	1631	618	47	21	19	11	5	2352	2411	
0800-0815	175	46	4	0	0	2	1	228	228	152	43	8	3	1	0	1	208	216	327	89	12	3	1	2	2	436	444	
0815-0830	182	43	5	2	3	2	0	237	244	165	32	6	2	0	0	0	205	211	347	75	11	4	3	2	0	442	455	
0830-0845	155	40	9	1	0	1	0	206	211	175	30	5	2	1	2	0	215	220	330	70	14	3	1	3	0	421	431	
0845-0900	140	35	6	2	0	0	0	183	189	173	27	4	2	2	1	0	209	215	313	62	10	4	2	1	0	392	404	
Hourly Total	652	164	24	5	3	5	1	854	872	665	132	23	9	4	3	1	837	862	1317	296	47	14	7	8	2	1691	1733	
0900-0915	140	30	10	1	1	0	1	183	190	150	32	9	2	0	1	0	194	201	290	62	19	3	1	1	1	377	390	
0915-0930	126	31	6	2	0	0	0	165	171	162	23	5	2	2	1	0	195	202	288	54	11	4	2	1	0	360	372	
0915-0930	151	31	11	1	1	8	1	204	206	158	23	8	2	1	4	0	196	201	309	54	19	3	2	12	1	400	407	
0945-1000	152	24	10	0	0	1	0	187	191	145	27	7	1	2	2	0	184	190	297	51	17	1	2	3	0	371	381	
Hourly Total	569	116	37	4	2	9	2	739	758	615	105	29	7	5	8	0	769	793	1184	221	66	11	7	17	2	1508	1551	

Session Total	1804	544	77	15	8	20	5	2473	2523	2328	591	83	31	25	16	4	3078	3172	4132	1135	160	46	33	36	9	5551	5695
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1600-1615	171	33	6	0	0	5	0	215	215	0	0	0	0	0	0	0	0	0	171	33	6	0	0	5	0	215	215
1615-1630	182	38	2	1	2	1	0	226	230	148	48	2	0	1	2	0	201	202	330	86	4	1	3	3	0	427	432
1630-1645	188	36	0	0	0	0	0	224	224	168	45	3	0	0	4	0	220	219	356	81	3	0	0	4	0	444	443
1645-1700	183	35	1	0	1	1	0	221	222	671	174	8	0	5	11	0	869	871	854	209	9	0	6	12	0	1090	1093
Hourly Total	724	142	9	1	3	7	0	886	891	987	267	13	0	6	17	0	1290	1292	1711	409	22	1	9	24	0	2176	2183
1700-1715	162	40	0	0	2	3	1	208	207	671	174	8	0	5	11	0	869	871	833	214	8	0	7	14	1	1077	1079
1715-1730	182	26	5	0	0	2	1	216	217	172	31	2	0	1	4	2	212	210	354	57	7	0	1	6	3	428	427
1730-1745	195	25	2	0	3	0	1	226	229	181	32	2	0	0	3	1	219	217	376	57	4	0	3	3	2	445	447
1745-1800	176	21	2	0	2	0	1	202	204	191	25	1	1	1	8	0	227	225	367	46	3	1	3	8	1	429	429
Hourly Total	715	112	9	0	7	5	4	852	857	1215	262	13	1	7	26	3	1527	1524	1930	374	22	1	14	31	7	2379	2381
1800-1815	173	14	0	0	1	0	2	190	189	732	116	8	1	2	22	3	884	876	905	130	8	1	3	22	5	1074	1065
1815-1830	189	18	2	0	1	4	2	216	214	173	23	2	0	1	6	0	205	203	362	41	4	0	2	10	2	421	417
1830-1845	151	18	4	0	3	1	0	177	181	108	14	2	0	0	4	1	129	127	259	32	6	0	3	5	1	306	308
1845-1900	92	14	3	1	0	0	0	110	113	152	25	3	1	2	2	0	185	189	244	39	6	2	2	2	0	295	301
Hourly Total	605	64	9	1	5	5	4	693	698	1165	178	15	2	5	34	4	1403	1395	1770	242	24	3	10	39	8	2096	2092

Session Total	2044	318	27	2	15	17	8	2431	2446	3367	707	41	3	18	77	7	4220	4211	5411	1025	68	5	33	94	15	6651	6656
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CLASSIFIED TURNING COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM B: B2139																											
	TO ARM A: High Street									U Turn									TO ARM C: A283									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	24	5	0	0	1	1	0	31	31	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14	14	
0715-0730	20	4	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	14	13	
0730-0745	21	3	3	0	0	0	0	27	29	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	12	
0745-0800	27	2	0	0	1	0	1	31	31	0	0	0	0	0	0	0	0	0	9	2	0	0	1	1	0	13	13	
Hourly Total	92	14	3	0	2	1	1	113	115	0	0	0	0	0	0	0	0	0	39	11	0	0	1	2	0	53	53	
0800-0815	42	6	1	0	1	0	1	51	52	0	0	0	0	0	0	0	0	0	15	2	0	1	0	0	0	18	19	
0815-0830	55	3	1	0	0	0	0	59	60	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	15	
0830-0845	56	6	1	0	1	0	0	64	66	0	0	0	0	0	0	0	0	0	13	0	1	0	0	0	0	14	15	
0845-0900	58	4	0	0	0	0	0	62	62	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12	13	
Hourly Total	211	19	3	0	2	0	1	236	239	0	0	0	0	0	0	0	0	0	50	6	2	1	0	0	0	59	61	
0900-0915	38	5	3	0	0	0	0	46	48	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	12	
0915-0930	53	4	0	0	0	0	0	57	57	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	17	
0915-0930	39	4	0	0	1	0	0	44	45	0	0	0	0	0	0	0	0	0	15	0	1	0	0	0	0	16	17	
0945-1000	39	6	0	0	1	0	0	46	47	0	0	0	0	0	0	0	0	0	15	3	2	0	0	0	0	20	21	
Hourly Total	169	19	3	0	2	0	0	193	197	0	0	0	0	0	0	0	0	0	55	7	3	0	0	0	0	65	67	

Session Total	472	52	9	0	6	1	2	542	550	0	0	0	0	0	0	0	0	0	144	24	5	1	1	2	0	177	181
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1600-1615	36	7	0	0	0	0	0	43	43	0	0	0	0	0	0	0	0	0	20	9	0	0	0	0	0	29	29
1615-1630	44	6	0	0	1	1	0	52	52	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	14
1630-1645	46	8	0	0	1	0	0	55	56	0	0	0	0	0	0	0	0	0	16	7	0	0	0	0	0	23	23
1645-1700	53	18	1	0	0	1	0	73	73	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	18
Hourly Total	179	39	1	0	2	2	0	223	224	0	0	0	0	0	0	0	0	0	62	22	0	0	0	0	0	84	84
1700-1715	69	5	0	0	1	2	2	79	77	0	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	24
1715-1730	63	10	1	0	0	1	1	76	75	0	0	0	0	0	0	0	0	0	15	1	0	0	1	0	0	17	18
1730-1745	67	4	0	1	0	0	0	72	73	0	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17	17
1745-1800	67	6	0	0	0	0	0	73	73	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	17
Hourly Total	266	25	1	1	1	3	3	300	299	0	0	0	0	0	0	0	0	0	65	9	0	0	1	0	0	75	76
1800-1815	60	8	0	0	1	3	0	72	71	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	22
1815-1830	45	6	1	0	0	2	0	54	53	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11
1830-1845	74	11	2	0	0	0	0	87	88	0	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	19	20
1845-1900	62	10	0	0	1	0	0	73	74	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	21	21
Hourly Total	241	35	3	0	2	5	0	286	287	0	0	0	0	0	0	0	0	0	67	5	1	0	0	0	0	73	74

Session Total	686	99	5	1	5	10	3	809	809	0	0	0	0	0	0	0	0	0	194	36	1	0	1	0	0	232	234
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CLASSIFIED COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM B: B2139																											
	TO JUNCTION										FROM JUNCTION								TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	34	9	0	0	1	1	0	45	45	24	9	1	0	1	0	1	36	37	58	18	1	0	2	1	1	81	82	
0715-0730	31	6	0	0	0	1	0	38	37	41	18	1	0	0	1	0	61	61	72	24	1	0	0	2	0	99	98	
0730-0745	30	6	3	0	0	0	0	39	41	41	17	0	0	0	0	0	58	58	71	23	3	0	0	0	0	97	99	
0745-0800	36	4	0	0	2	1	1	44	45	45	15	0	0	0	1	0	61	60	81	19	0	0	2	2	1	105	105	
Hourly Total	131	25	3	0	3	3	1	166	168	151	59	2	0	1	2	1	216	216	282	84	5	0	4	5	2	382	384	
0800-0815	57	8	1	1	1	0	1	69	71	76	12	3	0	0	1	1	93	93	133	20	4	1	1	1	2	162	164	
0815-0830	68	5	1	0	0	0	0	74	75	70	10	1	0	0	1	0	82	82	138	15	2	0	0	1	0	156	156	
0830-0845	69	6	2	0	1	0	0	78	80	43	11	2	0	0	1	0	57	57	112	17	4	0	1	1	0	135	137	
0845-0900	67	6	1	0	0	0	0	74	75	59	14	1	0	0	0	0	74	75	126	20	2	0	0	0	0	148	149	
Hourly Total	261	25	5	1	2	0	1	295	300	248	47	7	0	0	3	1	306	307	509	72	12	1	2	3	2	601	607	
0900-0915	47	8	3	0	0	0	0	58	60	46	9	2	0	1	0	1	59	60	93	17	5	0	1	0	1	117	120	
0915-0930	69	5	0	0	0	0	0	74	74	41	5	3	0	0	0	0	49	51	110	10	3	0	0	0	0	123	125	
0915-0930	54	4	1	0	1	0	0	60	62	41	12	3	0	0	0	1	57	58	95	16	4	0	1	0	1	117	119	
0945-1000	54	9	2	0	1	0	0	66	68	55	11	1	0	0	1	0	68	68	109	20	3	0	1	1	0	134	136	
Hourly Total	224	26	6	0	2	0	0	258	263	183	37	9	0	1	1	2	233	236	407	63	15	0	3	1	2	491	499	
Session Total	616	76	14	1	7	3	2	719	731	582	143	18	0	2	6	4	755	759	1198	219	32	1	9	9	6	1474	1490	
1600-1615	56	16	0	0	0	0	0	72	72	54	5	0	0	0	0	0	59	59	110	21	0	0	0	0	0	131	131	
1615-1630	55	9	0	0	1	1	0	66	66	40	4	0	0	1	0	0	45	46	95	13	0	0	2	1	0	111	112	
1630-1645	62	15	0	0	1	0	0	78	79	56	8	0	0	0	0	0	64	64	118	23	0	0	1	0	0	142	143	
1645-1700	68	21	1	0	0	1	0	91	91	51	3	0	0	0	0	0	54	54	119	24	1	0	0	1	0	145	145	
Hourly Total	241	61	1	0	2	2	0	307	308	201	20	0	0	1	0	0	222	223	442	81	1	0	3	2	0	529	531	
1700-1715	89	9	0	0	1	2	2	103	101	55	8	0	0	0	1	1	65	64	144	17	0	0	1	3	3	168	165	
1715-1730	78	11	1	0	1	1	1	93	93	48	5	2	0	0	0	0	55	56	126	16	3	0	1	1	1	148	149	
1730-1745	80	8	0	1	0	0	0	89	90	55	5	0	0	0	0	1	61	60	135	13	0	1	0	0	1	150	151	
1745-1800	84	6	0	0	0	0	0	90	90	56	7	0	0	1	0	1	65	65	140	13	0	0	1	0	1	155	155	
Hourly Total	331	34	1	1	2	3	3	375	375	214	25	2	0	1	1	3	246	245	545	59	3	1	3	4	6	621	620	
1800-1815	81	9	0	0	1	3	0	94	93	71	3	0	0	0	0	2	76	74	152	12	0	0	1	3	2	170	168	
1815-1830	55	7	1	0	0	2	0	65	64	60	1	0	0	0	0	1	62	61	115	8	1	0	0	2	1	127	126	
1830-1845	90	13	3	0	0	0	0	106	108	49	3	2	0	1	0	0	55	57	139	16	5	0	1	0	0	161	165	
1845-1900	82	11	0	0	1	0	0	94	95	39	6	1	0	0	0	0	46	47	121	17	1	0	1	0	0	140	142	
Hourly Total	308	40	4	0	2	5	0	359	360	219	13	3	0	1	0	3	239	239	527	53	7	0	3	5	3	598	599	
Session Total	880	135	6	1	6	10	3	1041	1043	634	58	5	0	3	1	6	707	707	1514	193	11	1	9	11	9	1748	1750	

CLASSIFIED TURNING COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM C: A283																											
	TO ARM A: High Street										TO ARM B: B2139										U Turn							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	111	47	3	0	3	0	0	164	169	2	3	1	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0
0715-0730	120	58	3	3	1	1	0	186	192	10	5	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
0730-0745	144	50	3	1	0	2	0	200	202	10	6	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
0745-0800	133	44	4	4	2	0	0	187	196	10	4	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
Hourly Total	508	199	13	8	6	3	0	737	758	32	18	1	0	0	0	0	51	52	0	0	0	0	0	0	0	0	0	0
0800-0815	110	37	7	3	0	0	0	157	164	13	1	2	0	0	0	0	16	17	0	0	0	0	0	0	0	0	0	0
0815-0830	110	29	5	2	0	0	0	146	151	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
0830-0845	118	24	4	2	0	2	0	150	153	5	5	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
0845-0900	115	23	4	2	2	1	0	147	153	11	2	1	0	0	0	0	14	15	0	0	0	0	0	0	0	0	0	0
Hourly Total	453	113	20	9	2	3	0	600	622	39	10	3	0	0	0	0	52	54	0	0	0	0	0	0	0	0	0	0
0900-0915	112	27	6	2	0	1	0	148	153	19	3	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0
0915-0930	109	19	5	2	2	1	0	138	145	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
0915-0930	118	19	8	2	0	4	0	151	155	13	5	1	0	0	0	0	19	20	0	0	0	0	0	0	0	0	0	0
0945-1000	106	21	7	1	1	2	0	138	143	14	4	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0
Hourly Total	445	86	26	7	3	8	0	575	595	57	12	1	0	0	0	0	70	71	0	0	0	0	0	0	0	0	0	0
Session Total	1406	398	59	24	11	14	0	1912	1975	128	40	5	0	0	0	0	173	176	0	0	0	0	0	0	0	0	0	0
1600-1615	112	41	2	0	1	2	0	158	159	12	4	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0
1615-1630	143	30	1	0	1	1	0	176	177	10	1	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
1630-1645	122	37	2	0	1	3	0	165	165	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
1645-1700	115	27	2	0	0	3	0	147	146	15	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
Hourly Total	492	135	7	0	3	9	0	646	647	44	5	0	0	0	0	0	49	49	0	0	0	0	0	0	0	0	0	0
1700-1715	103	26	2	0	0	2	0	133	133	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
1715-1730	117	22	1	0	0	2	0	142	141	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
1730-1745	124	21	1	0	1	8	0	155	152	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
1745-1800	122	22	3	0	0	7	0	154	151	15	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
Hourly Total	466	91	7	0	1	19	0	584	577	36	1	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0
1800-1815	113	15	2	0	0	3	0	133	132	23	2	0	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0
1815-1830	63	8	1	0	0	2	1	75	74	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
1830-1845	78	14	0	1	2	2	0	97	99	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0
1845-1900	96	6	0	0	0	1	0	103	102	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0
Hourly Total	350	43	3	1	2	8	1	408	407	58	2	0	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0
Session Total	1308	269	17	1	6	36	1	1638	1631	138	8	0	0	0	0	0	146	146	0	0	0	0	0	0	0	0	0	0

CLASSIFIED COUNTS

Site 1 High Street / B2139 / A283

Thursday 15th May 2025

TIME	ARM C: A283																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	113	50	4	0	3	0	0	170	175	139	74	3	0	0	2	1	219	219	252	124	7	0	3	2	1	389	394	
0715-0730	130	63	3	3	1	1	0	201	207	111	58	5	1	2	1	0	178	183	241	121	8	4	3	2	0	379	390	
0730-0745	154	56	3	1	0	2	0	216	218	119	49	3	1	0	1	0	173	175	273	105	6	2	0	3	0	389	393	
0745-0800	143	48	4	4	2	0	0	201	210	133	53	4	4	1	2	0	197	204	276	101	8	8	3	2	0	398	414	
Hourly Total	540	217	14	8	6	3	0	788	810	502	234	15	6	3	6	1	767	781	1042	451	29	14	9	9	1	1555	1591	
0800-0815	123	38	9	3	0	0	0	173	181	127	37	3	1	0	1	0	169	171	250	75	12	4	0	1	0	342	353	
0815-0830	120	31	5	2	0	0	0	158	163	135	37	4	2	3	1	0	182	189	255	68	9	4	3	1	0	340	352	
0830-0845	123	29	4	2	0	2	0	160	163	129	34	8	1	0	0	0	172	177	252	63	12	3	0	2	0	332	341	
0845-0900	126	25	5	2	2	1	0	161	168	101	25	7	2	0	0	0	135	141	227	50	12	4	2	1	0	296	309	
Hourly Total	492	123	23	9	2	3	0	652	675	492	133	22	6	3	2	0	658	679	984	256	45	15	5	5	0	1310	1354	
0900-0915	131	30	6	2	0	1	0	170	175	122	27	8	1	0	0	0	158	163	253	57	14	3	0	1	0	328	338	
0915-0930	120	19	5	2	2	1	0	149	156	112	27	3	2	0	0	0	144	148	232	46	8	4	2	1	0	293	304	
0915-0930	131	24	9	2	0	4	0	170	175	137	24	10	1	1	8	0	181	184	268	48	19	3	1	12	0	351	358	
0945-1000	120	25	7	1	1	2	0	156	161	126	20	11	0	0	0	0	157	163	246	45	18	1	1	2	0	313	323	
Hourly Total	502	98	27	7	3	8	0	645	666	497	98	32	4	1	8	0	640	657	999	196	59	11	4	16	0	1285	1323	
Session Total	1534	438	64	24	11	14	0	2085	2151	1491	465	69	16	7	16	1	2065	2117	3025	903	133	40	18	30	1	4150	4268	
1600-1615	124	45	2	0	1	2	0	174	175	149	41	6	0	0	5	0	201	201	273	86	8	0	1	7	0	375	376	
1615-1630	153	31	1	0	1	1	0	187	188	163	38	2	1	1	1	0	206	209	316	69	3	1	2	2	0	393	397	
1630-1645	129	37	2	0	1	3	0	172	172	155	35	0	0	0	0	0	190	190	284	72	2	0	1	3	0	362	362	
1645-1700	130	27	2	0	0	3	0	162	161	162	35	1	0	1	1	0	200	201	292	62	3	0	1	4	0	362	362	
Hourly Total	536	140	7	0	3	9	0	695	696	629	149	9	1	2	7	0	797	801	1165	289	16	1	5	16	0	1492	1497	
1700-1715	111	27	2	0	0	2	0	142	142	135	37	0	0	2	2	0	176	177	246	64	2	0	2	4	0	318	319	
1715-1730	123	22	1	0	0	2	0	148	147	155	22	3	0	1	2	1	184	185	278	44	4	0	1	4	1	332	332	
1730-1745	131	21	1	0	1	8	0	162	159	159	24	2	0	3	0	0	188	192	290	45	3	0	4	8	0	350	351	
1745-1800	137	22	3	0	0	7	0	169	166	152	14	2	0	1	0	0	169	171	289	36	5	0	1	7	0	338	337	
Hourly Total	502	92	7	0	1	19	0	621	614	601	97	7	0	7	4	1	717	724	1103	189	14	0	8	23	1	1338	1338	
1800-1815	136	17	2	0	0	3	0	158	157	146	14	0	0	1	0	0	161	162	282	31	2	0	1	3	0	319	319	
1815-1830	75	8	1	0	0	2	1	87	86	151	18	2	0	1	4	1	177	176	226	26	3	0	1	6	2	264	261	
1830-1845	89	14	0	1	2	2	0	108	110	129	17	3	0	2	1	0	152	155	218	31	3	1	4	3	0	260	265	
1845-1900	108	6	0	0	0	1	0	115	114	85	9	1	1	0	0	0	96	98	193	15	1	1	0	1	0	211	212	
Hourly Total	408	45	3	1	2	8	1	468	467	511	58	6	1	4	5	1	586	591	919	103	9	2	6	13	2	1054	1058	
Session Total	1446	277	17	1	6	36	1	1784	1777	1741	304	22	2	13	16	2	2100	2115	3187	581	39	3	19	52	3	3884	3893	

CLASSIFIED TURNING COUNTS

Site 1 High Street / B2139 / A283
Thursday 15th May 2025

TIME	ARM A: High Street																										
	TO ARM A: High Street									TO ARM B: B2139									TO ARM C: A283								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	1	0	0	0	0	0	0	1	1	119	41	1	0	1	2	1	165	165	463	223	15	6	2	4	1	714	728
0800-0900	1	0	0	0	0	0	0	1	1	209	37	4	0	0	3	1	254	253	442	127	20	5	3	2	0	599	617
0900-1000	1	0	0	0	0	0	0	1	1	126	25	8	0	1	1	2	163	166	442	91	29	4	1	8	0	575	591
1600-1700	0	0	0	0	0	0	0	0	0	157	15	0	0	1	0	0	173	174	567	127	9	1	2	7	0	713	717
1700-1800	1	0	0	0	0	0	0	1	1	178	24	2	0	1	1	3	209	208	536	88	7	0	6	4	1	642	648
1800-1900	0	0	1	0	0	0	0	1	2	161	11	3	0	1	0	3	179	179	444	53	5	1	4	5	1	513	517
TOTAL	4	0	1	0	0	0	0	5	6	950	153	18	0	5	7	10	1143	1145	2894	709	85	17	18	30	3	3756	3818

TIME	ARM B: B2139																										
	TO ARM A: High Street										TO ARM B: B2139										TO ARM C: A283						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	92	14	3	0	2	1	1	113	115	0	0	0	0	0	0	0	0	0	39	11	0	0	1	2	0	53	53
0800-0900	211	19	3	0	2	0	1	236	239	0	0	0	0	0	0	0	0	0	50	6	2	1	0	0	0	59	61
0900-1000	169	19	3	0	2	0	0	193	197	0	0	0	0	0	0	0	0	0	55	7	3	0	0	0	0	65	67
1600-1700	179	39	1	0	2	2	0	223	224	0	0	0	0	0	0	0	0	0	62	22	0	0	0	0	0	84	84
1700-1800	266	25	1	1	1	3	3	300	299	0	0	0	0	0	0	0	0	0	65	9	0	0	1	0	0	75	76
1800-1900	241	35	3	0	2	5	0	286	287	0	0	0	0	0	0	0	0	0	67	5	1	0	0	0	0	73	74
TOTAL	1158	151	14	1	11	11	5	1351	1360	0	0	0	0	0	0	0	0	0	338	60	6	1	2	2	0	409	414

TIME	ARM C: A283																										
	TO ARM A: High Street									TO ARM B: B2139									TO ARM C: A283								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	508	199	13	8	6	3	0	737	758	32	18	1	0	0	0	0	51	52	0	0	0	0	0	0	0	0	0
0800-0900	453	113	20	9	2	3	0	600	622	39	10	3	0	0	0	0	52	54	0	0	0	0	0	0	0	0	0
0900-1000	445	86	26	7	3	8	0	575	595	57	12	1	0	0	0	0	70	71	0	0	0	0	0	0	0	0	0
1600-1700	492	135	7	0	3	9	0	646	647	44	5	0	0	0	0	0	49	49	0	0	0	0	0	0	0	0	0
1700-1800	466	91	7	0	1	19	0	584	577	36	1	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
1800-1900	350	43	3	1	2	8	1	408	407	58	2	0	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0
TOTAL	2714	667	76	25	17	50	1	3550	3607	266	48	5	0	0	0	0	319	322	0	0	0	0	0	0	0	0	0

CLASSIFIED COUNTS

Site 1 High Street / B2139 / A283
Thursday 15th May 2025

TIME	ARM A: High Street																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	583	264	16	6	3	6	2	880	894	601	213	16	8	8	4	1	851	874	1184	477	32	14	11	10	3	1731	1768	
0800-0900	652	164	24	5	3	5	1	854	872	665	132	23	9	4	3	1	837	862	1317	296	47	14	7	8	2	1691	1733	
0900-1000	569	116	37	4	2	9	2	739	758	615	105	29	7	5	8	0	769	793	1184	221	66	11	7	17	2	1508	1551	
1600-1700	724	142	9	1	3	7	0	886	891	671	174	8	0	5	11	0	869	871	1395	316	17	1	8	18	0	1755	1762	
1700-1800	715	112	9	0	7	5	4	852	857	733	116	8	1	2	22	3	885	877	1448	228	17	1	9	27	7	1737	1734	
1800-1900	605	64	9	1	5	5	4	693	698	591	78	7	1	4	13	1	695	695	1196	142	16	2	9	18	5	1388	1393	
TOTAL	3848	862	104	17	23	37	13	4904	4969	3876	818	91	26	28	61	6	4906	4972	7724	1680	195	43	51	98	19	9810	9940	

TIME	ARM B: B2139																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	131	25	3	0	3	3	1	166	168	151	59	2	0	1	2	1	216	216	282	84	5	0	4	5	2	382	384	
0800-0900	261	25	5	1	2	0	1	295	300	248	47	7	0	0	3	1	306	307	509	72	12	1	2	3	2	601	607	
0900-1000	224	26	6	0	2	0	0	258	263	183	37	9	0	1	1	2	233	236	407	63	15	0	3	1	2	491	499	
1600-1700	241	61	1	0	2	2	0	307	308	201	20	0	0	1	0	0	222	223	442	81	1	0	3	2	0	529	531	
1700-1800	331	34	1	1	2	3	3	375	375	214	25	2	0	1	1	3	246	245	545	59	3	1	3	4	6	621	620	
1800-1900	308	40	4	0	2	5	0	359	360	219	13	3	0	1	0	3	239	239	527	53	7	0	3	5	3	598	599	
TOTAL	1496	211	20	2	13	13	5	1760	1774	1216	201	23	0	5	7	10	1462	1466	2712	412	43	2	18	20	15	3222	3240	

TIME	ARM C: A283																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	540	217	14	8	6	3	0	788	810	502	234	15	6	3	6	1	767	781	1042	451	29	14	9	9	1	1555	1591	
0800-0900	492	123	23	9	2	3	0	652	675	492	133	22	6	3	2	0	658	679	984	256	45	15	5	5	0	1310	1354	
0900-1000	502	98	27	7	3	8	0	645	666	497	98	32	4	1	8	0	640	657	999	196	59	11	4	16	0	1285	1323	
1600-1700	536	140	7	0	3	9	0	695	696	629	149	9	1	2	7	0	797	801	1165	289	16	1	5	16	0	1492	1497	
1700-1800	502	92	7	0	1	19	0	621	614	601	97	7	0	7	4	1	717	724	1103	189	14	0	8	23	1	1338	1338	
1800-1900	408	45	3	1	2	8	1	468	467	511	58	6	1	4	5	1	586	591	919	103	9	2	6	13	2	1054	1058	
TOTAL	2980	715	81	25	17	50	1	3869	3928	3232	769	91	18	20	32	3	4165	4232	6212	1484	172	43	37	82	4	8034	8161	

Junction: A - B2139 (Southwest) / B - Fryern Road / C - B2139 (Northeast)

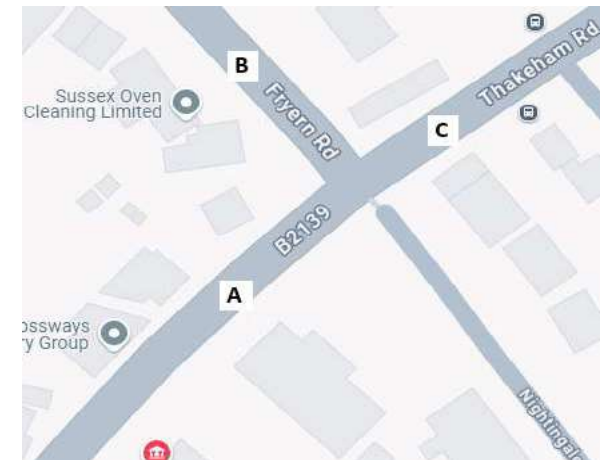
Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination			Total
		A	B	C	
Arm Origin	A	0	302	1128	1430
	B	358	0	488	846
	C	1385	489	0	1874
	Total	1743	791	1616	



CLASSIFIED TURNING COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM A: B2139 (Southwest)																											
	U turn										TO ARM B: Fryern Road										TO ARM C: B2139 (Northeast)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	7	8	21	5	0	0	1	0	1	28	28	
0715-0730	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	10	10	38	7	0	1	0	1	0	47	48	
0730-0745	0	0	0	0	0	0	0	0	0	0	9	7	0	0	0	0	16	16	32	11	0	0	0	0	0	43	43	
0745-0800	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	8	8	40	10	0	0	1	1	0	52	52	
Hourly Total	0	0	0	0	0	0	0	0	0	0	18	22	1	0	0	0	41	42	131	33	0	1	2	2	1	170	171	
0800-0815	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	0	13	14	58	12	0	0	0	1	1	72	71	
0815-0830	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	9	9	64	5	0	0	0	1	0	70	69	
0830-0845	0	0	0	0	0	0	0	0	0	0	6	5	0	1	0	0	12	13	44	8	1	0	0	1	0	54	54	
0845-0900	0	0	0	0	0	0	0	0	0	0	8	4	1	0	0	1	14	14	49	8	0	0	0	0	0	57	57	
Hourly Total	0	0	0	0	0	0	0	0	0	0	29	15	2	1	0	1	48	50	215	33	1	0	0	3	1	253	251	
0900-0915	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	10	10	30	4	1	0	1	0	1	37	38	
0915-0930	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	0	11	12	31	4	2	0	0	0	0	37	38	
0915-0930	0	0	0	0	0	0	0	0	0	0	6	5	1	0	0	0	12	13	33	7	0	0	0	0	1	41	40	
0945-1000	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	10	10	25	7	1	0	0	0	1	34	34	
Hourly Total	0	0	0	0	0	0	0	0	0	0	28	13	2	0	0	0	43	44	119	22	4	0	1	0	3	149	150	

Session Total	0	0	0	0	0	0	0	0	0	75	50	5	1	0	0	1	132	135	465	88	5	1	3	5	5	572	572
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1600-1615	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	13	46	2	0	0	0	0	0	48	48
1615-1630	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	17	28	4	0	0	1	0	0	33	34
1630-1645	0	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	14	38	7	0	0	0	0	0	45	45
1645-1700	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	15	41	3	0	0	0	0	0	44	44
Hourly Total	0	0	0	0	0	0	0	0	0	52	7	0	0	0	0	0	59	59	153	16	0	0	1	0	0	170	171
1700-1715	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17	17	48	4	0	0	0	1	1	54	53
1715-1730	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	1	14	13	52	4	0	0	0	1	0	57	56
1730-1745	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	16	48	5	1	0	0	0	0	54	55
1745-1800	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13	41	6	0	0	1	0	0	48	49
Hourly Total	0	0	0	0	0	0	0	0	0	57	2	0	0	0	0	1	60	59	189	19	1	0	1	2	1	213	213
1800-1815	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15	44	1	0	0	0	0	0	45	45
1815-1830	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13	47	2	0	1	0	1	2	53	52
1830-1845	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13	32	5	0	0	1	0	1	39	39
1845-1900	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10	31	4	1	0	0	0	0	36	37
Hourly Total	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	51	51	154	12	1	1	1	1	3	173	173

Session Total	0	0	0	0	0	0	0	0	0	160	9	0	0	0	0	1	170	169	496	47	2	1	3	3	4	556	556
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CLASSIFIED COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM A: B2139 (Southwest)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	23	9	1	0	1	0	1	35	36	26	6	0	0	1	1	0	34	34	49	15	1	0	2	1	1	69	70	
0715-0730	42	13	0	1	0	1	0	57	58	33	4	0	0	1	1	1	40	40	75	17	0	1	1	2	1	97	97	
0730-0745	41	18	0	0	0	0	0	59	59	117	20	1	0	2	3	1	144	144	158	38	1	0	2	3	1	203	203	
0745-0800	43	15	0	0	1	1	0	60	60	60	8	1	0	1	0	1	71	72	103	23	1	0	2	1	1	131	132	
Hourly Total	149	55	1	1	2	2	1	211	213	236	38	2	0	5	5	3	289	290	385	93	3	1	7	7	4	500	502	
0800-0815	66	16	1	0	0	1	1	85	84	60	8	1	0	1	0	1	71	72	126	24	2	0	1	1	2	156	156	
0815-0830	71	7	0	0	0	1	0	79	78	70	8	1	0	0	0	1	80	80	141	15	1	0	0	1	1	159	158	
0830-0845	50	13	1	1	0	1	0	66	67	66	9	0	0	1	0	0	76	77	116	22	1	1	1	1	0	142	144	
0845-0900	57	12	1	0	0	0	1	71	71	69	6	0	0	0	0	0	75	75	126	18	1	0	0	0	1	146	146	
Hourly Total	244	48	3	1	0	3	2	301	300	265	31	2	0	2	0	2	302	303	509	79	5	1	2	3	4	603	604	
0900-0915	35	9	1	0	1	0	1	47	48	51	10	2	0	0	0	0	63	64	86	19	3	0	1	0	1	110	112	
0915-0930	40	5	3	0	0	0	0	48	50	70	7	0	0	0	0	0	77	77	110	12	3	0	0	0	0	125	127	
0915-0930	39	12	1	0	0	0	1	53	53	51	3	1	0	1	0	0	56	58	90	15	2	0	1	0	1	109	110	
0945-1000	33	9	1	0	0	0	1	44	44	61	12	1	0	1	1	0	76	77	94	21	2	0	1	1	1	120	121	
Hourly Total	147	35	6	0	1	0	3	192	194	233	32	4	0	2	1	0	272	275	380	67	10	0	3	1	3	464	469	
Session Total	540	138	10	2	3	5	6	704	707	734	101	8	0	9	6	5	863	868	1274	239	18	2	12	11	11	1567	1575	
1600-1615	57	4	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0	0	57	4	0	0	0	0	0	61	61	
1615-1630	44	5	0	0	1	0	0	50	51	54	15	0	0	1	0	0	70	71	98	20	0	0	2	0	0	120	122	
1630-1645	49	10	0	0	0	0	0	59	59	79	20	2	1	0	1	2	105	105	128	30	2	1	0	1	2	164	164	
1645-1700	55	4	0	0	0	0	0	59	59	260	62	2	1	2	3	2	332	333	315	66	2	1	2	3	2	391	392	
Hourly Total	205	23	0	0	1	0	0	229	230	393	97	4	2	3	4	4	507	509	598	120	4	2	4	4	4	736	739	
1700-1715	64	5	0	0	0	1	1	71	70	260	62	2	1	2	3	2	332	333	324	67	2	1	2	4	3	403	403	
1715-1730	65	4	0	0	0	1	1	71	70	88	13	0	0	1	2	0	104	104	153	17	0	0	1	3	1	175	173	
1730-1745	64	5	1	0	0	0	0	70	71	83	9	0	0	1	1	1	95	95	147	14	1	0	1	1	1	165	165	
1745-1800	53	7	0	0	1	0	0	61	62	64	10	0	1	0	0	1	76	77	117	17	0	1	1	0	1	137	139	
Hourly Total	246	21	1	0	1	2	2	273	272	495	94	2	2	4	6	4	607	608	741	115	3	2	5	8	6	880	880	
1800-1815	59	1	0	0	0	0	0	60	60	309	39	0	1	2	3	2	356	356	368	40	0	1	2	3	2	416	416	
1815-1830	60	2	0	1	0	1	2	66	65	72	13	0	0	1	2	0	88	88	132	15	0	1	1	3	2	154	153	
1830-1845	45	5	0	0	1	0	1	52	52	53	7	0	0	0	2	0	62	61	98	12	0	0	1	2	1	114	113	
1845-1900	41	4	1	0	0	0	0	46	47	81	14	1	0	0	0	1	97	97	122	18	2	0	0	0	1	143	143	
Hourly Total	205	12	1	1	1	1	3	224	224	515	73	1	1	3	7	3	603	601	720	85	2	2	4	8	6	827	825	
Session Total	656	56	2	1	3	3	5	726	726	1403	264	7	5	10	17	11	1717	1718	2059	320	9	6	13	20	16	2443	2444	

CLASSIFIED TURNING COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM B: Fryern Road																											
	TO ARM A: B2139 (Southwest)									U Turn									TO ARM C: B2139 (Northeast)									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	4	3	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	
0715-0730	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	15	5	0	0	1	0	1	22	22	
0730-0745	8	2	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	25	2	0	0	0	0	0	27	27	
0745-0800	15	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	1	20	19	
Hourly Total	29	6	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	64	10	0	0	1	0	2	77	76	
0800-0815	15	2	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	25	1	1	0	0	0	1	28	28	
0815-0830	16	4	0	0	0	0	1	21	20	0	0	0	0	0	0	0	0	0	22	2	1	0	2	0	0	27	30	
0830-0845	20	2	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	21	9	0	0	0	0	1	31	30	
0845-0900	10	3	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	23	2	0	1	0	0	0	26	27	
Hourly Total	61	11	0	0	0	0	1	73	72	0	0	0	0	0	0	0	0	0	91	14	2	1	2	0	2	112	115	
0900-0915	11	4	1	0	0	0	0	16	17	0	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	22	
0915-0930	17	3	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	20	
0915-0930	16	0	1	0	0	0	0	17	18	0	0	0	0	0	0	0	0	0	13	5	0	0	1	0	1	20	20	
0945-1000	18	3	1	0	0	0	0	22	23	0	0	0	0	0	0	0	0	0	10	6	0	0	0	0	0	16	16	
Hourly Total	62	10	3	0	0	0	0	75	77	0	0	0	0	0	0	0	0	0	60	16	0	0	1	0	1	78	78	

Session Total	152	27	3	0	0	0	1	183	184	0	0	0	0	0	0	0	0	0	215	40	2	1	4	0	5	267	269
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1600-1615	14	5	0	0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	15	8	0	0	0	0	0	23	23
1615-1630	9	3	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	25
1630-1645	22	9	0	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	1	22	21
1645-1700	12	3	0	0	0	0	1	16	15	0	0	0	0	0	0	0	0	0	17	1	0	0	0	1	0	19	18
Hourly Total	57	20	0	0	0	0	1	78	77	0	0	0	0	0	0	0	0	0	70	15	1	0	0	1	1	88	87
1700-1715	7	6	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	19
1715-1730	10	1	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	25	1	0	0	0	2	0	28	27
1730-1745	7	4	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15
1745-1800	15	1	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	1	23	22
Hourly Total	39	12	0	0	0	0	0	51	51	0	0	0	0	0	0	0	0	0	77	5	0	0	0	2	1	85	83
1800-1815	15	2	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	14	0	0	0	0	1	0	15	14
1815-1830	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	17
1830-1845	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	10
1845-1900	12	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6
Hourly Total	42	4	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	45	2	0	0	0	1	0	48	47

Session Total	138	36	0	0	0	0	1	175	174	0	0	0	0	0	0	0	0	0	192	22	1	0	0	4	2	221	218
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CLASSIFIED COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM B: Fryern Road																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	11	4	0	0	0	0	0	15	15	11	5	1	0	0	0	0	17	18	22	9	1	0	0	0	0	32	33	
0715-0730	17	6	0	0	1	0	1	25	25	8	8	0	0	0	0	0	16	16	25	14	0	0	1	0	1	41	41	
0730-0745	33	4	0	0	0	0	0	37	37	15	10	0	0	0	0	0	25	25	48	14	0	0	0	0	0	62	62	
0745-0800	32	2	0	0	0	0	1	35	34	11	6	0	0	0	0	0	17	17	43	8	0	0	0	0	1	52	51	
Hourly Total	93	16	0	0	1	0	2	112	111	45	29	1	0	0	0	0	75	76	138	45	1	0	1	0	2	187	187	
0800-0815	40	3	1	0	0	0	1	45	45	26	7	2	0	0	0	0	35	36	66	10	3	0	0	0	1	80	81	
0815-0830	38	6	1	0	2	0	1	48	50	30	4	0	0	1	0	0	35	36	68	10	1	0	3	0	1	83	86	
0830-0845	41	11	0	0	0	0	1	53	52	29	8	0	1	0	0	0	38	39	70	19	0	1	0	0	1	91	92	
0845-0900	33	5	0	1	0	0	0	39	40	27	6	1	0	0	0	1	35	35	60	11	1	1	0	0	1	74	75	
Hourly Total	152	25	2	1	2	0	3	185	187	112	25	3	1	1	0	1	143	146	264	50	5	2	3	0	4	328	333	
0900-0915	30	7	1	0	0	0	0	38	39	25	7	0	0	0	0	0	32	32	55	14	1	0	0	0	0	70	71	
0915-0930	35	5	0	0	0	0	0	40	40	25	3	2	0	0	0	0	30	31	60	8	2	0	0	0	0	70	71	
0915-0930	29	5	1	0	1	0	1	37	38	18	7	2	0	0	0	0	27	28	47	12	3	0	1	0	1	64	66	
0945-1000	28	9	1	0	0	0	0	38	39	19	6	0	0	0	0	0	25	25	47	15	1	0	0	0	0	63	64	
Hourly Total	122	26	3	0	1	0	1	153	155	87	23	4	0	0	0	0	114	116	209	49	7	0	1	0	1	267	271	
Session Total	367	67	5	1	4	0	6	450	453	244	77	8	1	1	0	1	332	338	611	144	13	2	5	0	7	782	791	
1600-1615	29	13	0	0	0	0	0	42	42	36	5	0	0	0	0	0	41	41	65	18	0	0	0	0	0	83	83	
1615-1630	28	7	1	0	0	0	0	36	37	37	2	0	0	0	0	0	39	39	65	9	1	0	0	0	0	75	76	
1630-1645	41	11	0	0	0	0	1	53	52	32	7	0	0	1	0	0	40	41	73	18	0	0	1	0	1	93	93	
1645-1700	29	4	0	0	0	1	1	35	34	39	4	0	0	0	0	1	44	43	68	8	0	0	0	1	2	79	77	
Hourly Total	127	35	1	0	0	1	2	166	164	144	18	0	0	1	0	1	164	164	271	53	1	0	1	1	3	330	329	
1700-1715	23	9	0	0	0	0	0	32	32	51	9	0	0	0	0	0	60	60	74	18	0	0	0	0	0	92	92	
1715-1730	35	2	0	0	0	2	0	39	38	27	5	0	0	0	2	1	35	33	62	7	0	0	0	4	1	74	71	
1730-1745	22	4	0	0	0	0	0	26	26	48	5	0	0	0	0	0	53	53	70	9	0	0	0	0	0	79	79	
1745-1800	36	2	0	0	0	0	1	39	38	36	4	0	0	0	0	1	41	40	72	6	0	0	0	0	2	80	78	
Hourly Total	116	17	0	0	0	2	1	136	134	162	23	0	0	0	2	2	189	186	278	40	0	0	0	4	3	325	320	
1800-1815	29	2	0	0	0	1	0	32	31	36	2	0	0	0	0	0	38	38	65	4	0	0	0	1	0	70	69	
1815-1830	21	0	0	0	0	0	0	21	21	26	1	0	0	0	0	0	27	27	47	1	0	0	0	0	0	48	48	
1830-1845	20	2	0	0	0	0	0	22	22	22	1	0	0	0	0	0	23	23	42	3	0	0	0	0	0	45	45	
1845-1900	17	2	0	0	0	0	0	19	19	17	1	0	0	0	0	0	18	18	34	3	0	0	0	0	0	37	37	
Hourly Total	87	6	0	0	0	1	0	94	93	101	5	0	0	0	0	0	106	106	188	11	0	0	0	1	0	200	199	
Session Total	330	58	1	0	0	4	3	396	392	407	46	0	0	1	2	3	459	456	737	104	1	0	1	6	6	855	848	

CLASSIFIED TURNING COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM C: B2139 (Northeast)																											
	TO ARM A: B2139 (Southwest)									TO ARM B: Fryern Road									U Turn									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	22	3	0	0	1	1	0	27	27	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
0715-0730	25	4	0	0	0	1	0	30	29	4	2	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
0730-0745	23	3	1	0	0	0	0	27	28	6	3	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
0745-0800	18	4	0	0	1	1	1	25	25	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
Hourly Total	88	14	1	0	2	3	1	109	109	27	7	0	0	0	0	0	34	34	0	0	0	0	0	0	0	0	0	0
0800-0815	45	6	1	0	1	0	1	54	55	18	3	1	0	0	0	0	22	23	0	0	0	0	0	0	0	0	0	0
0815-0830	54	4	1	0	0	0	0	59	60	23	2	0	0	1	0	0	26	27	0	0	0	0	0	0	0	0	0	0
0830-0845	46	7	0	0	1	0	0	54	55	23	3	0	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0
0845-0900	59	3	0	0	0	0	0	62	62	19	2	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0
Hourly Total	204	20	2	0	2	0	1	229	231	83	10	1	0	1	0	0	95	97	0	0	0	0	0	0	0	0	0	0
0900-0915	40	6	1	0	0	0	0	47	48	20	2	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0
0915-0930	53	4	0	0	0	0	0	57	57	16	2	1	0	0	0	0	19	20	0	0	0	0	0	0	0	0	0	0
0915-0930	35	3	0	0	1	0	0	39	40	12	2	1	0	0	0	0	15	16	0	0	0	0	0	0	0	0	0	0
0945-1000	43	9	0	0	1	1	0	54	54	11	4	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0
Hourly Total	171	22	1	0	2	1	0	197	199	59	10	2	0	0	0	0	71	72	0	0	0	0	0	0	0	0	0	0

Session Total	463	56	4	0	6	4	2	535	539	169	27	3	0	1	0	0	200	203	0	0	0	0	0	0	0	0	0	0
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1600-1615	40	10	0	0	1	0	0	51	52	25	3	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0
1615-1630	46	5	0	0	1	2	0	54	54	21	1	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0
1630-1645	50	10	0	0	0	0	0	60	60	21	4	0	0	1	0	0	26	27	0	0	0	0	0	0	0	0	0	0
1645-1700	67	17	2	1	0	1	1	89	90	25	3	0	0	0	0	1	29	28	0	0	0	0	0	0	0	0	0	0
Hourly Total	203	42	2	1	2	3	1	254	256	92	11	0	0	1	0	1	105	105	0	0	0	0	0	0	0	0	0	0
1700-1715	81	7	0	0	1	2	0	91	91	35	8	0	0	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0
1715-1730	73	8	0	0	1	1	1	84	84	14	5	0	0	0	2	0	21	20	0	0	0	0	0	0	0	0	0	0
1730-1745	57	6	0	1	0	0	1	65	66	32	5	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0
1745-1800	59	6	0	0	0	0	0	65	65	24	3	0	0	0	0	1	28	27	0	0	0	0	0	0	0	0	0	0
Hourly Total	270	27	0	1	2	3	2	305	305	105	21	0	0	0	2	1	129	127	0	0	0	0	0	0	0	0	0	0
1800-1815	57	11	0	0	1	2	0	71	71	21	2	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0
1815-1830	49	7	0	0	0	2	0	58	57	13	1	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
1830-1845	70	13	1	0	0	0	1	85	85	9	1	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
1845-1900	67	9	0	0	1	0	0	77	78	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
Hourly Total	243	40	1	0	2	4	1	291	290	50	5	0	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0

Session Total	716	109	3	2	6	10	4	850	851	247	37	0	0	1	2	2	289	287	0	0	0	0	0	0	0	0	0	0
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CLASSIFIED COUNTS

Site 2 B2139 / Fryern Road

Thursday 15th May 2025

TIME	ARM C: B2139 (Northeast)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	31	4	0	0	1	1	0	37	37	28	6	0	0	1	0	1	36	36	59	10	0	0	2	1	1	73	74	
0715-0730	29	6	0	0	0	1	0	36	35	53	12	0	1	1	1	1	69	70	82	18	0	1	1	2	1	105	105	
0730-0745	29	6	1	0	0	0	0	36	37	57	13	0	0	0	0	0	70	70	86	19	1	0	0	0	0	106	107	
0745-0800	26	5	0	0	1	1	1	34	34	57	12	0	0	1	1	1	72	72	83	17	0	0	2	2	2	106	105	
Hourly Total	115	21	1	0	2	3	1	143	143	195	43	0	1	3	2	3	247	248	310	64	1	1	5	5	4	390	391	
0800-0815	63	9	2	0	1	0	1	76	77	83	13	1	0	0	1	2	100	98	146	22	3	0	1	1	3	176	176	
0815-0830	77	6	1	0	1	0	0	85	87	86	7	1	0	2	1	0	97	99	163	13	2	0	3	1	0	182	185	
0830-0845	69	10	0	0	1	0	0	80	81	65	17	1	0	0	1	1	85	84	134	27	1	0	1	1	1	165	165	
0845-0900	78	5	0	0	0	0	0	83	83	72	10	0	1	0	0	0	83	84	150	15	0	1	0	0	0	166	167	
Hourly Total	287	30	3	0	3	0	1	324	328	306	47	3	1	2	3	3	365	366	593	77	6	1	5	3	4	689	693	
0900-0915	60	8	1	0	0	0	0	69	70	49	7	1	0	1	0	1	59	60	109	15	2	0	1	0	1	128	129	
0915-0930	69	6	1	0	0	0	0	76	77	49	6	2	0	0	0	0	57	58	118	12	3	0	0	0	0	133	135	
0915-0930	47	5	1	0	1	0	0	54	56	46	12	0	0	1	0	2	61	60	93	17	1	0	2	0	2	115	116	
0945-1000	54	13	0	0	1	1	0	69	69	35	13	1	0	0	0	1	50	50	89	26	1	0	1	1	1	119	119	
Hourly Total	230	32	3	0	2	1	0	268	271	179	38	4	0	2	0	4	227	228	409	70	7	0	4	1	4	495	499	
Session Total	632	83	7	0	7	4	2	735	742	680	128	7	2	7	5	10	839	841	1312	211	14	2	14	9	12	1574	1583	
1600-1615	65	13	0	0	1	0	0	79	80	61	10	0	0	0	0	0	71	71	126	23	0	0	1	0	0	150	151	
1615-1630	67	6	0	0	1	2	0	76	76	47	8	1	0	1	0	0	57	59	114	14	1	0	2	2	0	133	134	
1630-1645	71	14	0	0	1	0	0	86	87	57	9	0	0	0	0	1	67	66	128	23	0	0	1	0	1	153	153	
1645-1700	92	20	2	1	0	1	2	118	118	58	4	0	0	0	1	0	63	62	150	24	2	1	0	2	2	181	181	
Hourly Total	295	53	2	1	3	3	2	359	361	223	31	1	0	1	1	1	258	258	518	84	3	1	4	4	3	617	619	
1700-1715	116	15	0	0	1	2	0	134	134	64	7	0	0	0	1	1	73	72	180	22	0	0	1	3	1	207	205	
1715-1730	87	13	0	0	1	3	1	105	103	77	5	0	0	0	3	0	85	83	164	18	0	0	1	6	1	190	187	
1730-1745	89	11	0	1	0	0	1	102	103	63	5	1	0	0	0	0	69	70	152	16	1	1	0	0	1	171	172	
1745-1800	83	9	0	0	0	0	1	93	92	62	7	0	0	1	0	1	71	71	145	16	0	0	1	0	2	164	163	
Hourly Total	375	48	0	1	2	5	3	434	432	266	24	1	0	1	4	2	298	296	641	72	1	1	3	9	5	732	727	
1800-1815	78	13	0	0	1	2	0	94	94	58	1	0	0	0	1	0	60	59	136	14	0	0	1	3	0	154	153	
1815-1830	62	8	0	0	0	2	0	72	71	64	2	0	1	0	1	2	70	69	126	10	0	1	0	3	2	142	140	
1830-1845	79	14	1	0	0	0	1	95	95	41	6	0	0	1	0	1	49	49	120	20	1	0	1	0	2	144	144	
1845-1900	74	10	0	0	1	0	0	85	86	36	5	1	0	0	0	0	42	43	110	15	1	0	1	0	0	127	129	
Hourly Total	293	45	1	0	2	4	1	346	345	199	14	1	1	1	2	3	221	220	492	59	2	1	3	6	4	567	566	
Session Total	963	146	3	2	7	12	6	1139	1138	688	69	3	1	3	7	6	777	774	1651	215	6	3	10	19	12	1916	1912	

CLASSIFIED TURNING COUNTS

Site 2 B2139 / Fryern Road
Thursday 15th May 2025

TIME	ARM A: B2139 (Southwest)																										
	TO ARM A: B2139 (Southwest)										TO ARM B: Fryern Road										TO ARM C: B2139 (Northeast)						
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	0	0	0	0	0	0	0	0	0	18	22	1	0	0	0	0	41	42	131	33	0	1	2	2	1	170	171
0800-0900	0	0	0	0	0	0	0	0	0	29	15	2	1	0	0	1	48	50	215	33	1	0	0	3	1	253	251
0900-1000	0	0	0	0	0	0	0	0	0	28	13	2	0	0	0	0	43	44	119	22	4	0	1	0	3	149	150
1600-1700	0	0	0	0	0	0	0	0	0	52	7	0	0	0	0	0	59	59	153	16	0	0	1	0	0	170	171
1700-1800	0	0	0	0	0	0	0	0	0	57	2	0	0	0	0	1	60	59	189	19	1	0	1	2	1	213	213
1800-1900	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	51	51	154	12	1	1	1	1	3	173	173
TOTAL	0	0	0	0	0	0	0	0	0	235	59	5	1	0	0	2	302	304	961	135	7	2	6	8	9	1128	1128

TIME	ARM B: Fryern Road																										
	TO ARM A: B2139 (Southwest)									TO ARM B: Fryern Road									TO ARM C: B2139 (Northeast)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	29	6	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	64	10	0	0	1	0	2	77	76
0800-0900	61	11	0	0	0	0	1	73	72	0	0	0	0	0	0	0	0	0	91	14	2	1	2	0	2	112	115
0900-1000	62	10	3	0	0	0	0	75	77	0	0	0	0	0	0	0	0	0	60	16	0	0	1	0	1	78	78
1600-1700	57	20	0	0	0	0	1	78	77	0	0	0	0	0	0	0	0	0	70	15	1	0	0	1	1	88	87
1700-1800	39	12	0	0	0	0	0	51	51	0	0	0	0	0	0	0	0	0	77	5	0	0	0	2	1	85	83
1800-1900	42	4	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	45	2	0	0	0	1	0	48	47
TOTAL	290	63	3	0	0	0	2	358	358	0	0	0	0	0	0	0	0	0	407	62	3	1	4	4	7	488	487

TIME	ARM C: B2139 (Northeast)																										
	TO ARM A: B2139 (Southwest)									TO ARM B: Fryern Road									TO ARM C: B2139 (Northeast)								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU
0700-0800	88	14	1	0	2	3	1	109	109	27	7	0	0	0	0	0	34	34	0	0	0	0	0	0	0	0	0
0800-0900	204	20	2	0	2	0	1	229	231	83	10	1	0	1	0	0	95	97	0	0	0	0	0	0	0	0	0
0900-1000	171	22	1	0	2	1	0	197	199	59	10	2	0	0	0	0	71	72	0	0	0	0	0	0	0	0	0
1600-1700	203	42	2	1	2	3	1	254	256	92	11	0	0	1	0	1	105	105	0	0	0	0	0	0	0	0	0
1700-1800	270	27	0	1	2	3	2	305	305	105	21	0	0	0	2	1	129	127	0	0	0	0	0	0	0	0	0
1800-1900	243	40	1	0	2	4	1	291	290	50	5	0	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0
TOTAL	1179	165	7	2	12	14	6	1385	1390	416	64	3	0	2	2	2	489	490	0	0	0	0	0	0	0	0	0

CLASSIFIED COUNTS

Site 2 B2139 / Fryern Road
Thursday 15th May 2025

TIME	ARM A: B2139 (Southwest)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	149	55	1	1	2	2	1	211	213	117	20	1	0	2	3	1	144	144	266	75	2	1	4	5	2	355	357	
0800-0900	244	48	3	1	0	3	2	301	300	265	31	2	0	2	0	2	302	303	509	79	5	1	2	3	4	603	604	
0900-1000	147	35	6	0	1	0	3	192	194	233	32	4	0	2	1	0	272	275	380	67	10	0	3	1	3	464	469	
1600-1700	205	23	0	0	1	0	0	229	230	260	62	2	1	2	3	2	332	333	465	85	2	1	3	3	2	561	563	
1700-1800	246	21	1	0	1	2	2	273	272	309	39	0	1	2	3	2	356	356	555	60	1	1	3	5	4	629	628	
1800-1900	205	12	1	1	1	1	3	224	224	285	44	1	0	2	4	1	337	336	490	56	2	1	3	5	4	561	560	
TOTAL	1196	194	12	3	6	8	11	1430	1432	1469	228	10	2	12	14	8	1743	1748	2665	422	22	5	18	22	19	3173	3180	

TIME	ARM B: Fryern Road																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	93	16	0	0	1	0	2	112	111	45	29	1	0	0	0	0	75	76	138	45	1	0	1	0	2	187	187	
0800-0900	152	25	2	1	2	0	3	185	187	112	25	3	1	1	0	1	143	146	264	50	5	2	3	0	4	328	333	
0900-1000	122	26	3	0	1	0	1	153	155	87	23	4	0	0	0	0	114	116	209	49	7	0	1	0	1	267	271	
1600-1700	127	35	1	0	0	1	2	166	164	144	18	0	0	1	0	1	164	164	271	53	1	0	1	1	3	330	329	
1700-1800	116	17	0	0	0	2	1	136	134	162	23	0	0	0	2	2	189	186	278	40	0	0	0	4	3	325	320	
1800-1900	87	6	0	0	0	1	0	94	93	101	5	0	0	0	0	0	106	106	188	11	0	0	0	1	0	200	199	
TOTAL	697	125	6	1	4	4	9	846	845	651	123	8	1	2	2	4	791	794	1348	248	14	2	6	6	13	1637	1639	

TIME	ARM C: B2139 (Northeast)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	115	21	1	0	2	3	1	143	143	195	43	0	1	3	2	3	247	248	310	64	1	1	5	5	4	390	391	
0800-0900	287	30	3	0	3	0	1	324	328	306	47	3	1	2	3	3	365	366	593	77	6	1	5	3	4	689	693	
0900-1000	230	32	3	0	2	1	0	268	271	179	38	4	0	2	0	4	227	228	409	70	7	0	4	1	4	495	499	
1600-1700	295	53	2	1	3	3	2	359	361	223	31	1	0	1	1	1	258	258	518	84	3	1	4	4	3	617	619	
1700-1800	375	48	0	1	2	5	3	434	432	266	24	1	0	1	4	2	298	296	641	72	1	1	3	9	5	732	727	
1800-1900	293	45	1	0	2	4	1	346	345	199	14	1	1	1	2	3	221	220	492	59	2	1	3	6	4	567	566	
TOTAL	1595	229	10	2	14	16	8	1874	1880	1368	197	10	3	10	12	16	1616	1615	2963	426	20	5	24	28	24	3490	3495	

Junction: A - A24 Northbound (North) / B - A24 Northbound (South) / C - Rock Road

Vehicle Class: **All classes**

Show single Session: **No**
07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination			Total
		A	B	C	
Arm Origin	A	0	7571	0	7571
	B	7457	0	795	8252
	C	1066	0	0	1066
	Total	8523	7571	795	



CLASSIFIED TURNING COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM A: A24 Northbound (North)																											
	U Turn										TO ARM B: A24 Northbound (South)										TO ARM C: Rock Road							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	0	0	0	0	0	0	0	0	0	186	77	12	12	0	1	0	288	309	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	205	69	9	17	1	1	0	302	329	0	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0	266	42	17	18	1	0	0	344	377	0	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	268	61	23	9	1	4	0	366	388	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	925	249	61	56	3	6	0	1300	1403	0	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	0	226	50	13	10	0	1	0	300	319	0	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0	274	66	14	15	2	1	0	372	400	0	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	0	213	43	15	11	1	3	0	286	307	0	0	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0	0	206	56	12	10	2	1	0	287	307	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	919	215	54	46	5	6	0	1245	1333	0	0	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0	0	211	55	22	10	3	1	0	302	328	0	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0	198	37	9	6	0	0	0	250	262	0	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0	183	55	13	13	1	2	0	267	290	0	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0	189	36	10	10	1	0	0	246	265	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	781	183	54	39	5	3	0	1065	1146	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	2625	647	169	141	13	15	0	3610	3882	0	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	311	79	11	3	4	1	0	409	422	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	285	58	2	5	3	1	0	354	364	0	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0	309	53	8	2	3	6	0	381	387	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	322	60	2	7	2	6	0	399	408	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1227	250	23	17	12	14	0	1543	1580	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	292	40	8	1	1	4	0	346	350	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	313	50	4	2	2	5	0	376	380	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	315	53	5	3	0	4	0	380	384	0	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	360	46	8	2	1	3	0	420	426	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1280	189	25	8	4	16	0	1522	1539	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	157	10	1	0	1	1	2	172	171	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	87	12	0	0	0	0	0	99	99	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	296	22	3	2	1	3	4	331	331	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	254	34	0	3	0	2	1	294	296	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	794	78	4	5	2	6	7	896	897	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	3301	517	52	30	18	36	7	3961	4017	0	0	0	0	0	0	0	0	0	0

CLASSIFIED COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM A: A24 Northbound (North)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	186	77	12	12	0	1	0	288	309	392	79	13	4	3	6	0	497	508	578	156	25	16	3	7	0	785	817	
0715-0730	205	69	9	17	1	1	0	302	329	340	76	13	5	2	4	0	440	453	545	145	22	22	3	5	0	742	782	
0730-0745	266	42	17	18	1	0	0	344	377	1452	300	60	17	9	17	0	1855	1906	1718	342	77	35	10	17	0	2199	2283	
0745-0800	268	61	23	9	1	4	0	366	388	351	50	19	3	5	2	0	430	447	619	111	42	12	6	6	0	796	835	
Hourly Total	925	249	61	56	3	6	0	1300	1403	2535	505	105	29	19	29	0	3222	3314	3460	754	166	85	22	35	0	4522	4717	
0800-0815	226	50	13	10	0	1	0	300	319	351	50	19	3	5	2	0	430	447	577	100	32	13	5	3	0	730	766	
0815-0830	274	66	14	15	2	1	0	372	400	351	47	18	9	1	6	0	432	450	625	113	32	24	3	7	0	804	850	
0830-0845	213	43	15	11	1	3	0	286	307	363	40	21	7	2	1	0	434	455	576	83	36	18	3	4	0	720	762	
0845-0900	206	56	12	10	2	1	0	287	307	268	41	21	12	3	5	0	350	376	474	97	33	22	5	6	0	637	684	
Hourly Total	919	215	54	46	5	6	0	1245	1333	1333	178	79	31	11	14	0	1646	1728	2252	393	133	77	16	20	0	2891	3062	
0900-0915	211	55	22	10	3	1	0	302	328	298	36	16	11	3	2	0	366	390	509	91	38	21	6	3	0	668	719	
0915-0930	198	37	9	6	0	0	0	250	262	328	35	12	22	0	1	0	398	432	526	72	21	28	0	1	0	648	694	
0915-0930	183	55	13	13	1	2	0	267	290	341	60	14	12	1	8	0	436	455	524	115	27	25	2	10	0	703	745	
0945-1000	189	36	10	10	1	0	0	246	265	313	50	17	18	0	1	0	399	430	502	86	27	28	1	1	0	645	695	
Hourly Total	781	183	54	39	5	3	0	1065	1146	1280	181	59	63	4	12	0	1599	1707	2061	364	113	102	9	15	0	2664	2853	
Session Total	2625	647	169	141	13	15	0	3610	3882	5148	864	243	123	34	55	0	6467	6749	7773	1511	412	264	47	70	0	10077	10631	
1600-1615	311	79	11	3	4	1	0	409	422	0	0	0	0	0	0	0	0	0	311	79	11	3	4	1	0	409	422	
1615-1630	285	58	2	5	3	1	0	354	364	240	58	10	10	1	3	0	322	339	525	116	12	15	4	4	0	676	703	
1630-1645	309	53	8	2	3	6	0	381	387	250	61	12	2	1	2	0	328	336	559	114	20	4	4	8	0	709	723	
1645-1700	322	60	2	7	2	6	0	399	408	1014	234	43	30	4	7	0	1332	1392	1336	294	45	37	6	13	0	1731	1800	
Hourly Total	1227	250	23	17	12	14	0	1543	1580	1504	353	65	42	6	12	0	1982	2068	2731	603	88	59	18	26	0	3525	3648	
1700-1715	292	40	8	1	1	4	0	346	350	1014	234	43	30	4	7	0	1332	1392	1306	274	51	31	5	11	0	1678	1742	
1715-1730	313	50	4	2	2	5	0	376	380	267	41	7	2	1	4	0	322	327	580	91	11	4	3	9	0	698	706	
1730-1745	315	53	5	3	0	4	0	380	384	248	51	2	2	2	3	0	308	312	563	104	7	5	2	7	0	688	696	
1745-1800	360	46	8	2	1	3	0	420	426	245	53	6	6	1	7	0	318	326	605	99	14	8	2	10	0	738	751	
Hourly Total	1280	189	25	8	4	16	0	1522	1539	1774	379	58	40	8	21	0	2280	2356	3054	568	83	48	12	37	0	3802	3896	
1800-1815	157	10	1	0	1	1	2	172	171	960	172	18	13	6	19	0	1188	1209	1117	182	19	13	7	20	2	1360	1380	
1815-1830	87	12	0	0	0	0	0	99	99	207	30	5	3	2	0	2	249	256	294	42	5	3	2	0	2	348	355	
1830-1845	296	22	3	2	1	3	4	331	331	211	36	7	1	0	5	0	260	262	507	58	10	3	1	8	4	591	593	
1845-1900	254	34	0	3	0	2	1	294	296	183	30	2	2	0	2	0	219	221	437	64	2	5	0	4	1	513	517	
Hourly Total	794	78	4	5	2	6	7	896	897	1561	268	32	19	8	26	2	1916	1948	2355	346	36	24	10	32	9	2812	2845	
Session Total	3301	517	52	30	18	36	7	3961	4017	4839	1000	155	101	22	59	2	6178	6372	8140	1517	207	131	40	95	9	10139	10389	

CLASSIFIED TURNING COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM B: A24 Northbound (South)																											
	TO ARM A: A24 Northbound (North)									U Turn									TO ARM C: Rock Road									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	362	78	13	4	3	6	0	466	477	0	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13	14	
0715-0730	318	63	17	2	4	4	0	408	421	0	0	0	0	0	0	0	0	0	22	5	0	2	0	0	0	29	32	
0730-0745	296	60	15	6	0	2	0	379	393	0	0	0	0	0	0	0	0	0	22	3	1	0	0	0	0	26	27	
0745-0800	286	61	13	4	2	4	0	370	381	0	0	0	0	0	0	0	0	0	23	5	2	0	0	0	0	30	31	
Hourly Total	1262	262	58	16	9	16	0	1623	1672	0	0	0	0	0	0	0	0	0	76	16	4	2	0	0	0	98	103	
0800-0815	280	44	16	3	5	2	0	350	366	0	0	0	0	0	0	0	0	0	29	5	1	0	0	0	0	35	36	
0815-0830	282	45	15	9	0	6	0	357	373	0	0	0	0	0	0	0	0	0	33	11	1	0	0	1	0	46	46	
0830-0845	284	36	20	7	1	1	0	349	369	0	0	0	0	0	0	0	0	0	36	5	1	0	0	2	0	44	43	
0845-0900	233	35	20	12	3	4	0	307	333	0	0	0	0	0	0	0	0	0	39	4	1	3	1	0	0	48	53	
Hourly Total	1079	160	71	31	9	13	0	1363	1440	0	0	0	0	0	0	0	0	0	137	25	4	3	1	3	0	173	178	
0900-0915	267	33	16	10	3	1	0	330	353	0	0	0	0	0	0	0	0	0	32	7	3	1	0	1	0	44	46	
0915-0930	289	30	12	20	0	1	0	352	383	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	27	
0915-0930	311	56	13	10	1	8	0	399	415	0	0	0	0	0	0	0	0	0	18	6	1	0	0	0	0	25	26	
0945-1000	267	46	15	18	0	1	0	347	377	0	0	0	0	0	0	0	0	0	23	5	0	0	0	3	0	31	29	
Hourly Total	1134	165	56	58	4	11	0	1428	1529	0	0	0	0	0	0	0	0	0	99	19	4	1	0	4	0	127	128	
Session Total	3475	587	185	105	22	40	0	4414	4641	0	0	0	0	0	0	0	0	0	312	60	12	6	1	7	0	398	409	
1600-1615	208	53	10	10	1	3	0	285	302	0	0	0	0	0	0	0	0	0	32	6	0	0	0	2	0	40	39	
1615-1630	232	60	8	11	2	1	0	314	334	0	0	0	0	0	0	0	0	0	28	1	0	1	0	0	0	30	31	
1630-1645	229	45	10	7	0	1	0	292	306	0	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37	37	
1645-1700	216	55	11	2	1	2	0	287	295	0	0	0	0	0	0	0	0	0	26	6	0	0	0	0	0	32	32	
Hourly Total	885	213	39	30	4	7	0	1178	1236	0	0	0	0	0	0	0	0	0	120	16	0	1	0	2	0	139	139	
1700-1715	235	39	7	2	1	2	0	286	292	0	0	0	0	0	0	0	0	0	31	1	0	0	0	0	0	32	32	
1715-1730	203	47	2	2	2	3	0	259	263	0	0	0	0	0	0	0	0	0	35	7	1	0	0	0	0	43	44	
1730-1745	213	48	3	6	1	6	0	277	284	0	0	0	0	0	0	0	0	0	37	7	0	0	0	0	0	44	44	
1745-1800	185	24	3	3	2	5	0	222	226	0	0	0	0	0	0	0	0	0	37	3	0	0	0	1	0	41	40	
Hourly Total	836	158	15	13	6	16	0	1044	1065	0	0	0	0	0	0	0	0	0	140	18	1	0	0	1	0	160	160	
1800-1815	184	28	4	3	2	0	1	222	229	0	0	0	0	0	0	0	0	0	21	3	1	0	0	0	0	25	26	
1815-1830	194	33	7	1	0	5	0	240	242	0	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0	21	22	
1830-1845	176	27	2	2	0	1	0	208	211	0	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	23	
1845-1900	129	15	0	4	1	2	0	151	156	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29	29	
Hourly Total	683	103	13	10	3	8	1	821	838	0	0	0	0	0	0	0	0	0	90	6	2	0	0	0	0	98	99	
Session Total	2404	474	67	53	13	31	1	3043	3139	0	0	0	0	0	0	0	0	0	350	40	3	1	0	3	0	397	398	

CLASSIFIED COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM B: A24 Northbound (South)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	371	81	14	4	3	6	0	479	491	186	77	12	12	0	1	0	288	309	557	158	26	16	3	7	0	767	800	
0715-0730	340	68	17	4	4	4	0	437	452	205	69	9	17	1	1	0	302	329	545	137	26	21	5	5	0	739	781	
0730-0745	318	63	16	6	0	2	0	405	420	266	42	17	18	1	0	0	344	377	584	105	33	24	1	2	0	749	797	
0745-0800	309	66	15	4	2	4	0	400	412	268	61	23	9	1	4	0	366	388	577	127	38	13	3	8	0	766	800	
Hourly Total	1338	278	62	18	9	16	0	1721	1775	925	249	61	56	3	6	0	1300	1403	2263	527	123	74	12	22	0	3021	3178	
0800-0815	309	49	17	3	5	2	0	385	401	226	50	13	10	0	1	0	300	319	535	99	30	13	5	3	0	685	720	
0815-0830	315	56	16	9	0	7	0	403	419	274	66	14	15	2	1	0	372	400	589	122	30	24	2	8	0	775	818	
0830-0845	320	41	21	7	1	3	0	393	412	213	43	15	11	1	3	0	286	307	533	84	36	18	2	6	0	679	719	
0845-0900	272	39	21	15	4	4	0	355	387	206	56	12	10	2	1	0	287	307	478	95	33	25	6	5	0	642	694	
Hourly Total	1216	185	75	34	10	16	0	1536	1618	919	215	54	46	5	6	0	1245	1333	2135	400	129	80	15	22	0	2781	2951	
0900-0915	299	40	19	11	3	2	0	374	400	211	55	22	10	3	1	0	302	328	510	95	41	21	6	3	0	676	728	
0915-0930	315	31	12	20	0	1	0	379	410	198	37	9	6	0	0	0	250	262	513	68	21	26	0	1	0	629	673	
0915-0930	329	62	14	10	1	8	0	424	440	183	55	13	13	1	2	0	267	290	512	117	27	23	2	10	0	691	730	
0945-1000	290	51	15	18	0	4	0	378	407	189	36	10	10	1	0	0	246	265	479	87	25	28	1	4	0	624	672	
Hourly Total	1233	184	60	59	4	15	0	1555	1657	781	183	54	39	5	3	0	1065	1146	2014	367	114	98	9	18	0	2620	2803	
Session Total	3787	647	197	111	23	47	0	4812	5050	2625	647	169	141	13	15	0	3610	3882	6412	1294	366	252	36	62	0	8422	8931	
1600-1615	240	59	10	10	1	5	0	325	341	311	79	11	3	4	1	0	409	422	551	138	21	13	5	6	0	734	763	
1615-1630	260	61	8	12	2	1	0	344	365	285	58	2	5	3	1	0	354	364	545	119	10	17	5	2	0	698	729	
1630-1645	263	48	10	7	0	1	0	329	343	309	53	8	2	3	6	0	381	387	572	101	18	9	3	7	0	710	730	
1645-1700	242	61	11	2	1	2	0	319	327	322	60	2	7	2	6	0	399	408	564	121	13	9	3	8	0	718	734	
Hourly Total	1005	229	39	31	4	9	0	1317	1375	1227	250	23	17	12	14	0	1543	1580	2232	479	62	48	16	23	0	2860	2956	
1700-1715	266	40	7	2	1	2	0	318	324	292	40	8	1	1	4	0	346	350	558	80	15	3	2	6	0	664	674	
1715-1730	238	54	3	2	2	3	0	302	306	313	50	4	2	2	5	0	376	380	551	104	7	4	4	8	0	678	686	
1730-1745	250	55	3	6	1	6	0	321	328	315	53	5	3	0	4	0	380	384	565	108	8	9	1	10	0	701	712	
1745-1800	222	27	3	3	2	6	0	263	267	360	46	8	2	1	3	0	420	426	582	73	11	5	3	9	0	683	693	
Hourly Total	976	176	16	13	6	17	0	1204	1225	1280	189	25	8	4	16	0	1522	1539	2256	365	41	21	10	33	0	2726	2764	
1800-1815	205	31	5	3	2	0	1	247	255	157	10	1	0	1	1	2	172	171	362	41	6	3	3	1	3	419	426	
1815-1830	214	33	8	1	0	5	0	261	263	87	12	0	0	0	0	0	99	99	301	45	8	1	0	5	0	360	362	
1830-1845	198	28	2	2	0	1	0	231	234	296	22	3	2	1	3	4	331	331	494	50	5	4	1	4	4	562	565	
1845-1900	156	17	0	4	1	2	0	180	185	254	34	0	3	0	2	1	294	296	410	51	0	7	1	4	1	474	481	
Hourly Total	773	109	15	10	3	8	1	919	937	794	78	4	5	2	6	7	896	897	1567	187	19	15	5	14	8	1815	1834	
Session Total	2754	514	70	54	13	34	1	3440	3537	3301	517	52	30	18	36	7	3961	4017	6055	1031	122	84	31	70	8	7401	7554	

CLASSIFIED TURNING COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM C: Rock Road																											
	TO ARM A: A24 Northbound (North)									TO ARM B: A24 Northbound (South)									U Turn									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	30	1	0	0	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715-0730	53	10	1	0	0	1	0	65	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730-0745	53	12	1	0	0	0	0	66	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745-0800	54	15	0	1	0	0	0	70	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	190	38	2	1	0	1	0	232	234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0815	71	6	3	0	0	0	0	80	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815-0830	69	2	3	0	1	0	0	75	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830-0845	79	4	1	0	1	0	0	85	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845-0900	35	6	1	0	0	1	0	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	254	18	8	0	2	1	0	283	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900-0915	31	3	0	1	0	1	0	36	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915-0930	39	5	0	2	0	0	0	46	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915-0930	30	4	1	2	0	0	0	37	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945-1000	46	4	2	0	0	0	0	52	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	146	16	3	5	0	1	0	171	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Session Total	590	72	13	6	2	3	0	686	701	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1600-1615	32	5	0	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615-1630	26	6	1	0	0	0	0	33	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630-1645	37	4	2	0	0	0	0	43	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645-1700	34	6	1	0	0	0	0	41	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	129	21	4	0	0	0	0	154	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1715	32	2	0	0	0	2	0	36	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	45	4	0	0	0	0	0	49	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	32	5	3	0	0	1	0	41	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745-1800	15	3	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	124	14	3	0	0	3	0	144	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800-1815	23	2	1	0	0	0	1	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815-1830	17	3	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	7	3	0	0	0	1	0	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845-1900	17	7	0	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	64	15	1	0	0	1	1	82	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	317	50	8	0	0	4	1	380	381	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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CLASSIFIED COUNTS

Site 3 Rock Road / A24 Northbound

Thursday 15th May 2025

TIME	ARM C: Rock Road																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0715	30	1	0	0	0	0	0	31	31	9	3	1	0	0	0	0	13	14	39	4	1	0	0	0	0	44	45	
0715-0730	53	10	1	0	0	1	0	65	65	22	5	0	2	0	0	0	29	32	75	15	1	2	0	1	0	94	97	
0730-0745	53	12	1	0	0	0	0	66	67	22	3	1	0	0	0	0	26	27	75	15	2	0	0	0	0	92	93	
0745-0800	54	15	0	1	0	0	0	70	71	23	5	2	0	0	0	0	30	31	77	20	2	1	0	0	0	100	102	
Hourly Total	190	38	2	1	0	1	0	232	234	76	16	4	2	0	0	0	98	103	266	54	6	3	0	1	0	330	336	
0800-0815	71	6	3	0	0	0	0	80	82	29	5	1	0	0	0	0	35	36	100	11	4	0	0	0	0	115	117	
0815-0830	69	2	3	0	1	0	0	75	78	33	11	1	0	0	1	0	46	46	102	13	4	0	1	1	0	121	123	
0830-0845	79	4	1	0	1	0	0	85	87	36	5	1	0	0	2	0	44	43	115	9	2	0	1	2	0	129	130	
0845-0900	35	6	1	0	0	1	0	43	43	39	4	1	3	1	0	0	48	53	74	10	2	3	1	1	0	91	96	
Hourly Total	254	18	8	0	2	1	0	283	288	137	25	4	3	1	3	0	173	178	391	43	12	3	3	4	0	456	467	
0900-0915	31	3	0	1	0	1	0	36	37	32	7	3	1	0	1	0	44	46	63	10	3	2	0	2	0	80	83	
0915-0930	39	5	0	2	0	0	0	46	49	26	1	0	0	0	0	0	27	27	65	6	0	2	0	0	0	73	76	
0915-0930	30	4	1	2	0	0	0	37	40	18	6	1	0	0	0	0	25	26	48	10	2	2	0	0	0	62	66	
0945-1000	46	4	2	0	0	0	0	52	53	23	5	0	0	0	3	0	31	29	69	9	2	0	0	3	0	83	82	
Hourly Total	146	16	3	5	0	1	0	171	178	99	19	4	1	0	4	0	127	128	245	35	7	6	0	5	0	298	306	
Session Total	590	72	13	6	2	3	0	686	701	312	60	12	6	1	7	0	398	409	902	132	25	12	3	10	0	1084	1109	
1600-1615	32	5	0	0	0	0	0	37	37	32	6	0	0	0	2	0	40	39	64	11	0	0	0	2	0	77	76	
1615-1630	26	6	1	0	0	0	0	33	34	28	1	0	1	0	0	0	30	31	54	7	1	1	0	0	0	63	65	
1630-1645	37	4	2	0	0	0	0	43	44	34	3	0	0	0	0	0	37	37	71	7	2	0	0	0	0	80	81	
1645-1700	34	6	1	0	0	0	0	41	42	26	6	0	0	0	0	0	32	32	60	12	1	0	0	0	0	73	74	
Hourly Total	129	21	4	0	0	0	0	154	156	120	16	0	1	0	2	0	139	139	249	37	4	1	0	2	0	293	295	
1700-1715	32	2	0	0	0	2	0	36	35	31	1	0	0	0	0	0	32	32	63	3	0	0	0	2	0	68	67	
1715-1730	45	4	0	0	0	0	0	49	49	35	7	1	0	0	0	0	43	44	80	11	1	0	0	0	0	92	93	
1730-1745	32	5	3	0	0	1	0	41	42	37	7	0	0	0	0	0	44	44	69	12	3	0	0	1	0	85	86	
1745-1800	15	3	0	0	0	0	0	18	18	37	3	0	0	0	1	0	41	40	52	6	0	0	0	1	0	59	58	
Hourly Total	124	14	3	0	0	3	0	144	144	140	18	1	0	0	1	0	160	160	264	32	4	0	0	4	0	304	304	
1800-1815	23	2	1	0	0	0	1	27	27	21	3	1	0	0	0	0	25	26	44	5	2	0	0	0	1	52	52	
1815-1830	17	3	0	0	0	0	0	20	20	20	0	1	0	0	0	0	21	22	37	3	1	0	0	0	0	41	42	
1830-1845	7	3	0	0	0	1	0	11	10	22	1	0	0	0	0	0	23	23	29	4	0	0	0	1	0	34	33	
1845-1900	17	7	0	0	0	0	0	24	24	27	2	0	0	0	0	0	29	29	44	9	0	0	0	0	0	53	53	
Hourly Total	64	15	1	0	0	1	1	82	81	90	6	2	0	0	0	0	98	99	154	21	3	0	0	1	1	180	180	
Session Total	317	50	8	0	0	4	1	380	381	350	40	3	1	0	3	0	397	398	667	90	11	1	0	7	1	777	779	

CLASSIFIED TURNING COUNTS

Site 3 Rock Road / A24 Northbound
Thursday 15th May 2025

TIME	ARM A: A24 Northbound (North)																											
	TO ARM A: A24 Northbound (North)										TO ARM B: A24 Northbound (South)										TO ARM C: Rock Road							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	0	0	0	0	0	0	0	0	0	925	249	61	56	3	6	0	1300	1403	0	0	0	0	0	0	0	0	0	
0800-0900	0	0	0	0	0	0	0	0	0	919	215	54	46	5	6	0	1245	1333	0	0	0	0	0	0	0	0	0	
0900-1000	0	0	0	0	0	0	0	0	0	781	183	54	39	5	3	0	1065	1146	0	0	0	0	0	0	0	0	0	
1600-1700	0	0	0	0	0	0	0	0	0	1227	250	23	17	12	14	0	1543	1580	0	0	0	0	0	0	0	0	0	
1700-1800	0	0	0	0	0	0	0	0	0	1280	189	25	8	4	16	0	1522	1539	0	0	0	0	0	0	0	0	0	
1800-1900	0	0	0	0	0	0	0	0	0	794	78	4	5	2	6	7	896	897	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	5926	1164	221	171	31	51	7	7571	7899	0	0	0	0	0	0	0	0	0	

TIME	ARM B: A24 Northbound (South)																											
	TO ARM A: A24 Northbound (North)										TO ARM B: A24 Northbound (South)										TO ARM C: Rock Road							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	1262	262	58	16	9	16	0	1623	1672	0	0	0	0	0	0	0	0	0	76	16	4	2	0	0	0	98	103	
0800-0900	1079	160	71	31	9	13	0	1363	1440	0	0	0	0	0	0	0	0	0	137	25	4	3	1	3	0	173	178	
0900-1000	1134	165	56	58	4	11	0	1428	1529	0	0	0	0	0	0	0	0	0	99	19	4	1	0	4	0	127	128	
1600-1700	885	213	39	30	4	7	0	1178	1236	0	0	0	0	0	0	0	0	0	120	16	0	1	0	2	0	139	139	
1700-1800	836	158	15	13	6	16	0	1044	1065	0	0	0	0	0	0	0	0	0	140	18	1	0	0	1	0	160	160	
1800-1900	683	103	13	10	3	8	1	821	838	0	0	0	0	0	0	0	0	0	90	6	2	0	0	0	0	98	99	
TOTAL	5879	1061	252	158	35	71	1	7457	7780	0	0	0	0	0	0	0	0	0	662	100	15	7	1	10	0	795	807	

TIME	ARM C: Rock Road																											
	TO ARM A: A24 Northbound (North)										TO ARM B: A24 Northbound (South)										TO ARM C: Rock Road							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	190	38	2	1	0	1	0	232	234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0900	254	18	8	0	2	1	0	283	288	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900-1000	146	16	3	5	0	1	0	171	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600-1700	129	21	4	0	0	0	0	154	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700-1800	124	14	3	0	0	3	0	144	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800-1900	64	15	1	0	0	1	1	82	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	907	122	21	6	2	7	1	1066	1081	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFIED COUNTS

Site 3 Rock Road / A24 Northbound
Thursday 15th May 2025

TIME	ARM A: A24 Northbound (North)																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	925	249	61	56	3	6	0	1300	1403	1452	300	60	17	9	17	0	1855	1906	2377	549	121	73	12	23	0	3155	3309	
0800-0900	919	215	54	46	5	6	0	1245	1333	1333	178	79	31	11	14	0	1646	1728	2252	393	133	77	16	20	0	2891	3062	
0900-1000	781	183	54	39	5	3	0	1065	1146	1280	181	59	63	4	12	0	1599	1707	2061	364	113	102	9	15	0	2664	2853	
1600-1700	1227	250	23	17	12	14	0	1543	1580	1014	234	43	30	4	7	0	1332	1392	2241	484	66	47	16	21	0	2875	2973	
1700-1800	1280	189	25	8	4	16	0	1522	1539	960	172	18	13	6	19	0	1188	1209	2240	361	43	21	10	35	0	2710	2748	
1800-1900	794	78	4	5	2	6	7	896	897	747	118	14	10	3	9	2	903	919	1541	196	18	15	5	15	9	1799	1816	
TOTAL	5926	1164	221	171	31	51	7	7571	7899	6786	1183	273	164	37	78	2	8523	8861	12712	2347	494	335	68	129	9	16094	16760	

TIME	ARM B: A24 Northbound (South)																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	1338	278	62	18	9	16	0	1721	1775	925	249	61	56	3	6	0	1300	1403	2263	527	123	74	12	22	0	3021	3178	
0800-0900	1216	185	75	34	10	16	0	1536	1618	919	215	54	46	5	6	0	1245	1333	2135	400	129	80	15	22	0	2781	2951	
0900-1000	1233	184	60	59	4	15	0	1555	1657	781	183	54	39	5	3	0	1065	1146	2014	367	114	98	9	18	0	2620	2803	
1600-1700	1005	229	39	31	4	9	0	1317	1375	1227	250	23	17	12	14	0	1543	1580	2232	479	62	48	16	23	0	2860	2956	
1700-1800	976	176	16	13	6	17	0	1204	1225	1280	189	25	8	4	16	0	1522	1539	2256	365	41	21	10	33	0	2726	2764	
1800-1900	773	109	15	10	3	8	1	919	937	794	78	4	5	2	6	7	896	897	1567	187	19	15	5	14	8	1815	1834	
TOTAL	6541	1161	267	165	36	81	1	8252	8587	5926	1164	221	171	31	51	7	7571	7899	12467	2325	488	336	67	132	8	15823	16485	

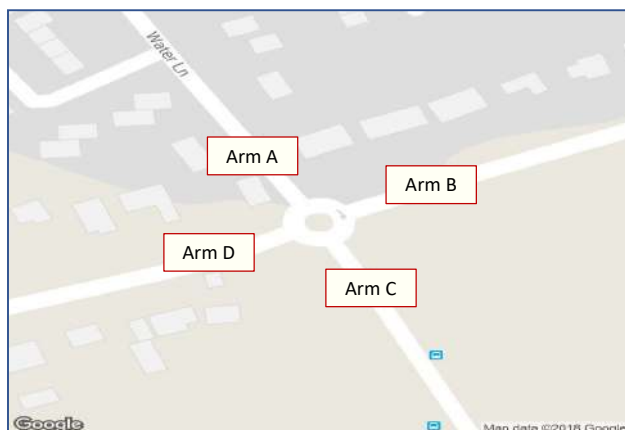
TIME	ARM C: Rock Road																											
	TO JUNCTION									FROM JUNCTION									TOTAL FLOW									
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0700-0800	190	38	2	1	0	1	0	232	234	76	16	4	2	0	0	0	98	103	266	54	6	3	0	1	0	330	336	
0800-0900	254	18	8	0	2	1	0	283	288	137	25	4	3	1	3	0	173	178	391	43	12	3	3	4	0	456	467	
0900-1000	146	16	3	5	0	1	0	171	178	99	19	4	1	0	4	0	127	128	245	35	7	6	0	5	0	298	306	
1600-1700	129	21	4	0	0	0	0	154	156	120	16	0	1	0	2	0	139	139	249	37	4	1	0	2	0	293	295	
1700-1800	124	14	3	0	0	3	0	144	144	140	18	1	0	0	1	0	160	160	264	32	4	0	0	4	0	304	304	
1800-1900	64	15	1	0	0	1	1	82	81	90	6	2	0	0	0	0	98	99	154	21	3	0	0	1	1	180	180	
TOTAL	907	122	21	6	2	7	1	1066	1081	662	100	15	7	1	10	0	795	807	1569	222	36	13	3	17	1	1861	1888	



Storrington - Manual Traffic Survey: Tuesday, 27 March 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) Water Lane / B - (East) B2139 Thakeham Road / C - (South) Water Lane / D - (West) B2139 Thakeham Road



Vehicle Class:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination				
Arm Origin	A	B	C	D	Total	
	A	0	293	283	286	862
	B	228	4	517	1088	1837
	C	318	297	2	366	983
	D	271	1201	251	2	1725
	Total	817	1795	1053	1742	



Storrington - Manual Traffic Survey: Tuesday, 27 March 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) Water Lane / B - (East) B2139 Thakeham Road / C - (South) Water Lane / D - (West) B2139 Thakeham Road

Approach: A - (North) Water Lane

TIME	A to B							A to C							A to D							A to A						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	9	0	0	0	0	9.0	9	8	1	1	0	0	10.5	10	2	0	1	0	0	3.5	3	0	0	0	0	0	0.0	0
07:15 - 07:30	6	1	1	0	0	8.5	8	4	1	0	0	0	8.0	5	9	0	1	0	0	10.5	10	0	0	0	0	0	0.0	0
07:30 - 07:45	12	3	0	0	0	15.0	15	6	3	0	0	0	9.0	9	5	0	0	0	0	5.0	5	0	0	0	0	0	0.0	0
07:45 - 08:00	15	3	0	0	0	18.0	18	5	0	0	0	0	5.0	5	11	2	0	0	0	13.0	13	0	0	0	0	0	0.0	0
Hourly Total	42	7	1	0	0	51	50	23	5	1	0	0	30	29	27	2	2	0	0	32	31	0	0	0	0	0	0	0
08:00 - 08:15	15	0	0	1	1	19.3	17	3	0	1	0	0	4.5	4	6	0	1	0	0	7.5	7	0	0	0	0	0	0.0	0
08:15 - 08:30	10	4	0	1	0	16.3	15	3	1	1	0	0	5.5	5	20	2	1	0	0	23.5	23	0	0	0	0	0	0.0	0
08:30 - 08:45	17	0	0	1	0	19.3	18	8	1	0	2	0	13.6	11	21	1	1	0	0	23.5	23	0	0	0	0	0	0.0	0
08:45 - 09:00	10	3	1	1	0	16.8	15	2	0	0	0	0	2.0	2	12	3	0	0	0	15.0	15	0	0	0	0	0	0.0	0
Hourly Total	52	7	1	4	1	72	65	16	2	2	2	0	26	22	59	6	3	0	0	70	68	0	0	0	0	0	0	0
09:00 - 09:15	9	1	1	2	0	16.1	13	6	3	0	0	0	9.0	9	12	1	0	0	0	13.0	13	0	0	0	0	0	0.0	0
09:15 - 09:30	7	4	0	1	0	13.3	12	4	1	0	3	0	11.9	8	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0
09:30 - 09:45	3	2	1	1	0	8.8	7	4	2	1	1	0	9.8	8	9	1	0	0	0	10.0	10	0	0	0	0	0	0.0	0
09:45 - 10:00	8	0	0	2	0	12.6	10	5	3	2	2	0	15.6	12	4	1	0	0	0	5.0	5	0	0	0	0	0	0.0	0
Hourly Total	27	7	2	6	0	51	42	19	9	3	6	0	47	37	32	4	0	0	0	36	36	0	0	0	0	0	0	0
Session Total	121	21	4	10	1	174	157	58	16	6	8	0	103	88	118	12	5	0	0	138	135	0	0	0	0	0	0	0
16:00 - 16:15	8	1	1	2	0	15.1	12	13	3	0	1	0	18.3	17	11	1	0	0	0	12.0	12	0	0	0	0	0	0.0	0
16:15 - 16:30	6	2	0	0	0	8.0	8	5	3	0	0	0	8.0	8	13	3	0	0	0	16.0	16	0	0	0	0	0	0.0	0
16:30 - 16:45	9	4	0	0	0	13.0	13	4	6	0	1	0	12.3	11	4	2	1	0	0	7.5	7	0	0	0	0	0	0.0	0
16:45 - 17:00	7	1	0	0	0	8.0	8	7	3	0	0	0	10.0	10	11	1	0	0	0	12.0	12	0	0	0	0	0	0.0	0
Hourly Total	30	8	1	2	0	45	41	29	15	0	2	0	49	46	39	7	1	0	0	48	47	0	0	0	0	0	0	0
17:00 - 17:15	30	4	1	0	0	35.5	35	67	4	0	0	0	71.0	71	22	4	1	0	0	27.5	27	0	0	0	0	0	0.0	0
17:15 - 17:30	12	2	0	0	0	14.0	14	16	1	0	0	0	17.0	17	11	0	0	0	0	11.0	11	0	0	0	0	0	0.0	0
17:30 - 17:45	7	1	1	0	0	9.5	9	9	2	0	1	0	13.3	12	17	1	0	0	0	18.0	18	0	0	0	0	0	0.0	0
17:45 - 18:00	6	1	0	0	0	7.0	7	16	1	0	0	0	17.0	17	8	1	0	0	0	9.0	9	0	0	0	0	0	0.0	0
Hourly Total	55	8	2	0	0	66	65	108	9	0	1	0	119	117	58	6	1	0	0	65	65	0	0	0	0	0	0	0
18:00 - 18:15	7	0	0	0	0	7.0	7	13	1	0	0	0	14.0	14	14	2	0	0	0	16.0	16	0	0	0	0	0	0.0	0
18:15 - 18:30	7	0	0	0	0	7.0	7	7	1	0	0	0	8.0	8	4	2	0	0	0	6.0	6	0	0	0	0	0	0.0	0
18:30 - 18:45	4	1	0	0	0	5.0	5	4	1	0	0	0	5.0	5	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
18:45 - 19:00	10	1	0	0	0	11.0	11	4	1	0	0	0	5.0	5	6	0	0	0	0	6.0	6	0	0	0	0	0	0.0	0
Hourly Total	28	2	0	0	0	30	30	28	4	0	0	0	32	32	34	6	0	0	0	39	39	0	0	0	0	0	0	0
Session Total	113	18	3	2	0	141	136	165	27	0	3	0	199	195	131	18	2	0	0	153	151	0	0	0	0	0	0	0

TIME	From A							To A						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	19	1	2	0	0	23.0	22	16	3	0	0	0	19.0	19
07:15 - 07:30	19	2	2	0	0	24.0	23	21	4	0	0	0	25.0	25
07:30 - 07:45	23	6	0	0	0	29.0	29	26	6	1	3	0	40.4	36
07:45 - 08:00	31	5	0	0	0	36.0	36	33	10	0	1	0	45.3	44
Hourly Total	92	14	4	0	0	112	110	96	23	1	4	0	130	124
08:00 - 08:15	24	0	2	1	1	31.3	28	40	3	1	2	1	51.1	47
08:15 - 08:30	33	7	2	1	0	45.3	43	61	6	0	2	0	71.6	69
08:30 - 08:45	46	2	1	3	0	56.4	52	43	5	3	1	0	54.8	52
08:45 - 09:00	24	6	1	1	0	33.8	32	35	8	1	3	0	51.4	47
Hourly Total	127	15	6	6	1	167	155	179	22	5	8	1	229	215
09:00 - 09:15	27	5	1	2	0	38.1	35	25	7	4	2	0	42.6	38
09:15 - 09:30	18	6	0	4	0	33.2	28	19	9	1	2	0	34.1	31
09:30 - 09:45	16	5	2	2	0	28.6	25	14	1	2	1	0	20.3	18
09:45 - 10:00	17	4	2	4	0	33.2	27	21	5	4	2	0	36.6	32
Hourly Total	78	20	5	12	0	134	115	79	22	11	7	0	134	119
Session Total	297	49	15	18	1	413	380	354	67	17	19	1	493	458
16:00 - 16:15	32	5	1	3	0	45.4	41	22	5	1	0	0	28.5	28
16:15 - 16:30	24	8	0	0	0	32.0	32	24	6	0	1	0	32.3	31
16:30 - 16:45	17	12	1	1	0	32.8	31	17	5	0	0	0	22.0	22
16:45 - 17:00	25	5	0	0	0	30.0	30	36	4	1	1	0	43.8	42
Hourly Total	98	30	2	4	0	140	134	99	20	2	2	0	127	123
17:00 - 17:15	119	12	2	0	0	134.0	133	24	6	1	0	0	31.5	31
17:15 - 17:30	39	3	0	0	0	42.0	42	32	2	0	0	0	34.0	34
17:30 - 17:45	33	4	1	1	0	40.8	39	33	4	0	0	0	37.0	37
17:45 - 18:00	30	3	0	0	0	33.0	33	17	3	0	0	0	20.0	20
Hourly Total	221	22	3	1	0	260	247	166	15	1	0	0	123	122
18:00 - 18:15	34	3	0	0	0	37.0	37	29	2	0	0	0	31.8	31
18:15 - 18:30	18	3	0	0	0	21.0	21	25	3	0	0	0	28.0	28
18:30 - 18:45	18	3	0	0	0	21.0	21	25	5	0	0	0	30.0	30
18:45 - 19:00	20	2	0	0	0	22.0	22	21	4	0	0	0	25.0	25
Hourly Total	90	11	0	0	0	191	191	100	14	0	0	0	114	114
Session Total	409	63	5	5	0	491	482	305	49	3	2	0	364	359



Storrington - Manual Traffic Survey: Tuesday, 27 March 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) Water Lane / B - (East) B2139 Thakeham Road / C - (South) Water Lane / D - (West) B2139 Thakeham Road

Approach: B - (East) B2139 Thakeham Road

TIME	B to C							B to D							B to A							B to B						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	5	0	0	0	0	5.0	5	6	1	0	0	0	7.0	7	2	0	0	0	0	2.0	2	0	0	1	0	0	1.5	1
07:15 - 07:30	13	2	1	0	0	16.5	16	13	3	0	0	0	16.0	16	4	1	0	0	0	5.0	5	0	0	0	0	0	0.0	0
07:30 - 07:45	16	3	0	0	0	19.0	19	16	3	0	0	0	19.0	19	5	0	0	1	0	7.3	6	0	0	0	0	0	0.0	0
07:45 - 08:00	17	5	0	2	0	26.6	24	26	6	1	0	0	33.5	33	7	2	0	0	0	9.0	9	0	0	0	0	0	0.0	0
Hourly Total	51	10	1	2	0	68	64	61	13	1	0	0	76	75	18	3	0	1	0	23	22	0	0	1	0	0	2	1
08:00 - 08:15	16	0	1	1	0	19.8	18	39	0	1	0	0	40.5	40	11	1	0	1	0	14.3	13	0	0	0	0	0	0.0	0
08:15 - 08:30	38	3	4	0	2	51.0	47	43	3	0	0	2	50.0	48	14	0	0	2	0	18.6	16	0	0	0	0	0	0.0	0
08:30 - 08:45	14	3	0	2	0	21.6	19	45	5	0	0	0	50.0	50	6	0	1	0	0	7.5	7	0	0	0	0	0	0.0	0
08:45 - 09:00	15	1	0	0	0	16.0	16	57	4	1	0	0	62.5	62	7	6	0	2	0	17.6	15	0	0	0	0	0	0.0	0
Hourly Total	83	7	5	3	2	109	100	194	12	2	0	2	203	200	38	7	1	5	0	59	51	0	0	0	0	0	0	0
09:00 - 09:15	26	5	0	0	0	31.0	31	38	6	0	0	0	44.0	44	9	3	2	1	0	17.3	15	0	0	0	0	0	0.0	0
09:15 - 09:30	14	2	1	0	0	17.5	17	31	3	1	0	0	35.5	35	3	2	0	2	0	9.6	7	1	0	0	0	0	1.0	1
09:30 - 09:45	11	2	0	0	0	13.0	13	35	1	0	0	0	36.0	36	1	1	0	1	0	4.3	3	0	0	0	0	0	0.0	0
09:45 - 10:00	13	1	1	2	0	20.1	17	39	1	1	0	0	41.5	41	7	0	0	1	0	9.3	8	0	0	0	0	0	0.0	0
Hourly Total	64	10	2	2	0	82	78	143	11	2	0	0	157	156	20	6	2	5	0	41	33	1	0	0	0	0	1	1
Session Total	198	27	8	7	2	259	242	388	36	5	0	2	436	431	76	16	3	11	0	123	106	1	0	1	0	0	3	2
16:00 - 16:15	15	13	0	1	0	30.3	29	31	12	1	0	1	46.5	45	7	1	0	0	0	8.0	8	0	0	0	0	0	0.0	0
16:15 - 16:30	17	4	0	1	2	27.3	24	32	10	0	0	0	42.0	42	11	2	0	0	0	13.0	13	1	0	0	0	0	1.0	1
16:30 - 16:45	22	8	2	0	0	33.0	32	35	9	1	0	0	45.5	45	4	2	0	0	0	6.0	6	0	0	0	0	0	0.0	0
16:45 - 17:00	23	4	0	0	0	27.0	27	43	10	0	0	1	55.0	54	9	0	0	0	0	9.0	9	0	0	0	0	0	0.0	0
Hourly Total	77	29	2	2	2	116	112	141	41	2	0	2	169	166	31	5	0	0	0	36	36	1	0	0	0	0	1	1
17:00 - 17:15	19	3	0	0	0	22.0	22	60	14	0	0	0	74.0	74	9	5	0	0	0	14.0	14	0	0	0	0	0	0.0	0
17:15 - 17:30	11	4	0	0	0	15.0	15	65	8	2	0	1	78.0	76	13	0	0	0	0	13.0	13	0	0	0	0	0	0.0	0
17:30 - 17:45	18	11	0	0	0	29.0	29	62	3	1	0	0	66.5	66	11	0	0	0	0	12.0	12	0	0	0	0	0	0.0	0
17:45 - 18:00	16	4	0	0	0	20.0	20	71	7	1	0	0	79.5	79	6	2	0	0	0	8.0	8	0	0	0	0	0	0.0	0
Hourly Total	64	22	0	0	0	86	86	258	32	4	0	1	298	295	39	8	0	0	0	47	47	0	0	0	0	0	0	0
18:00 - 18:15	21	3	0	0	0	24.0	24	53	2	0	0	0	55.0	55	8	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0
18:15 - 18:30	10	2	0	0	0	12.0	12	44	2	1	0	0	47.5	47	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
18:30 - 18:45	21	2	0	0	0	23.0	23	36	1	0	0	0	37.0	37	9	2	0	0	0	11.0	11	0	0	0	0	0	0.0	0
18:45 - 19:00	18	0	0	0	0	18.0	18	34	3	0	0	0	37.0	37	7	2	0	0	0	9.0	9	1	0	0	0	0	1.0	1
Hourly Total	70	7	0	0	0	77	77	167	8	1	0	0	177	176	34	5	0	0	0	39	39	1	0	0	0	0	1	1
Session Total	211	58	2	2	2	281	275	566	81	7	0	3	664	657	104	18	0	0	0	122	122	2	0	0	0	0	2	2

TIME	From B							To B						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	13	1	1	0	0	15.5	15	36	15	3	1	0	57.8	55
07:15 - 07:30	30	6	1	0	0	37.5	37	72	21	2	0	0	96.0	95
07:30 - 07:45	37	6	0	1	0	45.3	44	70	17	3	0	0	91.5	90
07:45 - 08:00	50	13	1	2	0	69.1	66	104	27	3	2	0	140.1	136
Hourly Total	130	26	3	3	0	168	162	282	80	11	3	0	386	376
08:00 - 08:15	66	1	2	2	0	74.6	71	125	18	0	2	1	149.6	146
08:15 - 08:30	95	6	4	2	4	119.6	111	93	19	0	1	2	118.3	115
08:30 - 08:45	65	8	1	2	0	79.1	76	89	11	3	2	0	109.1	105
08:45 - 09:00	79	11	1	2	0	96.1	93	75	13	1	1	0	91.8	90
Hourly Total	305	26	8	8	4	369	351	382	61	4	6	3	469	456
09:00 - 09:15	73	14	2	1	0	92.3	90	54	11	3	2	0	74.1	70
09:15 - 09:30	49	7	2	2	0	63.6	60	48	10	2	2	0	65.6	62
09:30 - 09:45	47	4	0	1	0	53.3	52	43	7	2	1	0	55.3	53
09:45 - 10:00	59	2	2	3	0	70.9	66	49	8	2	3	0	66.9	62
Hourly Total	228	27	6	7	0	280	268	194	36	9	8	0	262	247
Session Total	663	79	17	18	4	817	781	858	177	24	17	3	1117	1079
16:00 - 16:15	53	26	1	1	1	84.8	82	61	9	2	2	0	77.6	74
16:15 - 16:30	61	16	0	1	2	83.3	80	48	12	0	0	0	60.0	60
16:30 - 16:45	61	19	3	0	0	84.5	83	55	7	0	1	0	64.3	63
16:45 - 17:00	75	14	0	0	1	91.0	90	54	4	0	0	0	58.0	58
Hourly Total	250	75	4	2	4	344	335	218	32	2	3	0	260	255
17:00 - 17:15	88	22	0	0	0	110.0	110	81	7	2	0	0	91.0	90
17:15 - 17:30	89	12	2	0	1	106.0	104	62	9	0	0	0	71.0	71
17:30 - 17:45	91	15	1	0	0	107.5	107	44	4	1	0	0	69.5	69
17:45 - 18:00	93	13	1	0	0	107.5	107	43	4	0	0	0	67.0	67
Hourly Total	361	62	4	0	1	431	428	230	24	3	0	0	269	257
18:00 - 18:15	82	5	0	0	0	87.0	87	48	5	0	0	0	53.0	53
18:15 - 18:30	64	5	1	0	0	70.5	70	41	2	0	0	0	43.0	43
18:30 - 18:45	66	5	0	0	0	71.0	71	54	5	1	0	0	60.5	60
18:45 - 19:00	60	5	0	0	0	65.0	65	45	3	0	0	0	48.0	48
Hourly Total	272	20	1	0	0	294	293	188	15	1	0	0	205	204
Session Total	883	187	9	2	5	1069	1056	636	71	6	3	0	724	716



Storrington - Manual Traffic Survey: Tuesday, 27 March 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) Water Lane / B - (East) B2139 Thakeham Road / C - (South) Water Lane / D - (West) B2139 Thakeham Road

Approach: C - (South) Water Lane

	C to D							C to A							C to B							C to C						
TIME	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	4	1	0	1	1	9.3	7	10	2	0	0	0	12.0	12	5	4	0	1	0	11.3	10	0	0	0	0	0	0.0	0
07:15 - 07:30	3	2	0	0	0	5.0	5	11	1	0	0	0	12.0	12	9	2	0	0	0	11.0	11	0	0	0	0	0	0.0	0
07:30 - 07:45	4	2	1	0	2	11.5	9	14	3	1	2	0	23.1	20	12	2	0	0	0	14.0	14	0	0	0	0	0	0.0	0
07:45 - 08:00	5	4	0	0	0	11.0	10	16	4	0	1	0	22.3	21	15	5	0	2	0	24.6	22	0	0	0	0	0	0.0	0
Hourly Total	16	9	1	1	4	37	31	51	10	1	3	0	70	65	41	13	0	3	0	61	57	0	0	0	0	0	0	0
08:00 - 08:15	6	2	0	0	0	8.0	8	21	1	1	1	0	25.8	24	18	1	0	1	0	21.3	20	0	0	0	0	0	0.0	0
08:15 - 08:30	8	5	1	0	0	14.5	14	31	6	0	0	0	37.0	37	17	3	0	0	0	20.0	20	0	0	0	0	0	0.0	0
08:30 - 08:45	22	5	0	1	0	29.3	28	22	5	1	1	0	30.8	29	13	4	1	1	0	20.8	19	0	0	0	0	0	0.0	0
08:45 - 09:00	15	2	0	0	0	17.0	17	15	1	0	1	0	18.3	17	10	5	0	0	0	15.0	15	0	0	0	0	0	0.0	0
Hourly Total	51	14	1	1	0	69	67	89	13	2	3	0	112	107	58	13	1	2	0	78	74	0	0	0	0	0	0	0
09:00 - 09:15	16	0	0	0	1	18.0	17	8	4	1	0	0	13.5	13	6	2	1	0	0	9.5	9	0	0	0	0	0	0.0	0
09:15 - 09:30	6	1	0	0	0	7.0	7	9	4	1	0	0	14.5	14	7	1	1	0	0	9.5	9	0	0	0	0	0	0.0	0
09:30 - 09:45	6	2	1	0	1	11.5	10	6	0	2	0	0	9.0	8	11	2	1	0	0	14.5	14	1	0	0	0	0	1.0	1
09:45 - 10:00	8	1	0	0	0	9.0	9	8	1	2	1	0	14.3	12	7	2	2	1	0	14.3	12	0	0	0	0	0	0.0	0
Hourly Total	36	4	1	0	2	46	43	31	9	6	1	0	51	47	31	7	5	1	0	48	44	1	0	0	0	0	1	1
Session Total	103	27	3	2	6	152	141	171	32	9	7	0	233	219	130	33	6	6	0	187	175	1	0	0	0	0	1	1
16:00 - 16:15	13	0	0	1	0	15.3	14	4	3	0	0	0	7.0	7	12	2	1	0	0	15.5	15	0	0	0	0	0	0.0	0
16:15 - 16:30	14	1	0	0	0	15.0	15	7	1	0	1	0	10.3	9	7	4	0	0	0	11.0	11	0	0	0	0	0	0.0	0
16:30 - 16:45	15	1	0	0	0	16.0	16	5	2	0	0	0	7.0	7	12	1	0	1	0	15.3	14	0	0	0	0	0	0.0	0
16:45 - 17:00	25	2	0	0	1	29.0	28	10	2	0	1	0	14.3	13	6	2	0	0	0	8.0	8	0	0	0	0	0	0.0	0
Hourly Total	67	4	0	1	1	75	73	26	8	0	2	0	39	36	37	9	1	1	0	50	48	0	0	0	0	0	0	0
17:00 - 17:15	23	2	0	0	0	25.0	25	9	0	1	0	0	10.5	10	8	1	0	0	0	9.0	9	0	0	0	0	0	0.0	0
17:15 - 17:30	20	2	0	0	1	24.0	23	9	0	0	0	0	9.0	9	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0
17:30 - 17:45	15	1	1	0	0	17.5	17	11	2	0	0	0	13.0	13	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0
17:45 - 18:00	24	1	0	0	1	27.0	26	5	0	0	0	0	5.0	5	7	0	0	0	0	7.0	7	0	0	0	0	0	0.0	0
Hourly Total	82	6	1	0	2	94	91	34	2	1	0	0	36	37	26	1	0	0	0	27	27	0	0	0	0	0	0	0
18:00 - 18:15	14	1	0	0	0	15.0	15	5	1	0	0	0	6.0	6	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
18:15 - 18:30	13	2	0	0	1	17.0	16	4	2	0	0	0	6.0	6	8	1	0	0	0	9.0	9	0	0	0	0	0	0.0	0
18:30 - 18:45	15	0	0	0	0	15.0	15	7	0	0	0	0	7.0	7	14	0	0	0	0	14.0	14	1	0	0	0	0	1.0	1
18:45 - 19:00	12	2	0	0	1	16.0	15	7	0	0	0	0	7.0	7	13	0	0	0	0	13.0	13	0	0	0	0	0	0.0	0
Hourly Total	54	5	0	0	2	63	61	23	3	0	0	0	26	26	45	2	0	0	0	47	47	1	0	0	0	0	1	1
Session Total	203	15	1	1	5	232	225	83	13	1	2	0	103	99	108	12	1	1	0	124	122	1	0	0	0	0	1	1

TIME	From C							To C						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	19	7	0	2	1	32.6	29	17	1	1	0	0	19.5	19
07:15 - 07:30	23	5	0	0	0	28.0	28	21	4	1	1	1	30.8	28
07:30 - 07:45	30	7	2	2	2	48.6	43	31	6	0	0	0	37.0	37
07:45 - 08:00	36	13	0	3	1	67.9	63	32	6	0	2	1	44.6	41
Hourly Total	108	32	2	7	4	167	153	101	17	2	3	2	132	125
08:00 - 08:15	45	4	1	2	0	55.1	52	29	4	2	1	0	38.3	36
08:15 - 08:30	56	14	1	0	0	71.5	71	53	4	5	1	2	70.8	65
08:30 - 08:45	57	14	2	3	0	80.9	76	31	7	0	4	0	47.2	42
08:45 - 09:00	40	8	0	1	0	50.3	49	23	2	0	0	0	28.0	25
Hourly Total	198	40	4	6	0	258	248	136	17	7	6	2	182	168
09:00 - 09:15	30	6	2	0	1	41.0	39	47	9	0	1	0	58.3	57
09:15 - 09:30	22	6	2	0	0	31.0	30	26	6	1	3	1	42.4	37
09:30 - 09:45	24	4	4	0	1	36.0	33	26	5	2	2	0	38.6	35
09:45 - 10:00	23	4	4	2	0	37.6	33	27	4	3	4	0	44.7	38
Hourly Total	99	20	12	2	2	146	135	126	24	6	10	1	184	167
Session Total	405	92	18	15	6	571	536	363	58	15	19	5	498	460
16:00 - 16:15	29	5	1	1	0	37.8	36	36	21	0	2	1	63.6	60
16:15 - 16:30	28	6	0	1	0	36.3	35	30	10	0	2	3	50.6	45
16:30 - 16:45	32	4	0	1	0	38.3	37	36	15	2	1	0	56.3	54
16:45 - 17:00	41	6	0	1	1	51.3	49	39	9	0	0	0	48.0	48
Hourly Total	130	21	1	4	1	164	157	141	55	2	5	4	219	207
17:00 - 17:15	40	3	1	0	0	44.6	44	90	12	0	0	0	102.0	102
17:15 - 17:30	33	2	0	0	1	37.0	36	41	6	0	0	1	49.0	48
17:30 - 17:45	33	3	1	0	0	37.8	37	35	13	0	1	0	50.3	49
17:45 - 18:00	36	1	0	0	1	38.0	36	38	7	0	0	0	45.0	45
Hourly Total	142	9	2	0	2	159	155	204	38	0	1	1	240	244
18:00 - 18:15	29	3	0	0	0	32.0	32	37	6	0	0	0	43.0	43
18:15 - 18:30	25	5	0	0	1	32.0	31	28	3	0	0	1	33.0	32
18:30 - 18:45	37	0	0	0	0	37.0	37	32	4	0	0	0	36.0	36
18:45 - 19:00	32	2	0	0	1	36.0	35	28	3	0	0	0	31.0	31
Hourly Total	123	10	0	0	2	137	135	125	16	0	0	1	143	142
Session Total	395	40	3	4	5	459	447	470	109	2	6	6	608	593



Storrington - Manual Traffic Survey: Tuesday, 27 March 2018

Produced by Streetwise Services Ltd.

Junction: A - (North) Water Lane / B - (East) B2139 Thakeham Road / C - (South) Water Lane / D - (West) B2139 Thakeham Road

Approach: D - (West) B2139 Thakeham Road

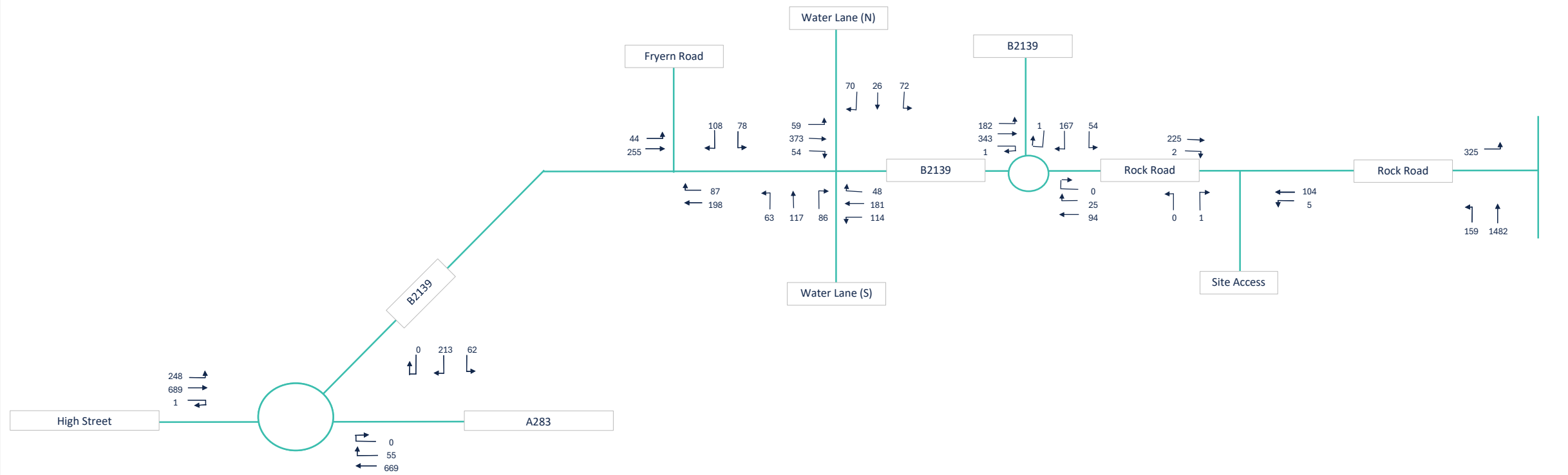
TIME	D to A							D to B							D to C							D to D						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	5.0	5	22	11	2	0	0	36.0	35	4	0	0	0	0	4.0	4	0	0	0	0	0	0.0	0
07:15 - 07:30	6	2	0	0	0	8.0	8	57	18	1	0	0	76.5	76	4	1	0	1	1	9.3	7	0	0	0	0	0	0.0	0
07:30 - 07:45	7	3	0	0	0	10.0	10	46	12	3	0	0	62.5	61	9	0	0	0	0	9.0	9	0	0	0	0	0	0.0	0
07:45 - 08:00	10	4	0	0	0	14.0	14	74	19	3	0	0	97.5	96	10	1	0	0	1	13.0	12	0	0	0	0	0	0.0	0
Hourly Total	27	10	0	0	0	37	37	199	60	9	0	0	273	268	27	2	0	1	2	35	32	0	0	0	0	0	0	0
08:00 - 08:15	8	1	0	0	1	11.0	10	92	17	0	0	0	109.0	109	10	4	0	0	0	14.0	14	0	0	0	0	0	0.0	0
08:15 - 08:30	16	0	0	0	0	16.0	16	66	12	0	0	2	82.0	80	12	0	0	1	0	14.3	13	0	0	0	0	0	0.0	0
08:30 - 08:45	15	0	1	0	0	16.5	16	59	7	2	0	0	69.0	68	9	3	0	0	0	12.0	12	0	0	0	0	0	0.0	0
08:45 - 09:00	13	1	1	0	0	15.5	15	55	5	0	0	0	60.0	60	6	1	0	0	0	7.0	7	1	0	0	0	0	1.0	1
Hourly Total	62	2	2	0	1	69	57	272	41	2	0	2	320	317	37	8	0	1	0	47	46	1	0	0	0	0	1	1
09:00 - 09:15	8	0	1	1	0	11.8	10	39	8	1	0	0	48.5	48	15	1	0	1	0	18.3	17	0	0	0	0	0	0.0	0
09:15 - 09:30	7	3	0	0	0	10.0	10	33	5	1	1	0	41.8	40	8	3	0	0	1	13.0	12	0	0	0	0	0	0.0	0
09:30 - 09:45	7	0	0	0	0	7.0	7	29	3	0	0	0	32.0	32	10	1	1	1	0	14.8	13	0	0	0	0	0	0.0	0
09:45 - 10:00	6	4	2	0	0	13.0	12	34	6	0	0	0	40.0	40	9	0	0	0	0	9.0	9	0	0	0	0	0	0.0	0
Hourly Total	28	7	3	1	0	42	39	135	22	2	1	0	162	160	42	5	1	2	1	56	51	0	0	0	0	0	0	0
Session Total	107	19	5	1	1	138	133	606	123	13	1	2	755	745	106	15	1	4	3	138	129	1	0	0	0	0	1	1
16:00 - 16:15	11	1	1	0	0	13.5	13	41	6	0	0	0	47.0	47	8	5	0	0	1	15.0	14	0	0	0	0	0	0.0	0
16:15 - 16:30	6	3	0	0	0	9.0	9	34	6	0	0	0	40.0	40	8	3	0	1	1	15.3	13	0	0	0	0	0	0.0	0
16:30 - 16:45	8	1	0	0	0	9.0	9	34	2	0	0	0	36.0	36	10	1	0	0	0	11.0	11	0	0	0	0	0	0.0	0
16:45 - 17:00	17	2	1	0	0	20.5	20	41	1	0	0	0	42.0	42	9	2	0	0	0	11.0	11	0	0	0	0	0	0.0	0
Hourly Total	42	7	2	0	0	52	51	150	15	0	0	0	166	165	35	11	0	1	2	52	49	0	0	0	0	0	0	0
17:00 - 17:15	6	1	0	0	0	7.0	7	43	2	1	0	0	46.5	46	4	5	0	0	0	9.0	9	0	0	0	0	0	0.0	0
17:15 - 17:30	10	2	0	0	0	12.0	12	46	7	0	0	0	53.0	53	14	1	0	0	1	17.0	16	0	0	0	0	0	0.0	0
17:30 - 17:45	11	1	0	0	0	12.0	12	30	3	0	0	0	33.0	33	8	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0
17:45 - 18:00	8	1	0	0	0	7.0	7	30	3	0	0	0	33.0	33	6	0	0	0	0	8.0	8	0	0	0	0	0	0.0	0
Hourly Total	33	5	0	0	0	38	38	149	15	1	0	0	166	165	32	8	0	0	1	42	41	0	0	0	0	0	0	0
18:00 - 18:15	16	1	0	0	0	17.0	17	31	4	0	0	0	35.0	35	3	2	0	0	0	5.0	5	0	0	0	0	0	0.0	0
18:15 - 18:30	11	0	0	0	0	11.0	11	26	1	0	0	0	27.0	27	11	0	0	0	1	13.0	12	1	0	0	0	0	1.0	1
18:30 - 18:45	9	3	0	0	0	12.0	12	36	4	1	0	0	41.5	41	6	1	0	0	0	7.0	7	0	0	0	0	0	0.0	0
18:45 - 19:00	7	2	0	0	0	9.0	9	21	2	0	0	0	23.0	23	6	2	0	0	0	8.0	8	0	0	0	0	0	0.0	0
Hourly Total	43	6	0	0	0	49	49	114	11	1	0	0	127	126	26	5	0	0	1	33	32	1	0	0	0	0	1	1
Session Total	118	18	2	0	0	139	138	413	41	2	0	0	458	456	93	24	0	1	4	127	122	1	0	0	0	0	1	1

TIME	From D							To D						
	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PCU	TOTAL
07:00 - 07:15	30	12	2	0	0	45.0	44	12	2	1	1	1	19.8	17
07:15 - 07:30	67	21	1	1	1	93.8	91	25	5	1	0	0	31.5	31
07:30 - 07:45	62	15	3	0	0	81.5	80	25	5	1	0	2	35.5	33
07:45 - 08:00	94	24	3	0	1	124.5	122	42	12	1	0	1	67.5	66
Hourly Total	283	72	9	1	2	345	337	104	24	4	1	4	144	137
08:00 - 08:15	110	22	0	0	1	134.0	133	51	2	2	0	0	56.0	55
08:15 - 08:30	94	12	0	1	2	112.3	109	71	10	2	0	2	88.0	85
08:30 - 08:45	83	10	3	0	0	97.5	96	88	11	1	1	0	102.8	101
08:45 - 09:00	75	7	1	0	0	83.5	83	85	9	1	0	0	95.5	95
Hourly Total	362	51	4	1	3	427	421	295	32	6	1	2	342	336
09:00 - 09:15	62	9	2	2	0	78.6	75	66	7	0	0	1	75.0	74
09:15 - 09:30	48	11	1	1	1	64.8	62	44	5	1	0	0	50.5	50
09:30 - 09:45	46	4	1	1	0	53.8	52	50	4	1	0	1	57.5	56
09:45 - 10:00	49	10	2	0	0	62.0	61	51	3	1	0	0	55.5	55
Hourly Total	205	34	6	4	1	259	259	211	19	3	0	2	239	235
Session Total	820	197	19	6	6	1031	1008	610	76	13	2	8	725	708
16:00 - 16:15	60	12	1	0	1	75.5	74	55	13	1	1	1	73.8	71
16:15 - 16:30	48	12	0	1	1	64.3	62	59	14	0	0	0	73.0	73
16:30 - 16:45	52	4	0	0	0	56.0	56	54	12	2	0	0	69.0	68
16:45 - 17:00	67	5	1	0	0	73.5	73	79	13	0	0	2	96.0	94
Hourly Total	227	33	2	1	2	269	265	247	52	3	1	3	312	306
17:00 - 17:15	53	8	1	0	0	62.5	62	105	20	1	0	0	106.5	126
17:15 - 17:30	70	10	0	0	1	82.0	81	96	10	2	0	2	115.0	110
17:30 - 17:45	49	4	0	0	0	53.0	53	94	5	2	0	0	102.0	101
17:45 - 18:00	42	6	0	0	0	48.0	46	103	9	1	0	1	116.5	114
Hourly Total	214	28	1	0	1	245	244	398	44	6	9	3	457	451
18:00 - 18:15	50	7	0	0	0	57.0	57	81	5	0	0	0	86.0	86
18:15 - 18:30	49	1	0	0	1	52.0	51	62	6	1	0	1	71.5	70
18:30 - 18:45	51	8	1	0	0	60.5	60	61	2	0	0	0	63.0	63
18:45 - 19:00	34	6	0	0	0	40.0	40	52	5	0	0	1	59.0	58
Hourly Total	184	22	1	0	1	219	208	256	18	1	9	2	280	277
Session Total	625	83	4	1	4	725	717	901	114	10	1	8	1049	1034

APPENDIX L

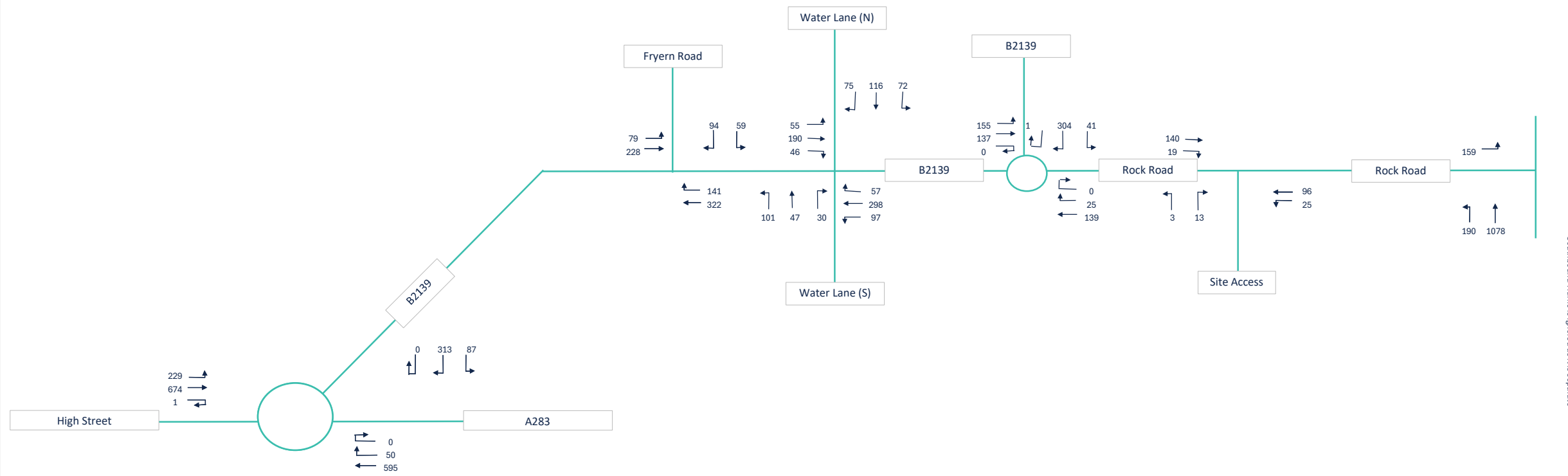
Traffic Flow Diagrams

2031 Future Flows - AM Peak
Thakeham Tiles, Rock Road, Horsham



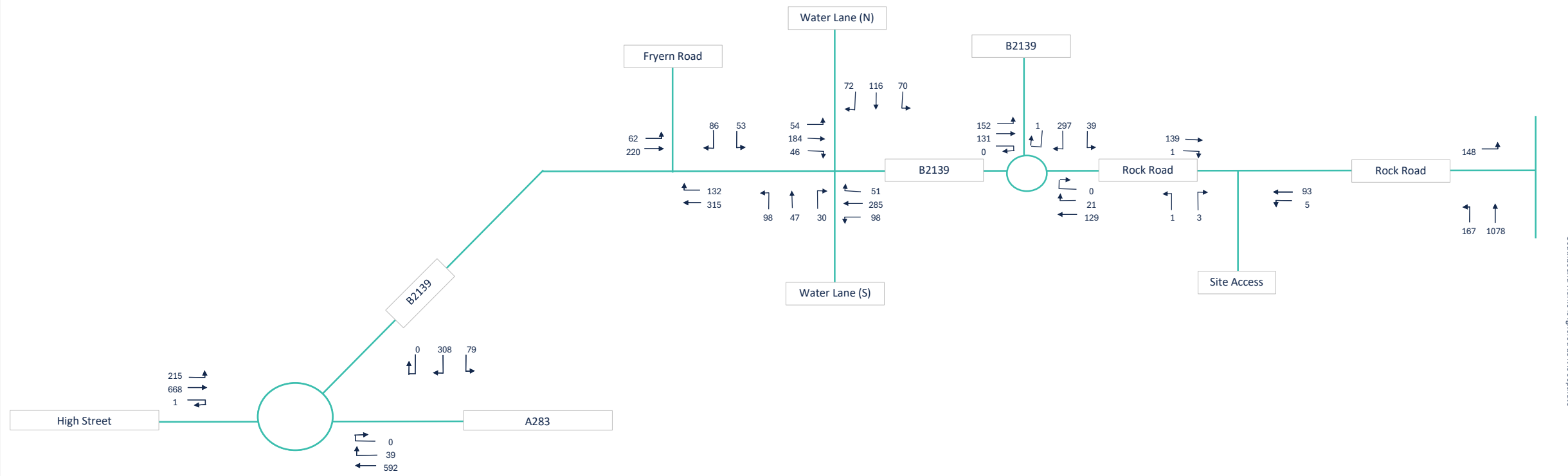
Southbound Traffic is ignored as it is separate

**2031 Future + Committed - Existing +
Development - PM Peak
Thakeham Tiles, Rock Road, Horsham**



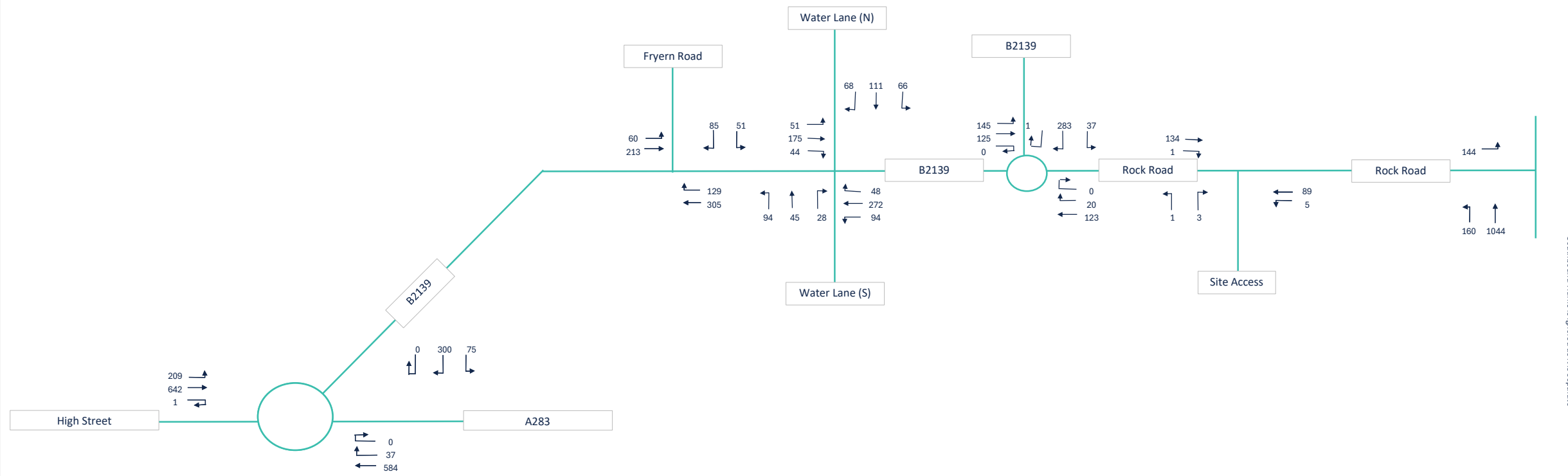
Southbound Traffic is ignored as it is separate

2031 Future Flows - PM Peak
Thakeham Tiles, Rock Road, Horsham



Southbound Traffic is ignored as it is separate

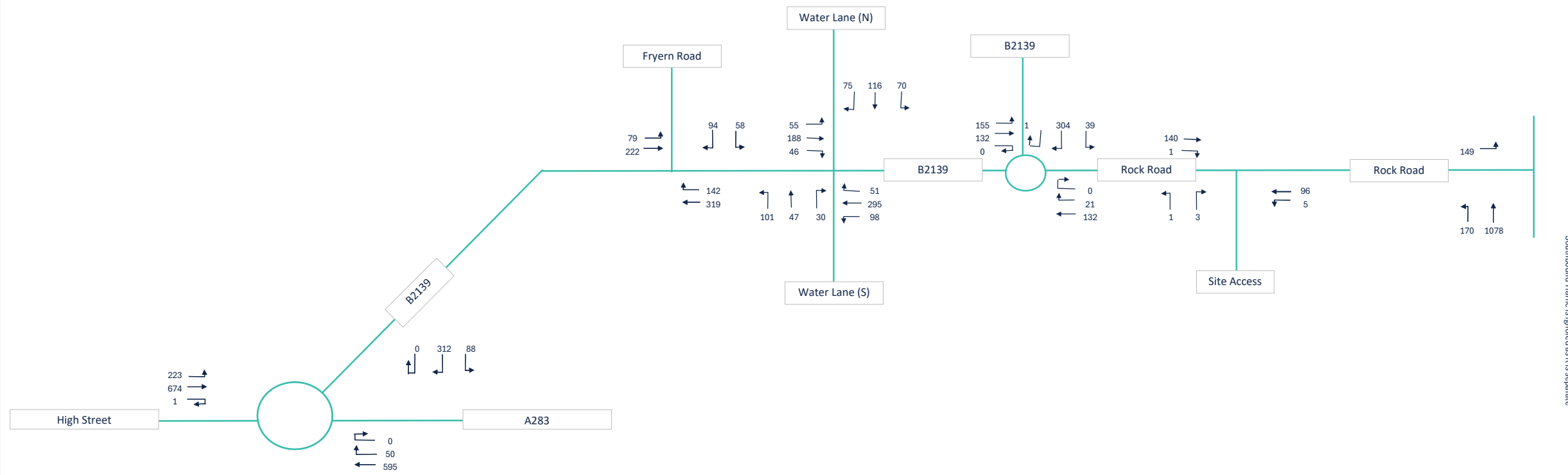
2025 Base Flows - PM Peak
Thakeham Tiles, Rock Road, Horsham



Southbound Traffic is ignored as it is separate

2031 Future + Committed Flows - PM Peak

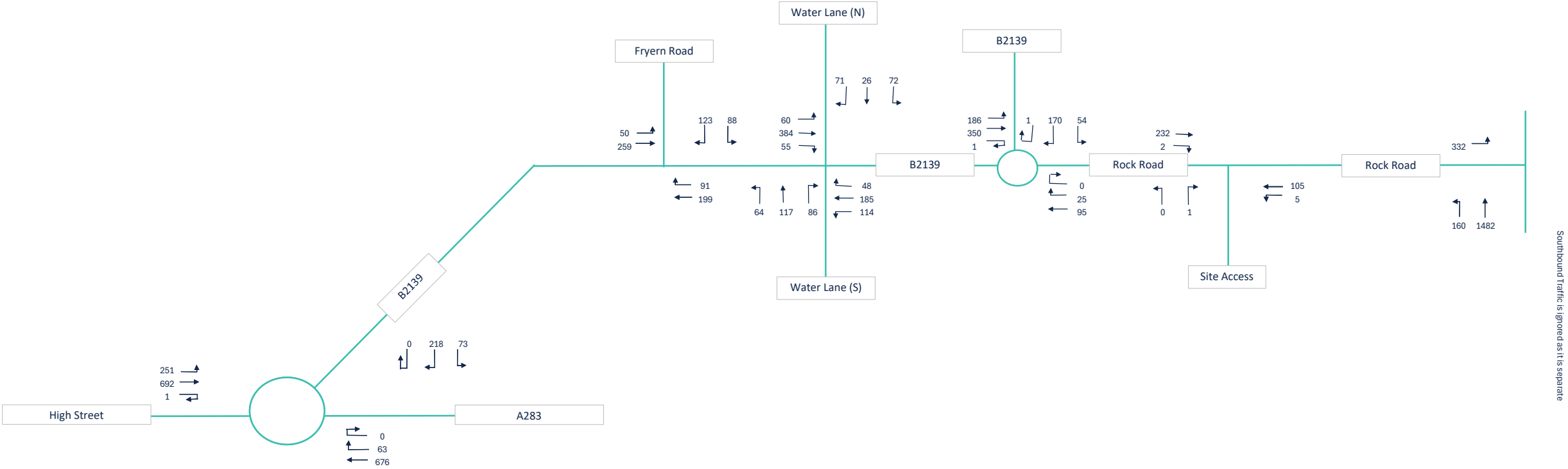
Thakeham Tiles, Rock Road, Horsham



Southbound Traffic is ignored as it is separate

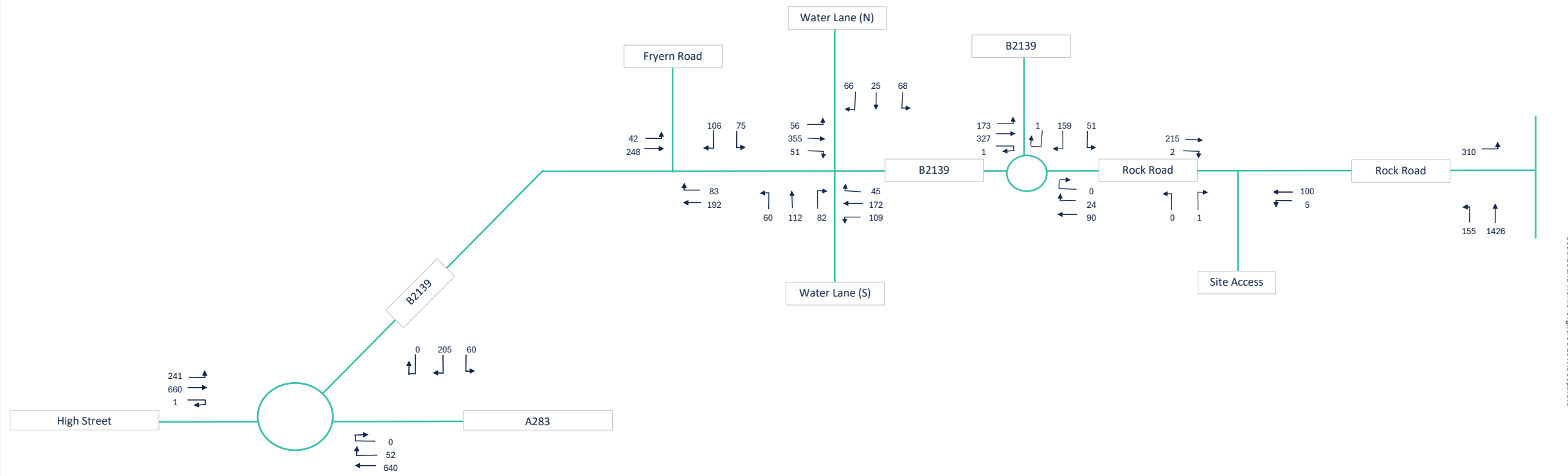
2031 Future + Committed Flows - AM Peak

Thakeham Tiles, Rock Road, Horsham



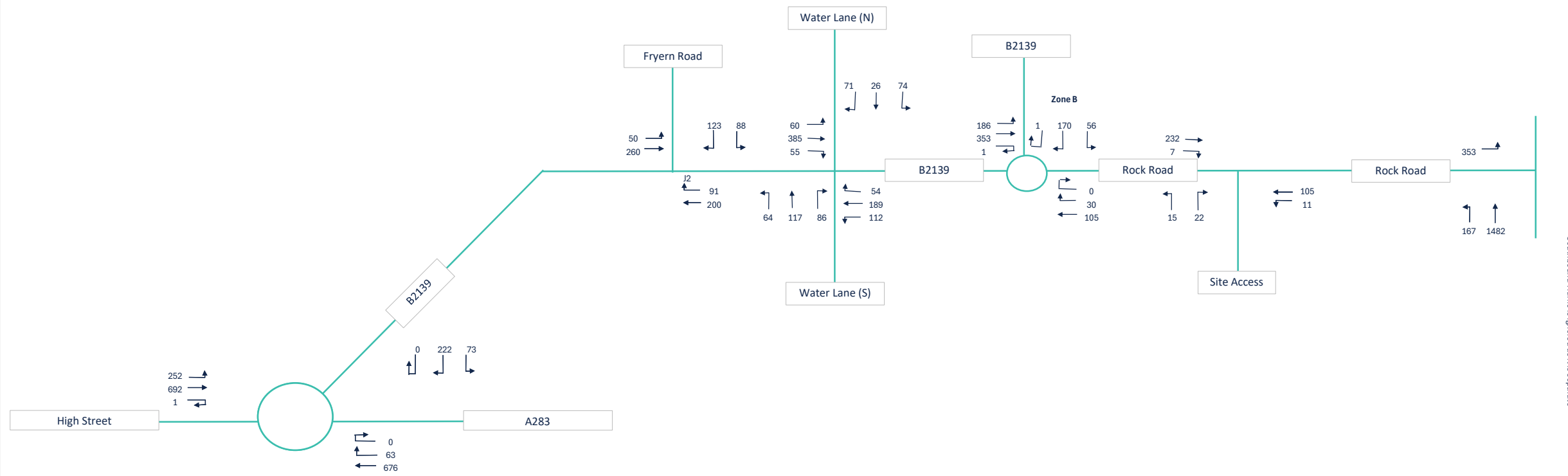
Southbound Traffic is ignored as it is separate

2025 Base Flows - AM Peak
Thakeham Tiles, Rock Road, Horsham



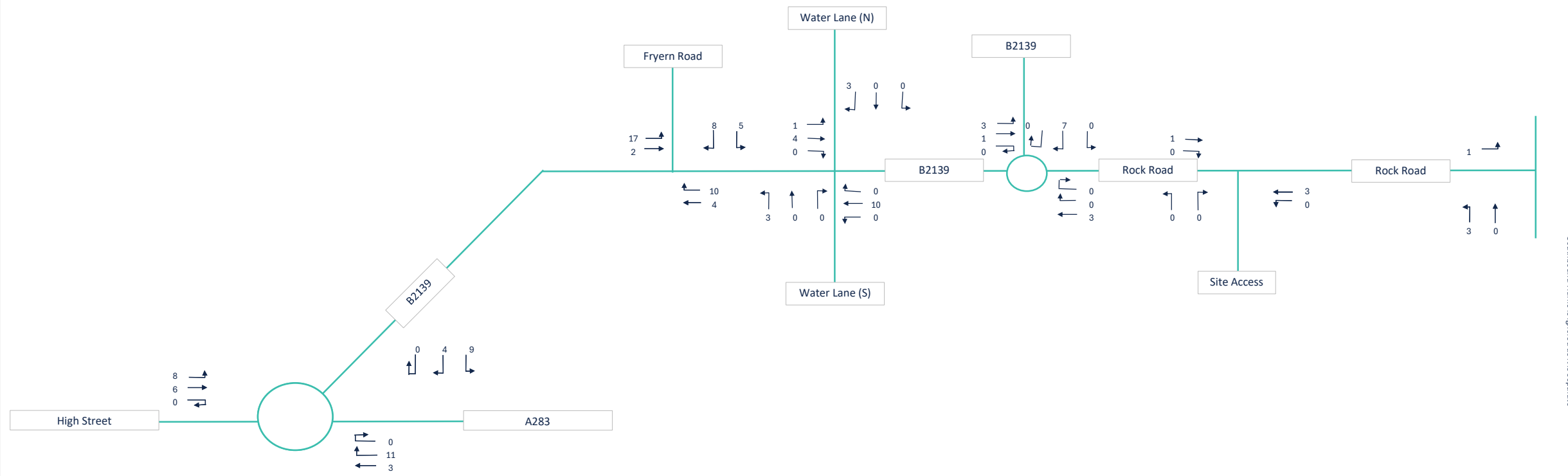
Southbound Traffic is ignored as it is separate

2031 Future + Committed - Existing +
Development - AM Peak
Thakeham Tiles, Rock Road, Horsham



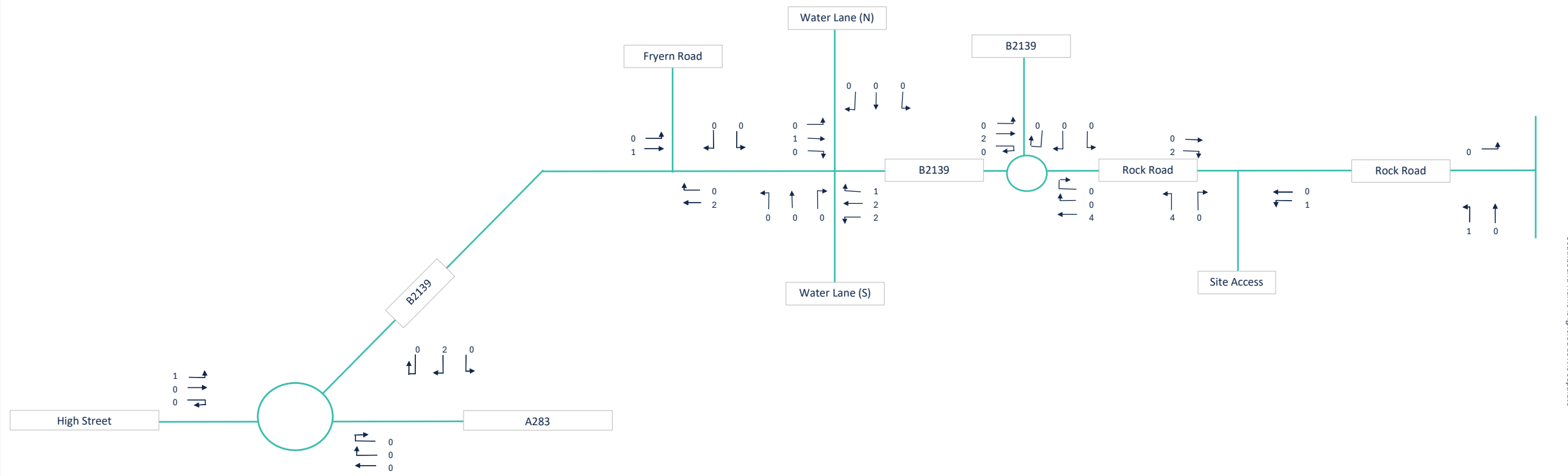
Southbound Traffic is ignored as it is separate

Committed Development - PM Peak
Thakeham Tiles, Rock Road, Horsham



Southbound Traffic is ignored as it is separate

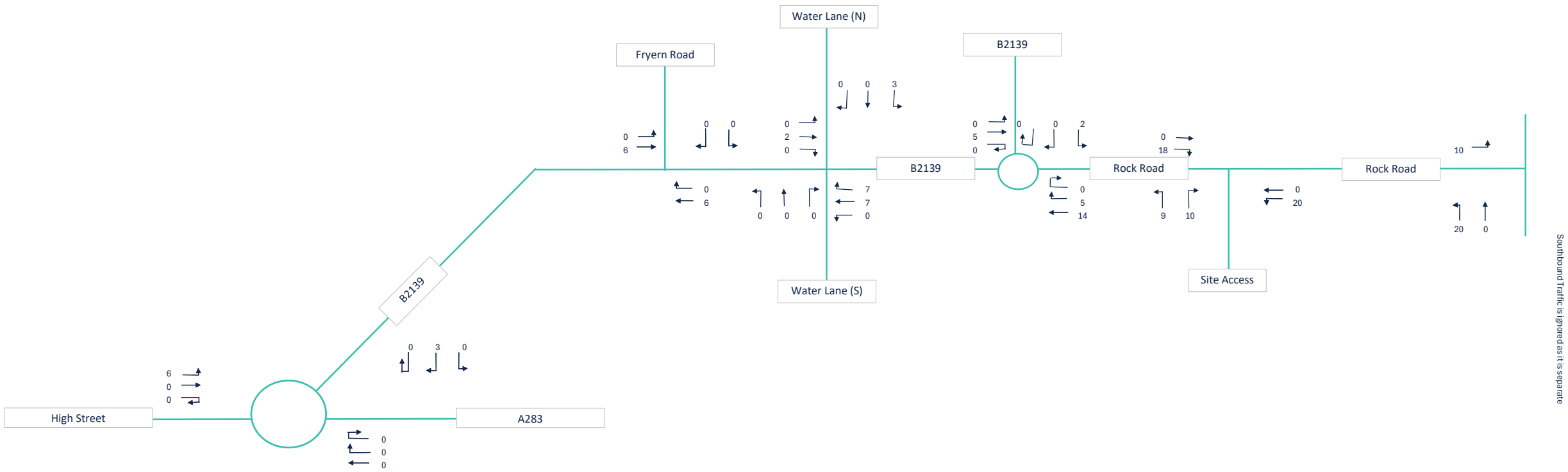
Existing Use - AM Peak
Thakeham Tiles, Rock Road, Horsham



	Total Vehicles
Dwellings	108
Arrival	38
Departure	19
Total	57

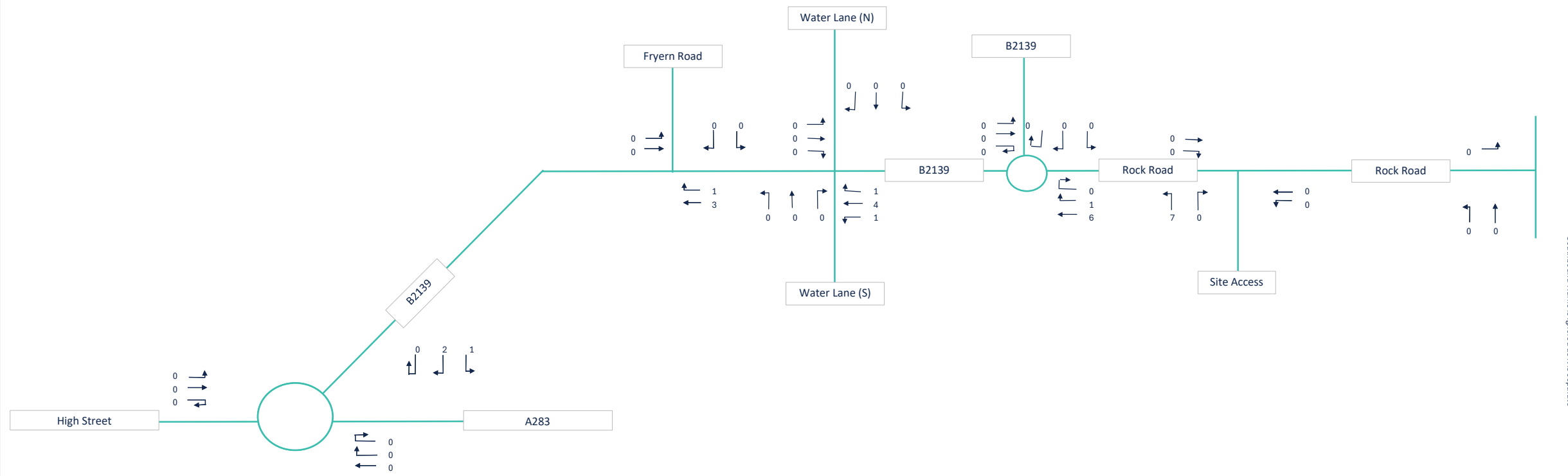
Proposed Development - PM Peak

Thakeham Tiles, Rock Road, Horsham

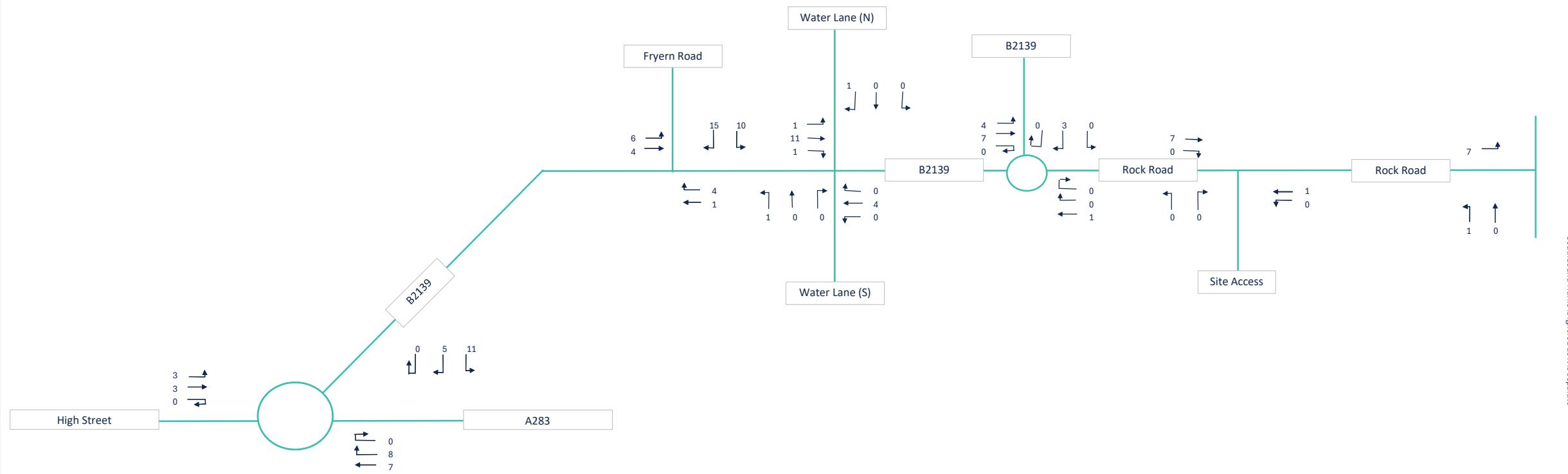


Southbound Traffic is ignored as it is separate

Existing Use - PM Peak
Thakeham Tiles, Rock Road, Horsham



Committed Development - AM Peak
Thakeham Tiles, Rock Road, Horsham

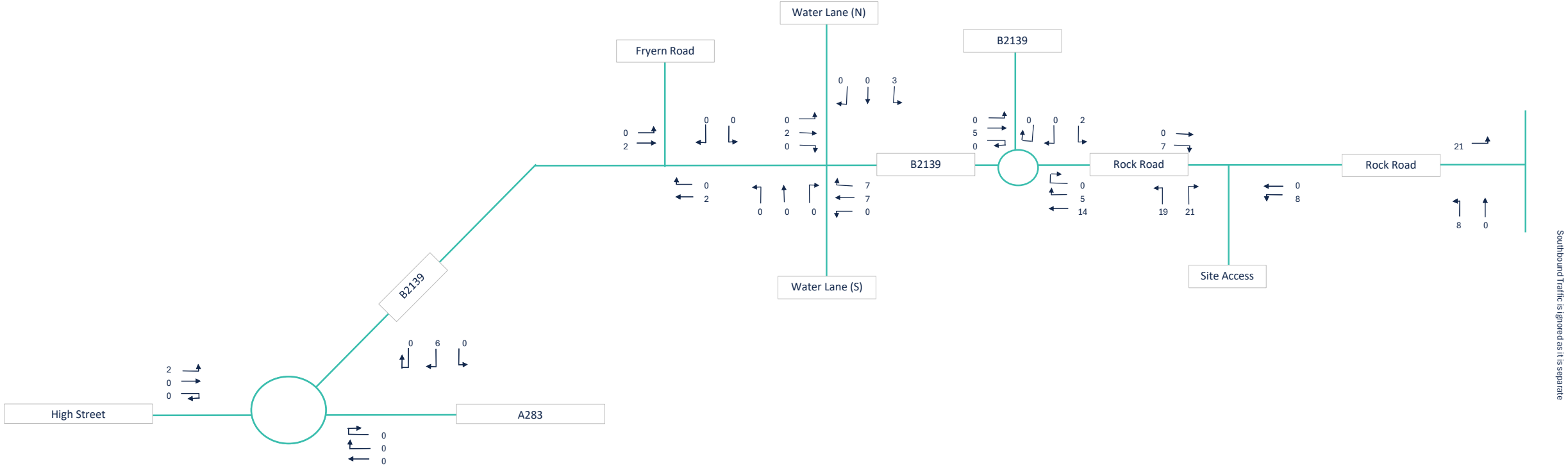


Southbound Traffic is ignored as it is separate

	Total Vehicles
Dwellings	108
Arrival	15
Departure	40
Total	54

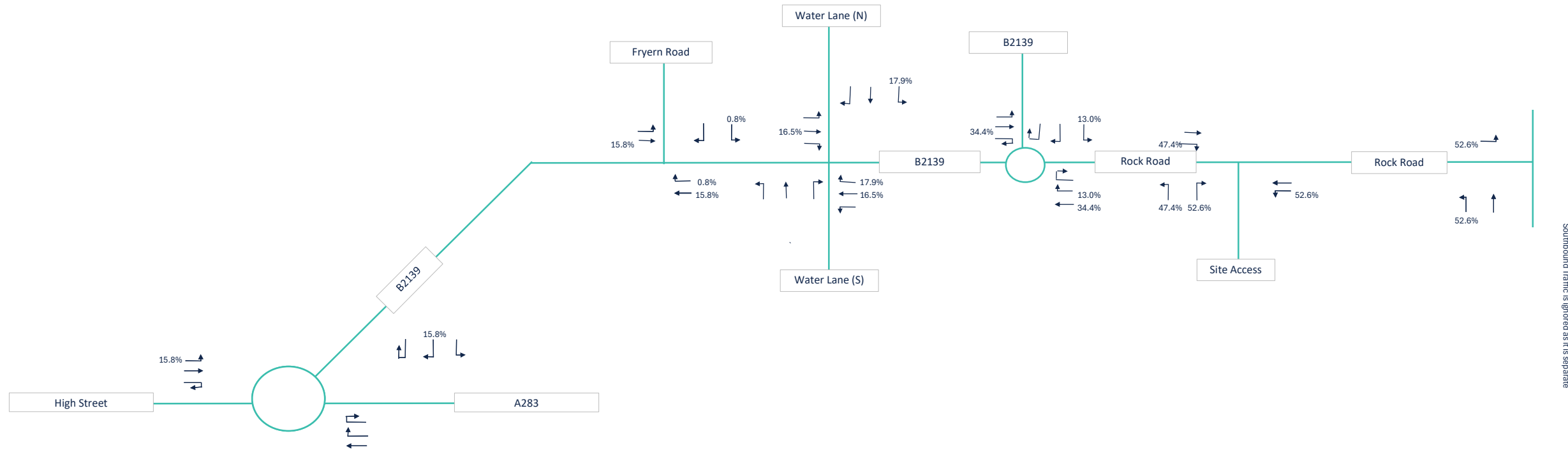
Proposed Development - AM Peak

Thakeham Tiles, Rock Road, Horsham



Southbound Traffic is ignored as it is separate

Development - Distribution
Thakeham Tiles, Rock Road, Horsham



Southbound Traffic ignored as it is separate

APPENDIX M

Extant Use Traffic Flow Data

VEHICLE MOVEMENT THAKEHAM TILES ROCK ROAD

DATE 08.07.2025

TIME	CAR				TANSIT/VAN				HGV			
	IN WEST	IN EAST	OUT WEST	OUT EAST	IN WEST	IN EAST	OUT WEST	OUT EAST	IN WEST	IN EAST	OUT WEST	OUT EAST
5.00												
5.15	2										1	
5.30		1									1	
5.45											1	
6.00												
6.15												
6.30		1							1			
6.45	3	1								1		
7.00	1	1								1		
7.15		2										
7.30												
7.45	2											
8.00											3	
8.15										1		
8.30			1									
8.45	1									1		
9.00											1	
9.15									2	1		1
9.30											1	
9.45	1		1								1	
10.00		1										1
10.15				1					1			
10.30		1									1	
10.45										1		
11.00						1			1			
11.15							1		2		1	
11.30				1						1		
11.45			1						2		2	
12.00						1					1	1
12.15											1	1
12.30							1		1			
12.45	1		1				1					
1.00			1						1	1	2	
1.15						1					1	
1.30					1						1	
1.45	1	2		1					1	1		
2.00			1	1	1				4			
2.15			1					2			2	
2.30		1		1					2		2	
2.45										1	1	
3.00									1			
3.15											1	
3.30									1		1	
3.45			2		1							
4.00												
4.15												
4.30								1				
4.45	1		3									
5.00			6									
5.15												
5.30			1									
5.45												
6.00												
Total	13	11	19	5	3	3	3	3	20	10	26	4

total car

total van/transit

total HGV

grand total

48

12

60

120

APPENDIX N

TRICS Data

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	EX	ESSEX
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
	SC	SURREY
	SP	SOUTHAMPTON
	WB	WEST BERKSHIRE
	WS	WEST SUSSEX
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	NF	NORFOLK
	SF	SUFFOLK
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	DH	DURHAM
	IM	ISLE OF MAN
11	SCOTLAND	
	AS	ABERDEENSHIRE
13	MUNSTER	
	TI	TIPPERARY
14	LEINSTER	
	WC	WICKLOW
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	CV	CAVAN
	MG	MONAGHAN
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
	DE	DERRY
	TY	TYRONE

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

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:	DWELLS
Actual Range:	0.9 to 47 (units:DWELLS)
Range Selected by User:	45 to 300 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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:

Friday	6 days
Monday	11 days
Thursday	13 days
Tuesday	24 days
Wednesday	13 days

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

Selected survey types:

Manual count	67
Direction ATC Count	0

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

Selected Locations:

Edge of Town	58 days
Suburban Area (PPS6 Out of Centre)	9 days

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

Selected Location Sub Categories:

Industrial Zone	2 days
No Sub Category	5 days
Out of Town	4 days
Residential Zone	55 days
Village	1 days

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 Vehicle Counts:

Servicing vehicles Excluded	52 days
Servicing vehicles Included	15 days

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Secondary Filtering Selection:

Use Class:

C3	67 surveys
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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:

220 - 6900

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	7 surveys
10,001 to 15,000	21 surveys
15,001 to 20,000	10 surveys
20,001 to 25,000	7 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	20 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	20 surveys
25,001 to 50,000	10 surveys
250,001 to 500,000	4 surveys
5,001 to 25,000	15 surveys
50,001 to 75,000	8 surveys
75,001 to 100,000	7 surveys

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	13 surveys
1.1 to 1.5	46 surveys
1.6 to 2.0	8 surveys

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.

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	27 surveys
Yes	40 surveys

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	67 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

1	AN-03-A-09	DETACHED & SEMI-DETACHED	ANTRIM
SLOEFIELD DRIVE CARRICKFERGUS Edge of Town No Sub Category Site area: 9.48 hect Survey date: Wednesday 12/10/2016			
		Survey Type: Manual	
2	AN-03-A-10	DETACHED & SEMI-DETACHED	ANTRIM
FERRARD GRANGE ANTRIM Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 3.5 hect Survey date: Friday 07/06/2024			
		Survey Type: Manual	
3	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Site area: 5.3 hect Survey date: Wednesday 20/04/2022			
		Survey Type: Manual	
4	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.69 hect Survey date: Tuesday 27/06/2023			
		Survey Type: Manual	
5	CV-03-A-02	DETACHED & SEMI DETACHED	CAVAN
R212 DUBLIN ROAD CAVAN KILLYNEBBBER Edge of Town No Sub Category Site area: 47 hect Survey date: Monday 22/05/2017			
		Survey Type: Manual	
6	DC-03-A-11	MIXED HOUSES	DORSET
A350 SHAFTESBURY Edge of Town No Sub Category Site area: 6.63 hect Survey date: Tuesday 31/10/2023			
		Survey Type: Manual	
7	DE-03-A-05	SEMI-DETACHED & TERRACED	DERRY
CLOYFIN ROAD COLERAINE LOGUESTOWN IND. ESTATE Edge of Town Industrial Zone Site area: 1.9257 hect Survey date: Friday 20/05/2022			
		Survey Type: Manual	
8	DH-03-A-01	SEMI DETACHED	DURHAM
GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone			

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Site area: 0.9 hect

Survey date: Tuesday 28/03/2017

Survey Type: Manual

9 PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603 hect Survey date: Friday 19/10/2018	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: Manual
10 R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 20/06/2018	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN	Survey Type: Manual
11 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Site area: 9.91 hect Survey date: Monday 11/07/2016	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
12 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.49 hect Survey date: Thursday 07/11/2019	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
13 WRESTWOOD ROAD BEXHILL Edge of Town Residential Zone Site area: 3.32 hect Survey date: Wednesday 12/10/2022	ES-03-A-08	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
14 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date: Monday 13/03/2023	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
15 WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.41 hect Survey date: Thursday 28/09/2023	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
16 RATTLE ROAD	ES-03-A-14	MIXED HOUSES & FLATS	EAST SUSSEX	

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

NEAR EASTBOURNE

STONE CROSS

Edge of Town

Residential Zone

Site area: 3.4 hect

Survey date: Tuesday 30/04/2024

Survey Type: Manual

17**EX-03-A-03****MIXED HOUSES****ESSEX**

KESTREL GROVE

RAYLEIGH

Edge of Town

Residential Zone

Site area: 3.6 hect

Survey date: Monday 27/09/2021

Survey Type: Manual

18**HC-03-A-23****HOUSES & FLATS****HAMPSHIRE**

CANADA WAY

LIPHOOK

Suburban Area (PPS6 Out of Centre)

Residential Zone

Site area: 1.4 hect

Survey date: Tuesday 19/11/2019

Survey Type: Manual

19**HC-03-A-26****MIXED HOUSES & FLATS****HAMPSHIRE**

BOTLEY ROAD

WHITELEY

Edge of Town

Out of Town

Site area: 7.01 hect

Survey date: Thursday 24/06/2021

Survey Type: Manual

20**HC-03-A-27****MIXED HOUSES****HAMPSHIRE**

DAIRY ROAD

ANDOVER

Edge of Town

Residential Zone

Site area: 2.5 hect

Survey date: Tuesday 16/11/2021

Survey Type: Manual

21**HC-03-A-28****MIXED HOUSES & FLATS****HAMPSHIRE**

EAGLE AVENUE

WATERLOOVILLE

LOVEDEAN

Edge of Town

Residential Zone

Site area: 5.97 hect

Survey date: Monday 08/11/2021

Survey Type: Manual

22**HC-03-A-34****MIXED HOUSES & FLATS****HAMPSHIRE**

STONEHAM LANE

EASTLEIGH

Edge of Town

Residential Zone

Site area: 8.47 hect

Survey date: Tuesday 14/11/2023

Survey Type: Manual

23**HC-03-A-35****MIXED HOUSES & FLATS****HAMPSHIRE**

EAGLE AVENUE

WATERLOOVILLE

LOVEDEAN

Edge of Town

Residential Zone

Site area: 9.1 hect

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Survey date: Tuesday 31/10/2023

Survey Type: Manual

24 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Site area: 6.23 hect Survey date: Tuesday 12/09/2023	HC-03-A-36	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
25 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Site area: 3.46 hect Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
26 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Site area: 6.2 hect Survey date: Wednesday 26/06/2024	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
27 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Site area: 5.67 hect Survey date: Monday 08/07/2019	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	Survey Type: Manual
28 A505 ROYSTON Edge of Town Residential Zone Site area: 8 hect Survey date: Tuesday 28/11/2023	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: Manual
29 BAKER STREET POTTERS BAR Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 6.32 hect Survey date: Monday 25/03/2024	HF-03-A-07	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE	Survey Type: Manual
30 NEW CASTLETOWN ROAD DOUGLAS Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 2.3 hect Survey date: Monday 20/05/2024	IM-03-A-04	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
31 SCARLETT ROAD CASTLETOWN	IM-03-A-05	MIXED HOUSES	ISLE OF MAN	

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Edge of Town

Residential Zone

Site area: 2.19 hect

Survey date: Tuesday 21/05/2024

Survey Type: Manual

32 IM-03-A-06 MIXED HOUSES ISLE OF MAN
 MOORAGH PROMENADE
 RAMSEY
 Edge of Town
 Residential Zone
 Site area: 6.9 hect
 Survey date: Thursday 23/05/2024

Survey Type: Manual

33 KC-03-A-03 MIXED HOUSES & FLATS KENT
 HYTHE ROAD
 ASHFORD
 WILLESBOROUGH
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Site area: 1.38 hect
 Survey date: Thursday 14/07/2016

Survey Type: Manual

34 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
 KILN BARN ROAD
 AYLESFORD
 DITTON
 Edge of Town
 Residential Zone
 Site area: 4.31 hect
 Survey date: Friday 22/09/2017

Survey Type: Manual

35 KC-03-A-07 MIXED HOUSES KENT
 RECULVER ROAD
 HERNE BAY
 Edge of Town
 Residential Zone
 Site area: 9.46 hect
 Survey date: Wednesday 27/09/2017

Survey Type: Manual

36 KC-03-A-10 MIXED HOUSES KENT
 HEADCORN ROAD
 STAPLEHURST
 Edge of Town
 Residential Zone
 Site area: 3.91 hect
 Survey date: Tuesday 09/05/2023

Survey Type: Manual

37 KC-03-A-12 MIXED HOUSES & FLATS KENT
 WESTERN LINK
 FAVERSHAM
 DAVINGTON
 Edge of Town
 Residential Zone
 Site area: 6.78 hect
 Survey date: Tuesday 19/09/2023

Survey Type: Manual

38 MG-03-A-01 SEMI-DETACHED HOUSES MONAGHAN
 ORIEL WAY
 MONAGHAN
 Suburban Area (PPS6 Out of Centre)
 Residential Zone
 Site area: 3.3 hect
 Survey date: Tuesday 12/10/2021

Survey Type: Manual

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

39 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Site area: 9.27 hect Survey date: Monday 23/09/2019	NF-03-A-06	MIXED HOUSES	NORFOLK	Survey Type: Manual
40 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Site area: 3.1 hect Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
41 BRANDON ROAD SWAFFHAM Edge of Town Residential Zone Site area: 11.77 hect Survey date: Thursday 23/09/2021	NF-03-A-30	MIXED HOUSES	NORFOLK	Survey Type: Manual
42 LONDON ROAD ATTLEBOROUGH Edge of Town Residential Zone Site area: 4.78 hect Survey date: Thursday 29/09/2022	NF-03-A-33	MIXED HOUSES	NORFOLK	Survey Type: Manual
43 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.15 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
44 REPTON AVENUE NORWICH Edge of Town Residential Zone Site area: 5.34 hect Survey date: Wednesday 28/09/2022	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
45 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Site area: 3.2 hect Survey date: Thursday 29/09/2022	NF-03-A-36	MIXED HOUSES	NORFOLK	Survey Type: Manual
46 HEATH DRIVE HOLT Edge of Town Residential Zone	NF-03-A-39	MIXED HOUSES	NORFOLK	

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Site area: 7.84 hect

Survey date: Tuesday 27/09/2022

Survey Type: Manual

47 BURGH ROAD AYLSHAM Edge of Town Residential Zone Site area: 13.05 hect Survey date: Tuesday 14/09/2021	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
48 LYNNSPORT WAY KING'S LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 5.31 hect Survey date: Tuesday 07/11/2023	NF-03-A-52	MIXED HOUSES	NORFOLK	Survey Type: Manual
49 PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9 hect Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
50 REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 7.2 hect Survey date: Monday 01/04/2019	SC-03-A-05	MIXED HOUSES	SURREY	Survey Type: Manual
51 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.82 hect Survey date: Tuesday 14/05/2024	SC-03-A-11	MIXED HOUSES	SURREY	Survey Type: Manual
52 AARONS HILL GODALMING Edge of Town Residential Zone Site area: 9.38 hect Survey date: Wednesday 12/06/2024	SC-03-A-12	MIXED HOUSES & FLATS	SURREY	Survey Type: Manual
53 FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 6.66 hect Survey date: Thursday 24/06/2021	SF-03-A-09	MIXED HOUSES & FLATS	SUFFOLK	Survey Type: Manual
54 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	SF-03-A-10	TERRACED & SEMI-DETACHED	SUFFOLK	

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Edge of Town

Residential Zone

Site area: 4.92 hect

Survey date: Tuesday 22/06/2021

Survey Type: Manual

55	SP-03-A-02	MIXED HOUSES & FLATS	SOUTHAMPTON
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BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END

Edge of Town

Out of Town

Site area: 20.9 hect

Survey date: Tuesday 12/10/2021

Survey Type: Manual

56	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
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BEACONSIDE
STAFFORD
MARSTON GATE

Edge of Town

Residential Zone

Site area: 9 hect

Survey date: Wednesday 22/11/2017

Survey Type: Manual

57	TI-03-A-01	MIXED HOUSES	TIPPERARY
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BRITTAS ROAD
THURLES

Edge of Town

Out of Town

Site area: 3.43 hect

Survey date: Thursday 17/06/2021

Survey Type: Manual

58	TY-03-A-02	SEMI DETACHED & BUNGALOWS	TYRONE
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SANDHOLES ROAD
COOKSTOWN
DERRYLORAN

Edge of Town

Industrial Zone

Site area: 10.15 hect

Survey date: Thursday 14/03/2019

Survey Type: Manual

59	WB-03-A-03	MIXED HOUSES	WEST BERKSHIRE
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DORKING WAY
READING
CALCOT

Edge of Town

Residential Zone

Site area: 3.9 hect

Survey date: Friday 09/09/2022

Survey Type: Manual

60	WC-03-A-01	DETACHED HOUSES	WICKLOW
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STATION ROAD
WICKLOW
CORPORATION MURRAGH

Edge of Town

No Sub Category

Site area: 2.443 hect

Survey date: Monday 28/05/2018

Survey Type: Manual

61	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
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DALEHOUSE LANE
KENILWORTH

Edge of Town

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Residential Zone

Site area: 2.425 hect

Survey date: Friday 27/09/2019

Survey Type: Manual

62 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Site area: 8.86 hect Survey date: Thursday 19/04/2018	WS-03-A-08	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
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63 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON Edge of Town Residential Zone Site area: 5.36 hect Survey date: Wednesday 23/06/2021	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
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64 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Site area: 2.83 hect Survey date: Wednesday 20/10/2021	WS-03-A-14	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
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65 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Site area: 3.8 hect Survey date: Tuesday 19/03/2024	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
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66 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Site area: 6.64 hect Survey date: Tuesday 14/05/2024	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
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67 MADGWICK LANE CHICHESTER WESTHAMPTON Edge of Town Village Site area: 13.49 hect Survey date: Thursday 23/05/2024	WS-03-A-24	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
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DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CT-03-A-01	22-06-2022	Removed: Site re-surveyed by CT-03-A-03
DC-03-A-09	19-11-2021	Removed: Site re-surveyed by DC-03-A-11
ES-03-A-05	05-06-2019	Removed: Site re-surveyed by ES-03-A-14

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Site Ref	Survey Date	Reason for Deselection
HC-03-A-18	29-11-2016	Removed: Site re-surveyed by HC-03-A-19
HC-03-A-19	27-11-2017	Removed: Site re-surveyed by HC-03-A-20
HC-03-A-20	20-11-2018	Removed: Site re-surveyed by HC-03-A-23
HC-03-A-24	10-11-2021	Removed: Site re-surveyed by HC-03-A-34
HC-03-A-29	30-06-2022	Removed: Site re-surveyed by HC-03-A-33
HC-03-A-33	04-07-2023	Removed: Site re-surveyed by HC-03-A-38
SF-03-A-07	09-05-2019	Removed: Site re-surveyed by SF-03-A-09
WS-03-A-09	05-07-2018	Removed: Site re-surveyed by WS-03-A-13
WS-03-A-10	07-11-2018	Removed: Site re-surveyed by WS-03-A-14
WS-03-A-12	16-06-2021	Removed: Site re-surveyed by WS-03-A-24
WS-03-A-17	01-03-2023	Removed: Site re-surveyed by WS-03-A-22
WS-03-A-19	15-05-2023	Removed: Site re-surveyed by WS-03-A-23

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.081	0.291	0.372
08:00-09:00	67	138	0.154	0.391	0.545
09:00-10:00	67	138	0.142	0.179	0.321
10:00-11:00	67	138	0.127	0.153	0.280
11:00-12:00	67	138	0.137	0.148	0.285
12:00-13:00	67	138	0.161	0.153	0.314
13:00-14:00	67	138	0.164	0.160	0.324
14:00-15:00	67	138	0.167	0.189	0.356
15:00-16:00	67	138	0.273	0.179	0.452
16:00-17:00	67	138	0.291	0.172	0.463
17:00-18:00	67	138	0.353	0.173	0.526
18:00-19:00	67	138	0.281	0.155	0.436
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.331	2.343	4.674

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.115	0.492	0.607
08:00-09:00	67	138	0.235	0.821	1.056
09:00-10:00	67	138	0.218	0.294	0.512
10:00-11:00	67	138	0.190	0.247	0.437
11:00-12:00	67	138	0.214	0.239	0.453
12:00-13:00	67	138	0.253	0.241	0.494
13:00-14:00	67	138	0.258	0.246	0.504
14:00-15:00	67	138	0.264	0.292	0.556
15:00-16:00	67	138	0.595	0.307	0.902
16:00-17:00	67	138	0.554	0.288	0.842
17:00-18:00	67	138	0.592	0.286	0.878
18:00-19:00	67	138	0.465	0.264	0.729
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.953	4.017	7.970

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.003	0.010	0.013
08:00-09:00	67	138	0.005	0.018	0.023
09:00-10:00	67	138	0.003	0.003	0.006
10:00-11:00	67	138	0.002	0.003	0.005
11:00-12:00	67	138	0.002	0.002	0.004
12:00-13:00	67	138	0.002	0.003	0.005
13:00-14:00	67	138	0.003	0.002	0.005
14:00-15:00	67	138	0.004	0.004	0.008
15:00-16:00	67	138	0.012	0.006	0.018
16:00-17:00	67	138	0.014	0.008	0.022
17:00-18:00	67	138	0.011	0.007	0.018
18:00-19:00	67	138	0.007	0.005	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.068	0.071	0.139

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.001	0.001	0.002
08:00-09:00	67	138	0.001	0.001	0.002
09:00-10:00	67	138	0.001	0.001	0.002
10:00-11:00	67	138	0.001	0.001	0.002
11:00-12:00	67	138	0.000	0.000	0.000
12:00-13:00	67	138	0.001	0.000	0.001
13:00-14:00	67	138	0.001	0.001	0.002
14:00-15:00	67	138	0.000	0.000	0.000
15:00-16:00	67	138	0.001	0.001	0.002
16:00-17:00	67	138	0.001	0.001	0.002
17:00-18:00	67	138	0.001	0.001	0.002
18:00-19:00	67	138	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.008	0.017

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	12/10/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.002	0.002	0.004
08:00-09:00	67	138	0.002	0.002	0.004
09:00-10:00	67	138	0.002	0.001	0.003
10:00-11:00	67	138	0.002	0.002	0.004
11:00-12:00	67	138	0.003	0.002	0.005
12:00-13:00	67	138	0.002	0.002	0.004
13:00-14:00	67	138	0.002	0.001	0.003
14:00-15:00	67	138	0.001	0.001	0.002
15:00-16:00	67	138	0.002	0.002	0.004
16:00-17:00	67	138	0.001	0.001	0.002
17:00-18:00	67	138	0.001	0.000	0.001
18:00-19:00	67	138	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.021	0.017	0.038

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	55
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.002	0.003	0.005
08:00-09:00	67	138	0.007	0.007	0.014
09:00-10:00	67	138	0.003	0.003	0.006
10:00-11:00	67	138	0.003	0.002	0.005
11:00-12:00	67	138	0.002	0.002	0.004
12:00-13:00	67	138	0.003	0.003	0.006
13:00-14:00	67	138	0.003	0.002	0.005
14:00-15:00	67	138	0.002	0.002	0.004
15:00-16:00	67	138	0.005	0.005	0.010
16:00-17:00	67	138	0.004	0.004	0.008
17:00-18:00	67	138	0.003	0.002	0.005
18:00-19:00	67	138	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.037	0.076

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	60
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.065	0.253	0.318
08:00-09:00	67	138	0.128	0.352	0.480
09:00-10:00	67	138	0.115	0.154	0.269
10:00-11:00	67	138	0.100	0.125	0.225
11:00-12:00	67	138	0.110	0.120	0.230
12:00-13:00	67	138	0.131	0.123	0.254
13:00-14:00	67	138	0.135	0.130	0.265
14:00-15:00	67	138	0.143	0.164	0.307
15:00-16:00	67	138	0.243	0.151	0.394
16:00-17:00	67	138	0.256	0.147	0.403
17:00-18:00	67	138	0.312	0.153	0.465
18:00-19:00	67	138	0.257	0.139	0.396
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.995	2.011	4.006

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.011	0.031	0.042
08:00-09:00	67	138	0.015	0.027	0.042
09:00-10:00	67	138	0.020	0.019	0.039
10:00-11:00	67	138	0.021	0.021	0.042
11:00-12:00	67	138	0.021	0.022	0.043
12:00-13:00	67	138	0.023	0.022	0.045
13:00-14:00	67	138	0.023	0.024	0.047
14:00-15:00	67	138	0.019	0.019	0.038
15:00-16:00	67	138	0.020	0.018	0.038
16:00-17:00	67	138	0.026	0.016	0.042
17:00-18:00	67	138	0.032	0.015	0.047
18:00-19:00	67	138	0.019	0.012	0.031
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.250	0.246	0.496

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.000	0.002	0.002
08:00-09:00	67	138	0.001	0.002	0.003
09:00-10:00	67	138	0.001	0.001	0.002
10:00-11:00	67	138	0.001	0.001	0.002
11:00-12:00	67	138	0.001	0.001	0.002
12:00-13:00	67	138	0.002	0.002	0.004
13:00-14:00	67	138	0.001	0.001	0.002
14:00-15:00	67	138	0.002	0.001	0.003
15:00-16:00	67	138	0.002	0.002	0.004
16:00-17:00	67	138	0.003	0.002	0.005
17:00-18:00	67	138	0.004	0.001	0.005
18:00-19:00	67	138	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.018	0.038

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	51
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.092	0.413	0.505
08:00-09:00	67	138	0.183	0.645	0.828
09:00-10:00	67	138	0.176	0.247	0.423
10:00-11:00	67	138	0.160	0.207	0.367
11:00-12:00	67	138	0.176	0.199	0.375
12:00-13:00	67	138	0.214	0.202	0.416
13:00-14:00	67	138	0.217	0.211	0.428
14:00-15:00	67	138	0.220	0.247	0.467
15:00-16:00	67	138	0.454	0.247	0.701
16:00-17:00	67	138	0.449	0.235	0.684
17:00-18:00	67	138	0.511	0.238	0.749
18:00-19:00	67	138	0.396	0.218	0.614
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.248	3.309	6.557

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.018	0.042	0.060
08:00-09:00	67	138	0.043	0.115	0.158
09:00-10:00	67	138	0.037	0.035	0.072
10:00-11:00	67	138	0.024	0.030	0.054
11:00-12:00	67	138	0.032	0.032	0.064
12:00-13:00	67	138	0.032	0.031	0.063
13:00-14:00	67	138	0.032	0.029	0.061
14:00-15:00	67	138	0.033	0.036	0.069
15:00-16:00	67	138	0.099	0.047	0.146
16:00-17:00	67	138	0.071	0.042	0.113
17:00-18:00	67	138	0.053	0.039	0.092
18:00-19:00	67	138	0.045	0.038	0.083
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.519	0.516	1.035

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	67
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.001	0.026	0.027
08:00-09:00	67	138	0.003	0.039	0.042
09:00-10:00	67	138	0.002	0.009	0.011
10:00-11:00	67	138	0.004	0.006	0.010
11:00-12:00	67	138	0.004	0.006	0.010
12:00-13:00	67	138	0.004	0.005	0.009
13:00-14:00	67	138	0.006	0.004	0.010
14:00-15:00	67	138	0.007	0.005	0.012
15:00-16:00	67	138	0.026	0.006	0.032
16:00-17:00	67	138	0.018	0.003	0.021
17:00-18:00	67	138	0.017	0.002	0.019
18:00-19:00	67	138	0.016	0.002	0.018
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.108	0.113	0.221

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	60
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.000	0.016	0.016
08:00-09:00	67	138	0.003	0.029	0.032
09:00-10:00	67	138	0.002	0.007	0.009
10:00-11:00	67	138	0.003	0.005	0.008
11:00-12:00	67	138	0.004	0.005	0.009
12:00-13:00	67	138	0.004	0.004	0.008
13:00-14:00	67	138	0.005	0.004	0.009
14:00-15:00	67	138	0.006	0.004	0.010
15:00-16:00	67	138	0.023	0.005	0.028
16:00-17:00	67	138	0.014	0.003	0.017
17:00-18:00	67	138	0.011	0.002	0.013
18:00-19:00	67	138	0.009	0.002	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.084	0.086	0.170

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	58
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.000	0.001	0.001
08:00-09:00	67	138	0.000	0.002	0.002
09:00-10:00	67	138	0.000	0.000	0.000
10:00-11:00	67	138	0.000	0.000	0.000
11:00-12:00	67	138	0.000	0.000	0.000
12:00-13:00	67	138	0.000	0.000	0.000
13:00-14:00	67	138	0.000	0.000	0.000
14:00-15:00	67	138	0.000	0.000	0.000
15:00-16:00	67	138	0.001	0.000	0.001
16:00-17:00	67	138	0.001	0.000	0.001
17:00-18:00	67	138	0.000	0.000	0.000
18:00-19:00	67	138	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.002	0.003	0.005

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	22/06/2021 - 12/06/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	67	138	0.001	0.010	0.011
08:00-09:00	67	138	0.000	0.009	0.009
09:00-10:00	67	138	0.000	0.002	0.002
10:00-11:00	67	138	0.000	0.001	0.001
11:00-12:00	67	138	0.000	0.000	0.000
12:00-13:00	67	138	0.000	0.001	0.001
13:00-14:00	67	138	0.001	0.000	0.001
14:00-15:00	67	138	0.001	0.000	0.001
15:00-16:00	67	138	0.002	0.001	0.003
16:00-17:00	67	138	0.003	0.000	0.003
17:00-18:00	67	138	0.006	0.000	0.006
18:00-19:00	67	138	0.007	0.000	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.021	0.024	0.045

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

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

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Audit Code: 843141ed-fbc5-41b8-9d1e-6215773040f6

Parameter Summary:

Trip rate parameter range selected:	45 - 300 (units: DWELLS)
Survey date date range:	11/07/2016 - 26/06/2024
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

APPENDIX O

Detailed Traffic Calculations

					2025 Surveys: 07/45/08/45					
East/Junction Number	Junction Number	Arm	Movement Code	Movement	Total	HGVs	HGVs	PCU		
Junction 1 - High Street, B2139 & A265	Junction 1	B2139	1.1	U-turn	0	0	0%	0		
			1.2	Right	205	6	3%	208		
			1.3	Left	60	3	5%	62		
			1.4	U-turn	0	0	0%	0		
			1.5	Right	52	2	4%	53		
			1.6	Ahead	640	33	5%	665		
		High Street	1.7	U-turn	0	0	0%	1		
			1.8	Ahead	660	28	4%	679		
			1.9	Left	241	4	2%	245		
			2.1	Right	106	4	4%	107		
			Fryem Road	2.2	Left	75	0	0%	74	
				2.3	Right	83	2	2%	85	
Junction 2 - B2139 & Fryem Road	Junction 2	B2139 East	2.4	Ahead	192	5	3%	194		
			2.5	Ahead	248	2	1%	246		
		B2139 West	2.6	Left	42	2	5%	44		
			2.7	Ahead	1426	16	1%	1488		
		A24 NB South	3.2	Left	155	5	3%	156		
			3.3	Right	310	10	3%	317		
			Rock Road East	4.1	Ahead	100	3	3%	102	
				4.2	Left	5	1	20%	5	
		Site Access Junction	Junction 4	Site Access	4.3	Right	1	0	46%	1
					4.4	Left	0	0	46%	1
				Rock Road West	4.5	Right	2	0	20%	2
					4.6	Ahead	215	12	6%	223

Rock Road & 82139	Junction 5	82139 (N)	5.1	U-turn	1	0	0%	1
			5.2	Right	159	14	9%	173
			5.3	Left	51	2	4%	53
		Rock Road (E)	5.4	U-turn	0	0	0%	0
			5.5	Right	24	0	0%	24
			5.6	Ahead	90	3	3%	93
	Junction 6	82319 (W)	5.7	U-turn	1	0	0%	1
			5.8	Ahead	327	7	2%	334
			5.9	Left	173	10	6%	183
82139 & Water Lane	Junction 6	Water Lane (N)	6.1	Right	66	3	5%	69
			6.2	Ahead	25	4	16%	29
			6.3	Left	68	4	6%	72
		82319 (E)	6.4	Right	45	4	9%	49
			6.5	Ahead	172	4	2%	176
			6.6	Left	109	12	11%	121
	Junction 7	Water Lane (S)	6.7	Right	82	5	4%	87
			6.8	Ahead	112	5	5%	117
			6.9	Left	60	3	5%	63
		82319 (W)	6.1	Right	51	2	4%	53
			6.11	Ahead	355	7	2%	362
			6.12	Left	56	2	4%	58

		Committed Development Flow							
Function Name	Vehicle Number	Arm	Movement # of Cycles	Movement	Downrow	West of Ravenscroft	Melton Drive	Total	
Function 1 High Street B2139 A A263	Function 1	B2139	1.1	U-Turn	0	0	0	0	
			1.2	Left	5	0	0	5	
	Function 2	A263	1.3	Right	2	2	2	11	
			1.4	U-Turn	0	0	0	0	
	Function 3	High Street	1.5	Right	0	5	3	8	
			1.6	Ahead	0	7	7	14	
	Function 4	Fryern Road	1.7	U-Turn	0	0	0	0	
			1.8	Ahead	0	3	0	3	
	Function 5	B2139 East	1.9	Left	2	1	1	4	
			2.1	Right	7	1	7	15	
Function 6 Rock Road A263B B263B Site Access	Function 6	B2139 West	2.2	Left	2	0	8	10	
			2.3	Right	0	0	3	4	
	Function 7	A263B South	2.4	Ahead	0	1	1	2	
			2.5	Ahead	0	4	0	4	
	Function 8	B263B North	2.6	Left	2	1	3	6	
			3.1	Ahead	0	0	0	0	
	Function 9	Rock Road	3.2	Left	0	0	0	0	
			3.3	Ahead	1	2	4	7	
	Function 10	Site Access	Rock Road	4.1	Ahead	0	0	0	1
				4.2	Left	0	0	0	0
Function 11	Rock Road West	Site Access	4.3	Right	0	0	0	0	
			4.4	Ahead	0	0	0	0	
Function 12	Rock Road West	Rock Road West	4.5	Right	0	0	0	0	
			4.6	Ahead	1	2	4	7	

[illegible]

Extant tips				
Total	Cars	LGV	HGV	Light
2	1	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	1	0	1	1
1	1	0	0	1
0	0	0	0	0
1	1	0	1	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	1	0	3	1
2	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	1	0	3	1
2	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	1	0
2	1	0	1	1
2	0	0	2	0
0	0	0	0	0
0	0	0	0	0
1	1	0	0	0
0	0	0	0	0
0	0	0	0	0

		Development Flow			
Junction	Junction Number	Arm	Movement at Red	Movement at Green	Total
Junction 1 High Street B2139 & A283	Junction 1	B2139	1.1	U-Turn Right	0
			1.2	Right	4
			1.3	Left	0
		A283	1.4	U-Turn Right	0
			1.5	Right	0
			1.6	Ahead	0
Junction 2 B2139 & Pyram Road & B2139 & Pyram Road & A24	Junction 2	High Street	1.7	U-Turn on Road	0
			1.8	Right	2
			1.9	Left	2
		Pyram Road	2.1	Right	0
			2.2	Left	0
			2.3	U-Turn Ahead	2
Junction 3 A24 Hub South Road Road & Site Accesses Road West	Junction 3	B2139 East	2.4	Right Ahead	2
			2.5	Ahead	2
		B2139 West	2.6	Left	2
			A24 Hub South	3.1	Ahead
		3.2		Left	8
		Junction 4 Road Road & Site Accesses Road West	Junction 4	Road Roads	3.3
Road Road East	4.1				Ahead
	4.2			Left	19
Site Accesses	4.3			Right	8
	4.4			Left	16
Road West	4.5			Right	7
	4.6	Ahead	0		
Road Road & B2139	Junction 5	B2139 (N)	5.1	U-Turn Right	0
			5.2	Right	0
			5.3	Left	2
		Road Road (E)	5.4	U-Turn Right	0
			5.5	Right	5
			5.6	Ahead	14
	Junction 6	B2139 (W)	5.7	U-Turn on Road	0
			5.8	Right	0
			5.9	Left	0
		Water Lane (N)	6.1	Right	5
			6.2	Ahead	0
			6.3	Left	7
Junction 7 Water Lane	Junction 7	B2139 (E)	6.4	Right	3
			6.5	Ahead	0
			6.6	Left	0
		Water Lane (S)	6.7	Right	0
			6.8	Ahead	0
			6.9	Left	0
Junction 8	B2139 (W)	6.1	Right	0	
		6.11	Left	2	
		6.12	Left	0	

		2021 Future Year - 07-45-08-45					
Function	Arm	Maxvms in Code	Up/Down	Total	HQ25	HQ25%	PCI
function 1	B2139	1.1	U/Lt	0	0	0%	0
		1.2	Up	213	6	3%	218
		1.3	Left	62	3	5%	65
	A283	1.4	U/Lt	0	0	0%	0
		1.5	Right	55	2	4%	57
function 2		1.6	Ahead	669	35	2%	698
	High Street	1.7	U/Lt	1	0	0%	1
		1.8	Ahead	689	29	4%	712
		1.9	Left	248	4	2%	252
	Fryern Road	2.1	Right	108	4	4%	112
function 3	B2139	2.3	Right	87	2	0%	89
	East	2.4	Ahead	198	5	3%	203
	B2139	2.5	Ahead	255	2	1%	258
		2.6	Left	44	2	5%	46
	A284	3.1	Ahead	1482	100	7%	1584
function 4	Rock	3.2	Left	159	5	3%	163
	Rock	3.3	Left	325	10	3%	332
	Road	4.1	Ahead	104	3	3%	107
	East	4.2	Left	1	0	11%	5
	Access	4.3	Right	1	0	47%	1
function 5		4.4	Left	0	0	47%	1
	Rock	4.5	Right	2	0	21%	3
	Rock West	4.6	Ahead	225	13	6%	233
function 6	B2139 (N)	5.1	U/Lt	1	0	0%	1
		5.2	Right	167	15	9%	182
	Rock	5.3	Left	54	2	0%	56
	Rock Road (E)	5.4	U/Lt	0	0	0%	0
		5.5	Right	25	0	0%	25
function 7	B2319 (W)	5.6	Ahead	94	3	3%	97
		5.8	Ahead	0	0	0%	0
		5.9	Left	343	7	2%	351
		6.1	Left	182	11	6%	192
	Water Lane (N)	6.2	Ahead	70	3	5%	73
function 8		6.3	Left	22	4	6%	24
		6.4	Right	48	4	9%	52
	B2319 (E)	6.5	Ahead	181	4	2%	185
		6.6	Left	114	13	11%	127
	Water Lane (S)	6.7	Right	34	5	5%	39
function 9		6.8	Ahead	117	5	5%	122
		6.9	Left	63	3	5%	67
	B2319 (W)	6.1	Right	54	2	4%	56
		6.11	Ahead	373	7	2%	380
		6.12	Left	59	2	4%	61

		2031 Future Year - Committed - 07/45-06/45					
Function Sector	Arm	Movement in Costs	U-turn	Total	HQ26	HQ275	PCU
function 1	B2139	1.1	U-turn	1	0	0%	0
		1.2	Right	218	6	3%	223
		1.3	Left	73	3	4%	76
	A283	1.5	Right	63	2	3%	64
		1.6	Ahead	676	35	5%	705
function 2	High Street	1.7	U-turn	1	0	0%	1
		1.8	Ahead	172	29	15%	215
		1.9	Left	251	4	2%	255
	Fryem Road	2.1	Right	123	4	3%	127
	B2139	2.2	Left	88	0	0%	88
function 3	B2139	2.3	Right	91	2	2%	93
		2.4	Ahead	199	5	3%	204
	B2139	2.5	Ahead	259	2	1%	262
	Went	2.6	Left	50	2	4%	52
	North Souths	3.2	Left	160	5	3%	164
function 4	Rock Road	3.3	Left	332	10	3%	339
	Rock Road	4.1	Ahead	105	3	3%	108
		4.2	Left	1	0	0%	1
	Access	4.3	Left	1	0	0%	1
	Rock Road West	4.6	Right	232	13	5%	240
function 5	B2139 (N)	5.1	U-turn	1	0	0%	1
		5.3	Left	170	15	9%	185
	Rock Road (E)	5.4	Left	54	2	4%	56
		5.5	U-turn	0	0	0%	0
	B2139 (W)	5.6	Ahead	95	3	3%	98
function 6		5.7	U-turn	1	0	0%	1
		5.8	Ahead	330	7	2%	336
		5.9	Left	186	11	6%	194
	Water Lane (N)	6.1	Right	71	3	4%	74
		6.2	Ahead	26	4	16%	31
function 7	B2139 (E)	6.3	Left	72	4	5%	76
		6.4	Right	48	4	9%	52
		6.5	Ahead	185	4	2%	189
	Water Lane (S)	6.6	Left	114	13	11%	127
		6.7	Right	36	5	5%	41
function 8		6.8	Ahead	117	5	5%	122
		6.9	Left	64	3	5%	68
	B2139 (W)	6.1	Right	35	2	4%	37
		6.11	Ahead	384	7	2%	391
		6.12	Left	22	2	4%	25

		2031 Future Year - Committed + Development - Estn. - 07/15/26-08/45					
Function	Arm	Movement Code	Government	Total	HQV2	HQV25	PCU
function 1	B2139	1.1	U-tum	1	0	0%	0
		1.2	U-tum	222	5	3%	226
		1.3	Left	73	3	4%	76
		1.4	U-tum	0	0	0%	0
		1.5	Right	63	2	3%	65
		1.6	Ahead	676	35	5%	705
function 2	High Street	1.7	U-tum	1	0	0%	1
		1.8	Ahead	672	24	4%	715
		1.9	Left	252	4	2%	256
		2.1	Right	123	4	3%	127
		2.2	Left	88	0	0%	88
		2.3	Right	91	2	2%	93
function 3	B2139	2.4	Ahead	200	2	1%	204
		2.5	Ahead	260	2	1%	264
		2.6	Left	50	2	4%	52
		2.7	Right	1482	100	7%	1581
		2.8	Left	167	4	3%	172
		2.9	Right	353	10	3%	363
function 4	Rock Road	3.1	Ahead	105	3	3%	108
		3.2	Left	11	0	0%	11
		3.3	Left	22	0	0%	22
		3.4	Left	15	-3	4%	13
		3.5	Right	7	0	0%	7
		3.6	Right	232	13	5%	245
function 5	B2139 (N)	5.1	U-tum	1	0	0%	1
		5.2	Left	170	15	9%	185
		5.3	Left	56	2	4%	58
		5.4	U-tum	0	0	0%	0
		5.5	Right	30	0	0%	30
		5.6	Ahead	1	0	0%	105
function 6	B2139 (W)	5.7	U-tum	1	0	0%	1
		5.8	Ahead	333	7	2%	340
		5.9	Left	186	11	6%	196
		6.1	Right	71	3	4%	74
		6.2	Ahead	26	4	16%	31
		6.3	Left	76	4	5%	79
function 6	B2139 (E)	6.4	Right	54	3	9%	57
		6.5	Ahead	189	3	2%	192
		6.6	Left	112	11	11%	123
		6.7	Right	84	5	6%	91
		6.8	Ahead	117	5	5%	122
		6.9	Left	64	3	5%	68
function 6	B2139 (W)	6.1	Right	55	2	4%	57
		6.11	Ahead	365	7	2%	373
		6.12	Left	20	2	4%	62

				2025 Survey - 1700-1800				
Tractor Junction Number	Junction Number	Arm	Movement Code	Movement	Total	HGVs	HVs	PCU
Junction 1 - High Street, B2139 & A283	Junction 1	B2139	1.1	U-Turn	0	0	0%	0
			1.2	Right	303	3	1%	299
			1.3	Left	75	1	1%	76
			1.4	U-Turn	0	0	0%	0
			1.5	Right	37	0	0%	37
	Junction 2	A283	1.6	Ahead	584	8	1%	577
			1.7	U-Turn	1	0	0%	1
			1.8	Ahead	642	13	2%	648
			1.9	Left	209	3	1%	208
			2.1	Right	83	0	0%	83
Junction 3 - B2139 & Fryern Road	Junction 2	B2139 East	2.2	Left	51	0	0%	51
			2.3	Right	129	0	0%	122
			2.4	Ahead	305	3	1%	305
			2.5	Ahead	213	0	1%	213
			2.6	Left	60	0	0%	59
Junction 3 - Rock Road & A2418 South	Junction 3	A2418 South	3.1	Ahead	1044	34	3%	1065
			3.2	Left	160	1	1%	160
			3.3	Left	144	3	2%	144
			4.1	Ahead	89	2	2%	90
			4.2	Right	5	1	20%	5
Site Access Junction	Junction 4	Rock Road East	4.3	Right	3	1	18%	3
			4.4	Left	1	0	18%	2
			4.5	Right	1	0	7%	1
			4.6	Ahead	134	3	2%	135

Location		Direction	Vehicle	Count	Count	Count	Count	Count
Rock Road & R2139	Junction 5	R2139 (N)	S1	U-Turn	1	0	0%	1
			5.2	Right	263	4	1%	267
		5.3	Left	37	0	0%	37	
		5.4	U-Turn	0	0	0%	0	
		5.5	Right	20	0	0%	20	
	R2319 (W)	Ahead	123	0	0%	123		
		5.7	U-Turn	0	0	0%	0	
		5.8	Ahead	125	2	2%	127	
		5.9	Left	145	1	1%	146	
		6.1	Right	68	1	1%	69	
R2139 & Water Lane	Junction 6	Water Lane (N)	Ahead	111	1	1%	112	
			6.3	Left	64	2	3%	66
		6.4	Right	48	0	0%	48	
		6.5	Ahead	272	5	2%	277	
		6.6	Left	94	0	0%	94	
	Water Lane (S)	6.7	Right	28	0	0%	28	
		6.8	Ahead	45	2	4%	47	
		6.9	Left	94	3	3%	97	
		6.1	Right	44	1	2%	45	
		6.11	Ahead	175	1	1%	176	
R2139 (W)	6.12	Left	51	1	2%	52		

		Committed Development Tower							
Junction	Junction Number	Arm	Movers at Code	Mover	Downslope	West of Tower(s)	Melon Drive	Total	
Junction of High West Tower A203	Junction of B2139 & Frym Road	B2139	1.1	U-Turn	0	0	0	0	
			1.2	Right	3	1	0	4	
		1.3	Left	1	5	5	2	9	
		A203	1.4	U-Turn	0	0	0	0	0
			1.5	Right	1	2	8	11	3
High Street	Junction of B2139 East & Frym Road	A203	1.6	Ahead	0	3	0	3	
			1.7	U-Turn	0	0	0	0	0
		High Street	1.8	Ahead Left	0	6	0	6	0
			1.9	Right	8	0	0	8	0
		Frym Road & A24	Junction of B2139 East & Frym Road	Frym Road	2.1	Right	4	1	3
2.2	Left				2	0	3	5	
B2139 East	2.3			Right	4	0	4	10	4
	2.4			Ahead	0	4	0	4	0
B2139 West	2.5			Ahead	0	2	0	2	0
Rock Road & A24	Junction of B2139 West & Rock Road	A24 NB	3.1	Ahead Left	0	0	0	0	
			3.2	Left	1	1	1	3	0
		Rock Road	3.3	Left	0	0	1	1	0
			3.4	Right	0	0	0	0	0
		Site Access Junction	Junction of Rock Road & West	Rock Road East	4.1	Ahead Left	1	1	1
4.2	Left				0	0	0	0	0
Site Access	4.3			Right	0	0	0	0	0
	4.4			Left	0	0	0	0	0
Rock Road West	4.5			Right Ahead	0	0	0	0	0
					0	1	1		

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Development flows					
Function	Partner number	Arm	Movement of C	Movement of A	Total
Function 1 High speed to B2139 and B2339 and A2339	Function 1	B2139	1.1	U-Turn	0
			1.2	Right	Left
			1.3	Left	0
			1.4	Right	0
Function 2 to B2139 and B2339 and B2139	Function 2	High Street	1.7	U-Turn	0
			1.8	Ahead	Left
			1.9	Ahead	0
			1.10	Right	0
Function 3 to B2139 and B2339 and B2139	Function 3	Fryern	2.1	Right	0
		Rock Road	2.2	Left	0
		East	2.3	Right	0
		East	2.4	Ahead	6
	B2139	2.5	Ahead	6	
		2.6	Ahead	0	
Function 4 to B2139 and B2339 and B2139	Function 4	A24 North	3.1	Ahead	Left
		South	3.2	Left	20
		Rock Road	3.3	Left	10
		East	3.4	Ahead	Left
Function 5 to B2139 and B2339 and B2139	Function 5	East	4.1	Ahead	Left
			4.2	Left	0
		Rock Road	4.3	Left	0
		Access	4.4	Left	9
Function 6 to B2139 and B2339 and B2139	Function 6	Access	4.5	Right	Left
			4.6	Ahead	Left
			4.7	Ahead	Left
			4.8	Ahead	Left

Rock Road & B2139	Junction 5	B2139 (N)	5.1	U-Turn	0
			5.2	Right	0
			5.3	Left	2
		Rock Road (E)	5.4	U-Turn	0
			5.5	Right	5
			5.6	Ahead	14
		B2139 (W)	5.7	U-Turn	0
			5.8	Ahead	0
			5.9	Left	0
B2139 & Water Lane	Junction 6		6.1	Right	0
		Water Lane (N)	6.2	Ahead	0
			6.3	Left	0
			6.4	Right	7
			6.5	Ahead	7
			6.6	Left	0
			6.7	Right	0
		Water Lane (E)	6.8	Ahead	0
			6.9	Left	0
				6.1	Right
		6.11	Ahead	0	
		6.12	Left	0	

		2031 Future Year - 1720-1800					
Access	Area	Maximum Jct Count	Maximum U-turn	Total	HCVA	HCVA	PCU
Access	B2139	1.1	0	0	0	0%	0
		1.2	Right	38	0	0%	313
		1.3	Left	79	1	0%	0
Access	A283	1.1	0	0	0	0%	0
		1.2	Right	39	0	0%	39
		1.6	Ahead	392	8	1	605
High Street		1.7	U-turn	1	0	0%	0
		1.8	Ahead	148	14	25	680
		1.9	Left	215	3	1	218
Freem		2.1	Right	86	0	0%	87
		2.2	Left	53	0	0%	53
	B2139	2.3	Right	132	132	0	263
East		2.4	Ahead	515	3	1	330
		2.5	Left	420	2	1	223
		2.6	Left	62	0	0%	62
Access	A2416	3.1	Ahead	1078	36	35	1165
	South	3.2	Left	167	1	1	168
	Back Road	3.3	Left	148	3	25	151
Access	Back Road	4.1	Ahead	93	2	25	94
		4.2	Left	5	0	1	215
	Site	4.3	Right	3	1	205	2
Access	Back Road	4.4	Left	1	0	205	2
		4.5	Right	1	0	75	1
	West	4.6	Ahead	139	3	25	141

Function 3	B2139 (N)	5.1	U-Rum	1	0	06	1
		5.2	Left	297	4	15	301
		5.3	Left	39	0	06	39
	Rock Road (E)	5.4	U-Rum	0	0	06	06
		5.5	Left	21	0	05	21
Function 4	B2119 (W)	5.6	Ahead	129	0	05	129
		5.7	U-Rum	0	0	06	06
		5.8	Ahead	131	131	26	133
	Water Lane (N)	5.9	Left	152	1	15	153
		6.1	Right	72	1	15	73
Function 5	B2131 (E)	6.2	Ahead	116	1	15	117
		6.3	Left	79	79	35	25
		6.4	Right	51	0	05	51
	Water Lane (S)	6.5	Ahead	285	5	25	290
		6.6	Left	98	0	05	98
Function 6	B2119 (W)	6.7	Right	30	05	30	35
		6.8	Ahead	47	2	45	50
		6.9	Left	98	3	35	101
	B2139 (W)	6.1	Left	46	1	25	47
		6.11	Ahead	184	1	15	185
Function 7	B2139 (W)	6.12	Left	54	1	25	55
		6.13	Left	54	1	25	55

		2031 Future Year - Committed: 17/05/2020				
		18/00				
Vehicle	Arm	Movement # of Cycles	Total	HGVs	HGVs	PCU
Access 1	B2139	1.1 U-turn	0	0	0%	0
		1.2 Right	312	1	1%	313
		1.3 Left	88	1	1%	89
		1.4 U-turn	0	0	0%	0
		1.5 Right	403	1	0%	404
Access 2	A2418	1.6 Ahead	995	1	1%	608
		1.7 U-turn	1	0	0%	0
		1.8 Ahead	274	14	25%	288
		1.9 Left	223	25	1%	226
		1.10 Right	94	0	0%	95
Access 3	R2139	2.2 Left	58	0	0%	58
		2.3 Right	142	1	1%	143
		2.4 East	319	3	1%	324
		2.5 Ahead	222	2	1%	225
		2.6 Left	29	0	0%	29
Access 4	A2418	3.1 Ahead	1078	36	3%	1116
		3.2 Left	170	1	1%	171
		3.3 Right	149	3	2%	152
		3.4 East	96	2	2%	97
		3.5 Left	3	1	21%	4
Access 5	R2139	4.1 Right	3	1	21%	4
		4.2 Right	3	1	21%	4
		4.3 Right	3	1	21%	4
		4.4 Left	1	0	0%	2
		4.5 Right	1	0	0%	2
Access 6	R2139	4.6 Ahead	170	3	2%	142
		4.7 Left	3	1	21%	4
		4.8 Right	3	1	21%	4
		4.9 Left	3	1	21%	4
		4.10 Right	3	1	21%	4

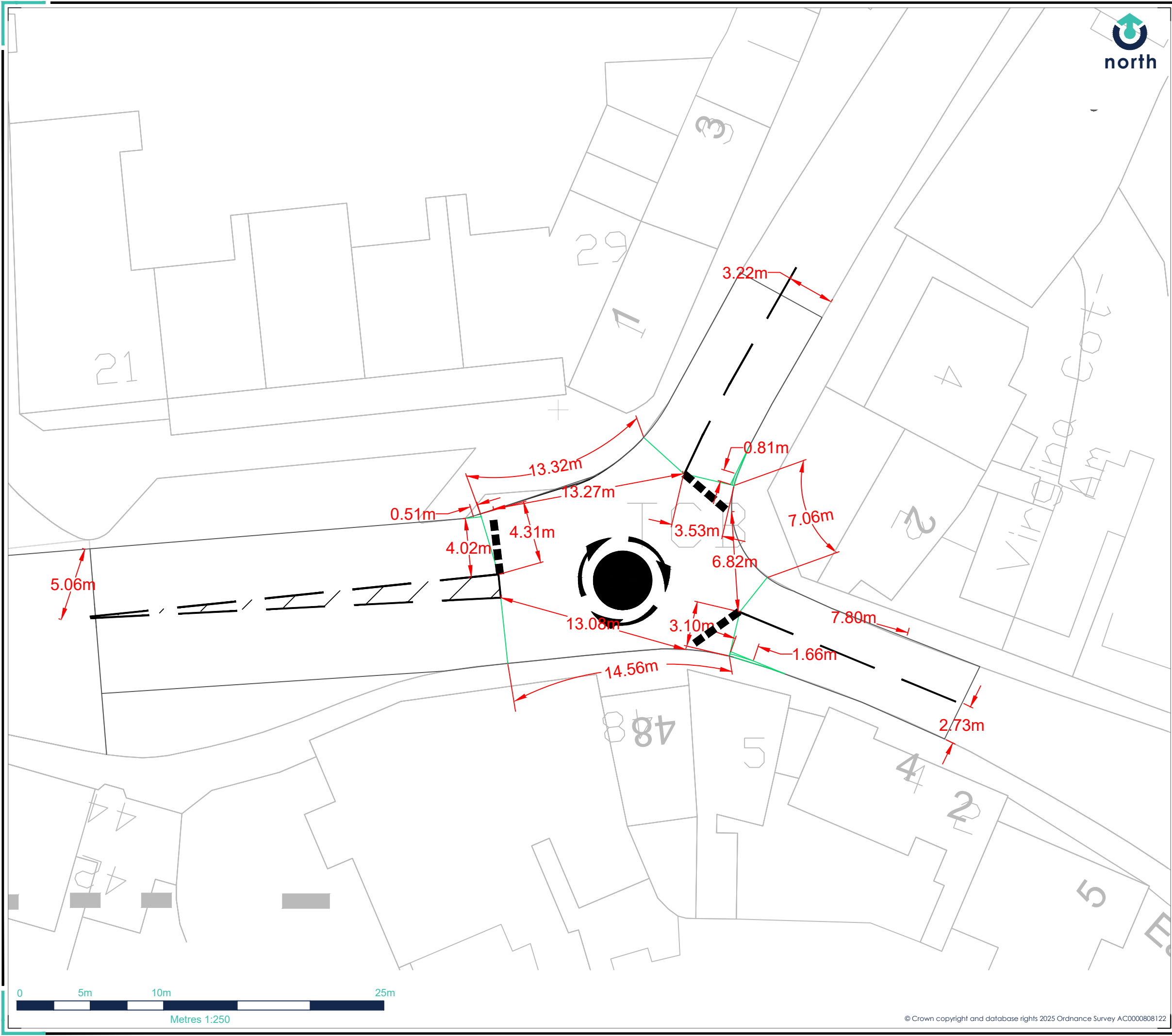
section 3	82139 (N)	5.1	U-Right	1	0	0%	1
		5.2	U-Right	304	4	1%	308
		5.3	Left	39	0	0%	39
		5.4	U-Left	0	0	0%	0
section 4	Rock Road (E)	5.5	Right	21	0	0%	21
		5.6	Ahead	132	0	0%	132
		5.7	U-Left	132	0	0%	132
		5.8	Ahead	132	0	0%	132
section 5	82319 (W)	5.9	Left	155	1	1%	156
		6.1	Right	75	1	1%	76
		6.2	Ahead	116	1	1%	117
		6.3	Left	70	2	3%	72
section 6	82319 (E)	6.4	Right	51	0	0%	51
		6.5	Ahead	295	5	2%	300
		6.6	Left	98	0	0%	98
		6.7	Right	30	0	0%	30
section 7	Water Lane (S)	6.8	Ahead	47	2	4%	49
		6.9	Left	101	3	3%	104
		6.1	Right				
		6.11	Ahead	188	1	1%	189
section 8	82319 (W)	6.12	Left	55	1	2%	56
		6.13	Right	55	1	2%	56

Category	Item	Movement	2031 Future Year - Commuted - Estimated - 17:00-18:00			
			Total	HGVs	HGVLT	PCs
Access	B2139	1.1	0	0	0	0
		1.2	87	1	0	318
		1.3	87	1	0	86
		1.4	0	0	0	0
Access	A83	1.0	0	0	0	0
		1.1	85	1	0	305
		1.6	595	8	15	608
		1.7	0	0	0	0
High Street		1.8	674	14	26	685
		1.9	229	3	5	232
		2.1	0	0	0	0
		2.2	0	0	0	0
Access	B2139	2.3	141	1	0	142
		2.4	322	3	1	327
		2.5	628	2	1	231
		2.6	7	0	0	0
Access	A24NB South	3.1	190	36	33	1116
		3.2	190	1	1	191
		3.3	159	3	2	161
		3.4	0	0	0	0
Access	East	4.1	96	2	26	97
		4.2	25	1	1	25
		4.3	13	1	205	13
		4.4	0	0	0	0
Access	West	4.5	19	1	75	19
		4.6	140	3	25	142
		4.7	0	0	0	0
		4.8	0	0	0	0

section 5	E2139 (N)	5.1	U-right	1	0	0%	1
		5.2	U-right	304	4	1%	308
		5.3	Left	41	0	0%	41
		5.4	U-left	0	0	0%	0
Rock Road (E)	E2139 (W)	5.5	Right	25	0	0%	25
		5.6	Ahead	139	0	0%	139
		5.7	U-up	0	0	0%	0
section 6	Water Lane (N)	5.8	Ahead	137	2	1%	139
		5.9	Left	155	1	1%	156
		6.1	Right	75	1	1%	76
		6.2	Ahead	116	1	1%	117
E2319 (E)	Water Lane (S)	6.3	Left	72	2	3%	74
		6.4	Right	57	0	0%	57
		6.5	Ahead	298	5	2%	303
		6.6	Left	97	0	0%	97
E2319 (W)	Water Lane (S)	6.7	Right	30	0	0%	30
		6.8	Ahead	47	2	4%	49
		6.9	Left	101	3	3%	104
		6.1	Right	46	1	2%	47
E2319 (W)	Water Lane (S)	6.11	Ahead	190	1	1%	191
		6.12	Left	55	1	2%	56

APPENDIX P

Junction Dimensions



00	FIRST ISSUE	CB	NR	18-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
---------	----------

CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
---------	--------------------------------

SITE:	THAKEHAM TILES, ROCK ROAD, HORSHAM
-------	------------------------------------

TITLE:	ARCADY MEASUREMENTS HIGH STREET / SCHOOL HILL
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SCALE: 1:250 @ A3		DATE: 18-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR003	SHEET NO: 01	REVISION: 00



FRYERN ROAD

THAKEHAM ROAD

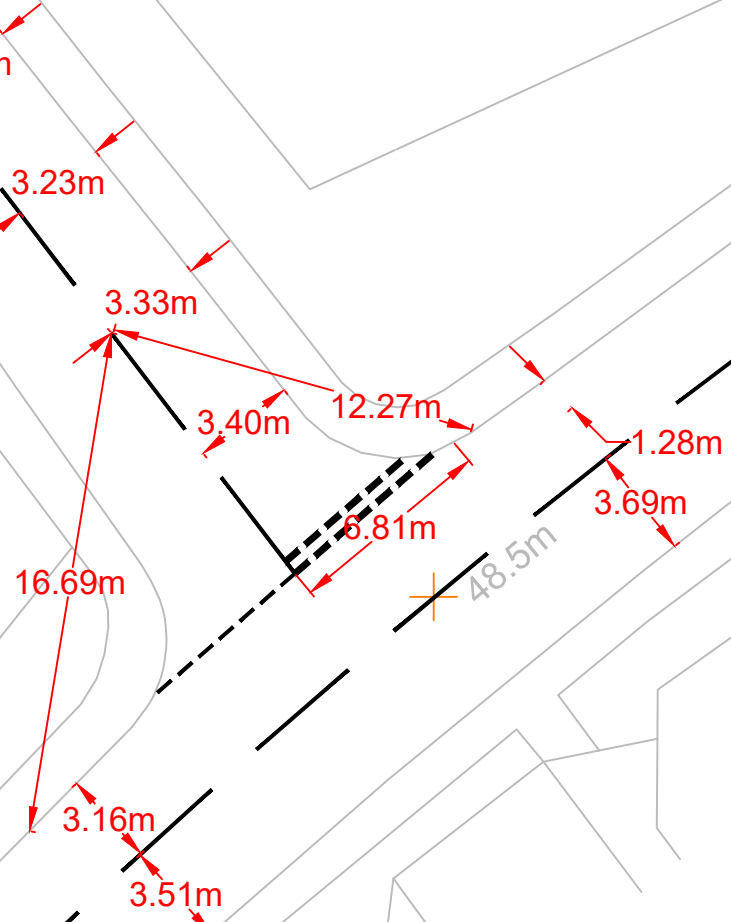
Downsview

SCHOOL HILL

47



Metres 1:250



00	FIRST ISSUE	CB	NR	18-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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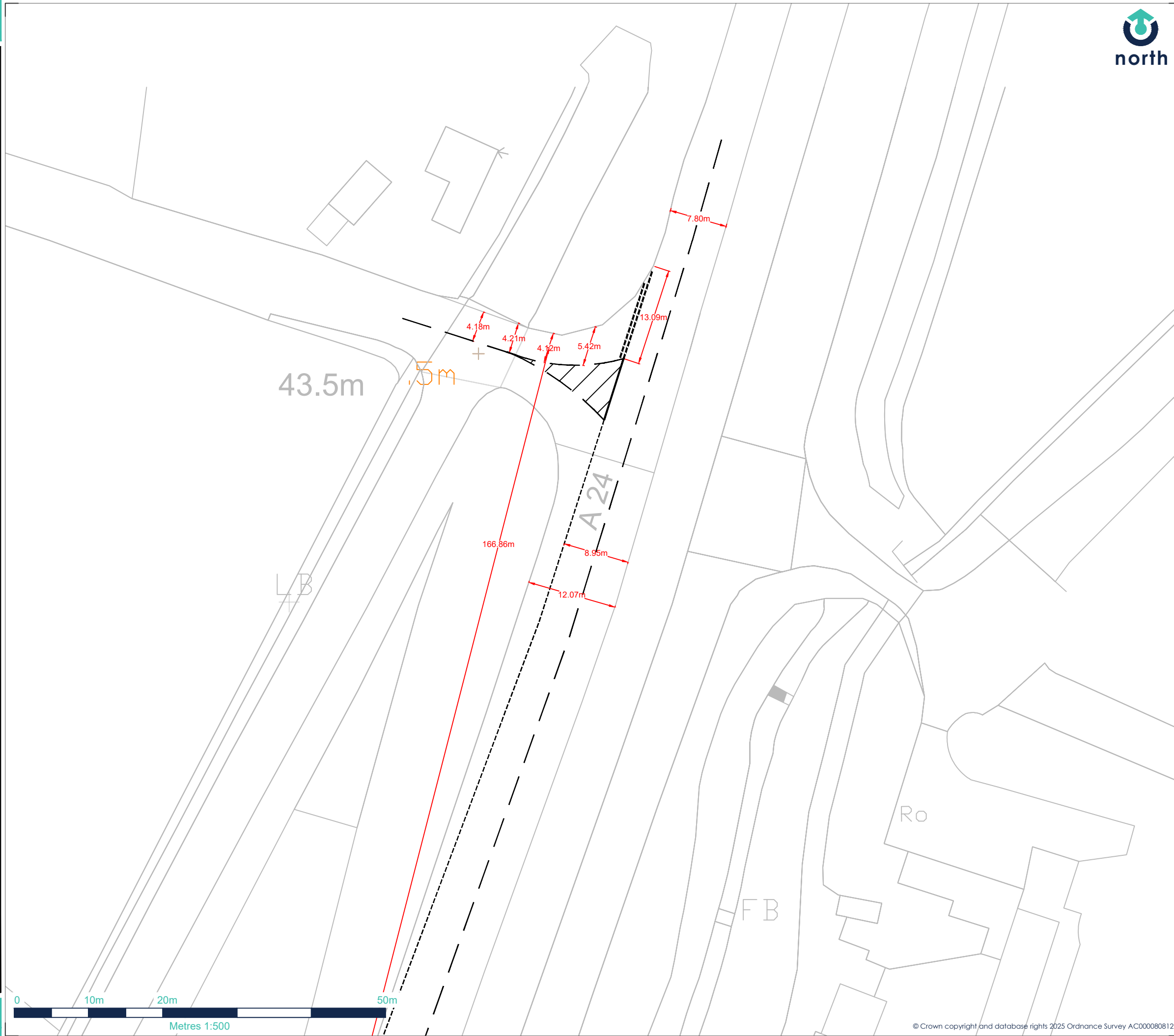
CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
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SITE:	THAKEHAM TILES, ROCK ROAD, HORSHAM
-------	------------------------------------

TITLE:	PICADY MEASUREMENTS FRYERN ROAD / THAKEHAM ROAD
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SCALE: 1:250 @ A3		DATE: 18-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR004	SHEET NO: 01	REVISION: 00



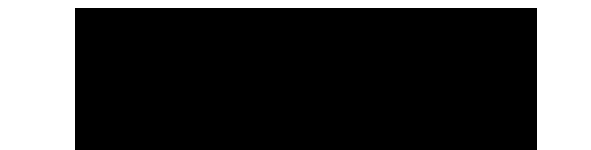
00	FIRST ISSUE	CB	NR	18-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
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SITE:	THAKEHAM TILES, ROCK ROAD, HORSHAM
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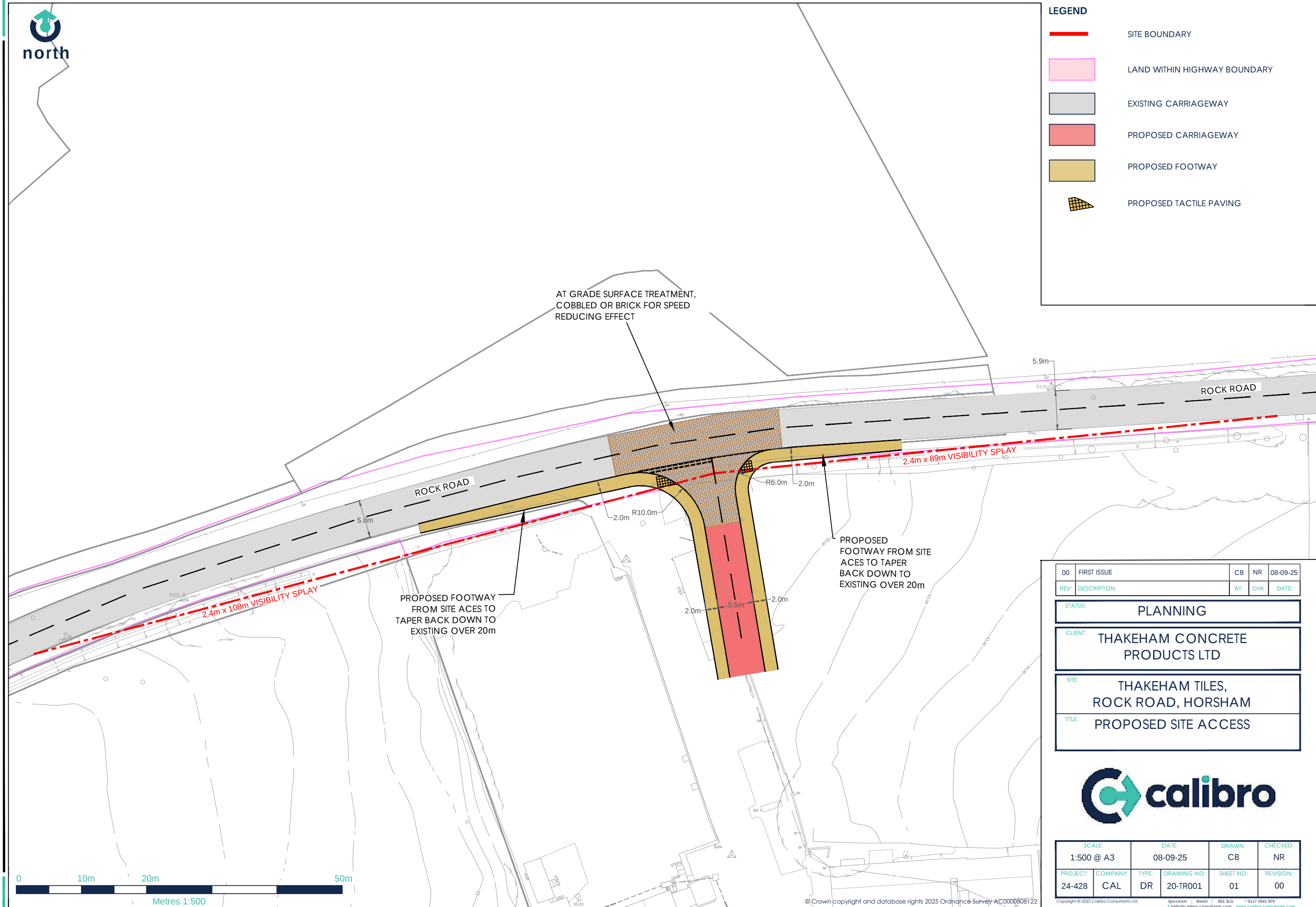
TITLE:	PICADY MEASUREMENTS ROCK ROAD / A24
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SCALE: 1:500 @ A3		DATE: 18-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR002	SHEET NO: 01	REVISION: 00



LEGEND	
	SITE BOUNDARY
	LAND WITHIN HIGHWAY BOUNDARY
	EXISTING CARRIAGEWAY
	PROPOSED CARRIAGEWAY
	PROPOSED FOOTWAY
	PROPOSED TACTILE PAVING



00	FIRST ISSUE	CB	NR	08-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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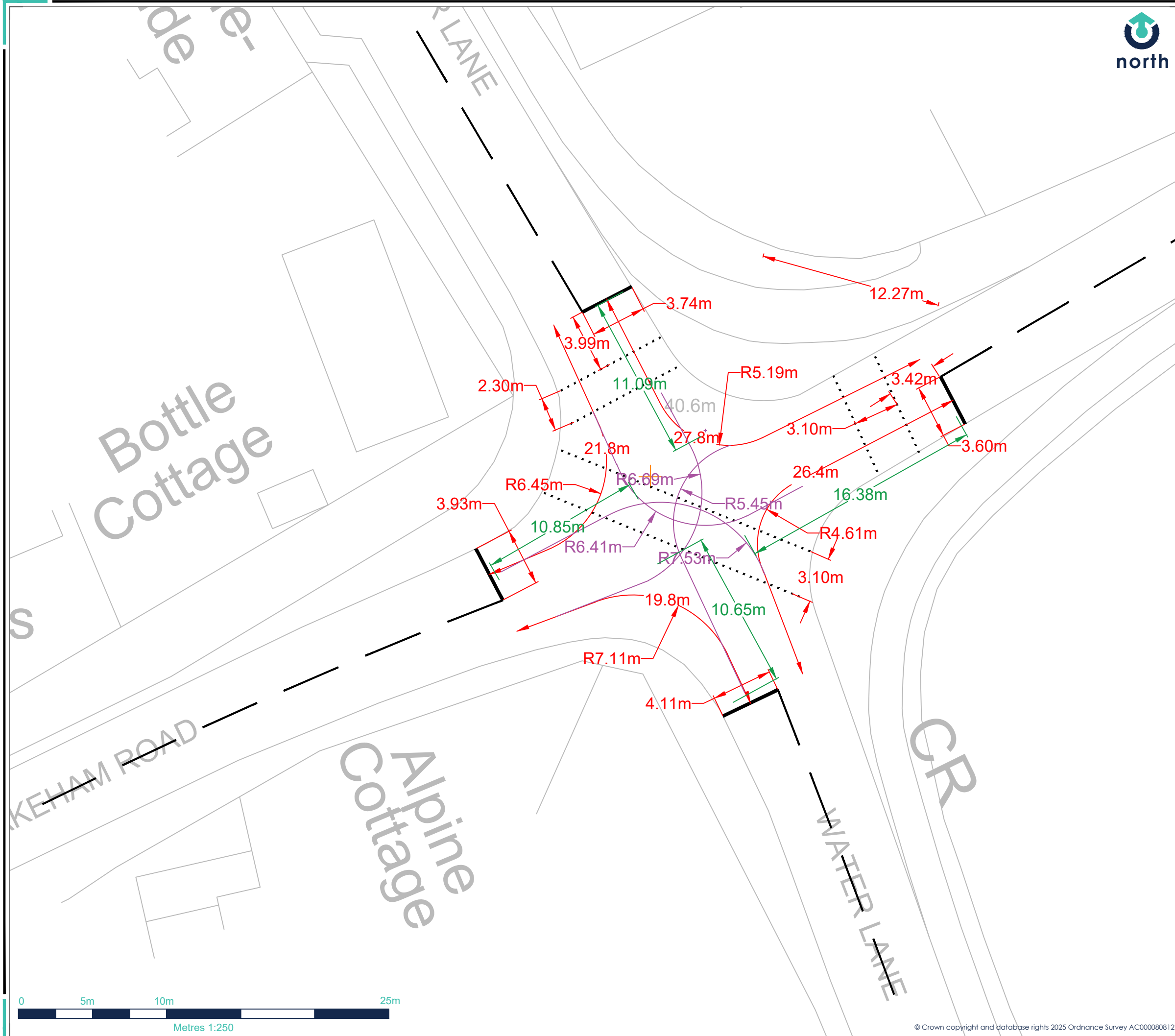
CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
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SITE:	THAKEHAM TILES, ROCK ROAD, HORSHAM
-------	------------------------------------

TITLE:	PROPOSED SITE ACCESS
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SCALE: 1:500 @ A3		DATE: 08-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR001	SHEET NO: 01	REVISION: 00



00	FIRST ISSUE	CB	NR	18-09-25
REV:	DESCRIPTION:	BY:	CHK:	DATE:

STATUS:	PLANNING
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CLIENT:	THAKEHAM CONCRETE PRODUCTS LTD
---------	--------------------------------

SITE:	THAKEHAM TILES, ROCK ROAD, HORSHAM
-------	------------------------------------

TITLE:	PICADY MEASUREMENTS THAKEHAM ROAD / WATER LANE
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SCALE: 1:250 @ A3		DATE: 18-09-25		DRAWN: CB	CHECKED: NR
PROJECT: 24-428	COMPANY: CAL	TYPE: DR	DRAWING NO: 20-TR005	SHEET NO: 01	REVISION: 00

APPENDIX Q

Junction Capacity Calculations

Junctions 10				
ARCADY 10 - Roundabout Module				
Version: 10.1.2.2275				
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: Junction 1 High Street A283 with Committed Development.j10

Path: \\10.0.5.59\Company\2024 Projects\24-428 - Thakeham Tiles, Rock Road, Horsham\02 - Transport Planning\Calculations\Capacity Modelling\Arcady

Report generation date: 17/11/2025 14:50:51

- »High Street Rdb - 2025 Baseline, AM
- »High Street Rdb - 2025 Baseline, PM
- »High Street Rdb - 2031 Future Year, AM
- »High Street Rdb - 2031 Future Year, PM
- »High Street Rdb - 2031 Future Year + Committed, AM
- »High Street Rdb - 2031 Future Year + Committed, PM
- »High Street Rdb - 2031 Future Year + Committed + Development, AM
- »High Street Rdb - 2031 Future Year + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	High Street Rdb - 2025 Baseline									
1 - A283	D1	18.0	88.14	0.96	F	D2	4.6	25.84	0.82	D
2 - High Street		9.1	37.20	0.91	E		4.8	20.69	0.83	C
3 - B2139		0.4	13.12	0.30	B		0.5	12.74	0.35	B
	High Street Rdb - 2031 Future Year									
1 - A283	D3	47.7	210.66	1.03	F	D4	6.8	36.68	0.88	E
2 - High Street		19.5	75.51	0.97	F		7.3	30.00	0.88	D
3 - B2139		0.5	14.63	0.34	B		0.7	14.57	0.39	B
	High Street Rdb - 2031 Future Year + Committed									
1 - A283	D5	93.5	444.86	1.10	F	D6	36.2	201.23	1.02	F
2 - High Street		11.9	46.40	0.93	E		6.5	26.38	0.87	D
3 - B2139		2.5	30.64	0.71	D		10.1	94.97	0.93	F
	High Street Rdb - 2031 Future Year + Committed + Development									
1 - A283	D7	95.5	455.18	1.10	F	D8	36.6	203.35	1.02	F
2 - High Street		12.0	46.87	0.93	E		6.8	27.52	0.88	D
3 - B2139		2.6	31.40	0.72	D		10.3	96.84	0.93	F

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

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

File summary

File Description

Title	
Location	
Site number	
Date	18/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\Amaia.Fagalde
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.90	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)	Results for central hour only	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓	✓
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓	✓
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓	✓
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓	✓
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓	✓
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	High Street Rdb	✓	100.000	100.000

High Street Rdb - 2025 Baseline, 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 1 and 2 have 93% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D1 - 2025 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D1 - 2025 Baseline, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	57.19	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		57.19	F

Arms

Arms

Arm	Name	Description
1	A283	
2	High Street	
3	B2139	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A283	2.73	2.73	3.10	1.7	13.22	14.56	0.0	
2 - High Street	4.59	4.02	4.30	0.5	13.27	13.32	0.0	
3 - B2139	3.18	3.18	3.53	0.8	6.84	7.06	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A283	0.608	837
2 - High Street	0.644	1081
3 - B2139	0.603	851

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)	Results for central hour only	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	53	665	53
	2 - High Street	679	1	240
	3 - B2139	62	62	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:30 - 07:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

07:45 - 08:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	4	5	4
	2 - High Street	4	0	2
	3 - B2139	5	5	0

Heavy Vehicle %

08:00 - 08:15

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	5	0

Heavy Vehicle %

08:15 - 08:30

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	5	0

Heavy Vehicle %

08:30 - 08:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

08:45 - 09:00

	To			
		1 - A283	2 - High Street	3 - B2139
	From			
	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	0.96	88.14	18.0	F	771	771
2 - High Street	0.91	37.20	9.1	E	920	920
3 - B2139	0.30	13.12	0.4	B	124	124

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	771	193	63	799	0.965	757	789	10.4	13.8	67.964	F
2 - High Street	920	230	104	1014	0.908	915	716	7.1	8.4	35.026	E
3 - B2139	124	31	728	412	0.301	124	291	0.4	0.4	13.123	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	771	193	63	799	0.965	764	792	13.8	15.7	77.302	F
2 - High Street	920	230	105	1013	0.908	919	722	8.4	8.7	36.328	E
3 - B2139	124	31	731	410	0.303	124	292	0.4	0.4	12.957	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	771	193	63	799	0.965	765	793	15.7	17.1	84.052	F
2 - High Street	920	230	105	1013	0.908	919	723	8.7	9.0	37.060	E
3 - B2139	124	31	732	410	0.303	124	292	0.4	0.4	12.964	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	771	193	63	799	0.965	768	794	17.1	18.0	88.135	F
2 - High Street	920	230	106	1013	0.908	920	725	9.0	9.1	37.204	E
3 - B2139	124	31	733	409	0.303	124	293	0.4	0.4	12.629	B

High Street Rdb - 2025 Baseline, 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 1 and 2 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D2 - 2025 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D2 - 2025 Baseline, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	21.98	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.98	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)	Results for central hour only	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	37	577	37
	2 - High Street	648	1	208
	3 - B2139	76	76	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	0.82	25.84	4.6	D	651	651
2 - High Street	0.83	20.69	4.8	C	857	857
3 - B2139	0.35	12.74	0.5	B	152	152

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	651	163	77	790	0.824	650	760	4.1	4.4	25.355	D
2 - High Street	857	214	74	1033	0.830	856	653	4.4	4.6	20.383	C
3 - B2139	152	38	685	438	0.347	152	245	0.5	0.5	12.716	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	651	163	77	790	0.824	651	761	4.4	4.5	25.658	D
2 - High Street	857	214	74	1033	0.830	857	654	4.6	4.7	20.576	C
3 - B2139	152	38	686	437	0.347	152	245	0.5	0.5	12.735	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	651	163	77	790	0.824	651	761	4.5	4.5	25.784	D
2 - High Street	857	214	74	1033	0.830	857	654	4.7	4.8	20.648	C
3 - B2139	152	38	686	437	0.348	152	245	0.5	0.5	12.742	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	651	163	77	790	0.824	651	761	4.5	4.6	25.837	D
2 - High Street	857	214	74	1033	0.830	857	654	4.8	4.8	20.686	C
3 - B2139	152	38	686	437	0.348	152	245	0.5	0.5	12.744	B

High Street Rdb - 2031 Future Year, 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 1 and 2 have 93% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D3 - 2031 Future Year, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D3 - 2031 Future Year, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	128.71	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		128.71	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	56	706	56
	2 - High Street	721	1	255
	3 - B2139	66	66	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:30 - 07:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

07:45 - 08:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	4	5	4
	2 - High Street	4	0	2
	3 - B2139	5	5	0

Heavy Vehicle %

08:00 - 08:15

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	5	1
	2 - High Street	5	0	4
	3 - B2139	6	1	0

Heavy Vehicle %

08:15 - 08:30

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	4	6
	2 - High Street	3	0	1
	3 - B2139	1	2	0

Heavy Vehicle %

08:30 - 08:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	5	0

Heavy Vehicle %

08:45 - 09:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	1.03	210.66	47.7	F	818	818
2 - High Street	0.97	75.51	19.5	F	977	977
3 - B2139	0.34	14.63	0.5	B	132	132

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	818	205	67	797	1.027	781	830	16.6	25.8	112.077	F
2 - High Street	977	244	107	1012	0.966	963	741	11.3	14.9	57.672	F
3 - B2139	132	33	765	390	0.339	132	305	0.5	0.5	14.635	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	818	205	67	797	1.027	787	834	25.8	33.7	147.649	F
2 - High Street	977	244	108	1011	0.966	968	746	14.9	17.1	66.670	F
3 - B2139	132	33	769	387	0.341	132	306	0.5	0.5	14.590	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	818	205	67	797	1.027	789	837	33.7	40.9	180.509	F
2 - High Street	977	244	108	1011	0.966	972	748	17.1	18.5	71.773	F
3 - B2139	132	33	772	385	0.343	132	308	0.5	0.5	14.387	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	818	205	67	797	1.027	791	838	40.9	47.7	210.662	F
2 - High Street	977	244	108	1011	0.966	973	750	18.5	19.5	75.508	F
3 - B2139	132	33	773	385	0.343	132	308	0.5	0.5	14.620	B

High Street Rdb - 2031 Future Year, 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 1 and 2 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D4 - 2031 Future Year, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D4 - 2031 Future Year, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	31.20	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		31.20	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)	Results for central hour only	Run automatically
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	39	613	39
	2 - High Street	689	1	221
	3 - B2139	81	81	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	0.88	36.68	6.8	E	691	691
2 - High Street	0.88	30.00	7.3	D	911	911
3 - B2139	0.39	14.57	0.7	B	162	162

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	691	173	82	787	0.877	688	807	5.6	6.3	34.827	D
2 - High Street	911	228	78	1031	0.884	908	693	6.2	6.8	28.674	D
3 - B2139	162	41	727	413	0.393	162	259	0.6	0.6	14.492	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	691	173	82	787	0.878	690	808	6.3	6.5	35.924	E
2 - High Street	911	228	78	1031	0.884	910	694	6.8	7.1	29.471	D
3 - B2139	162	41	728	412	0.393	162	260	0.6	0.6	14.547	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	691	173	82	787	0.878	690	809	6.5	6.7	36.404	E
2 - High Street	911	228	78	1031	0.884	910	694	7.1	7.2	29.809	D
3 - B2139	162	41	729	412	0.394	162	260	0.6	0.6	14.563	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	691	173	82	787	0.878	691	809	6.7	6.8	36.677	E
2 - High Street	911	228	78	1031	0.884	911	695	7.2	7.3	29.998	D
3 - B2139	162	41	729	411	0.394	162	260	0.6	0.7	14.572	B

High Street Rdb - 2031 Future Year + Committed, 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 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D5 - 2031 Future Year + Committed, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D5 - 2031 Future Year + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	194.37	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		194.37	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
	From			
	1 - A283	0	705	64
	2 - High Street	715	1	255
	3 - B2139	76	223	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

07:30 - 07:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

07:45 - 08:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	4	5	4
	2 - High Street	4	0	2
	3 - B2139	5	5	0

Heavy Vehicle %

08:00 - 08:15

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	5	0
	2 - High Street	5	0	2
	3 - B2139	4	1	0

Heavy Vehicle %

08:15 - 08:30

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	4	4
	2 - High Street	3	0	1
	3 - B2139	1	1	0

Heavy Vehicle %

08:30 - 08:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	4	0

Heavy Vehicle %

08:45 - 09:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	3	1
	2 - High Street	1	0	2
	3 - B2139	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	1.10	444.86	93.5	F	769	769
2 - High Street	0.93	46.40	11.9	E	971	971
3 - B2139	0.71	30.64	2.5	D	299	299

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	223	702	1.096	696	785	23.3	41.4	183.272	F
2 - High Street	971	243	58	1043	0.931	964	862	8.7	10.4	41.444	E
3 - B2139	299	75	711	422	0.708	298	311	2.0	2.4	29.873	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	224	701	1.097	699	788	41.4	59.0	270.320	F
2 - High Street	971	243	58	1043	0.931	967	865	10.4	11.3	44.796	E
3 - B2139	299	75	713	421	0.711	299	312	2.4	2.4	29.746	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	224	701	1.097	700	790	59.0	76.3	357.560	F
2 - High Street	971	243	58	1043	0.931	970	865	11.3	11.7	45.897	E
3 - B2139	299	75	715	420	0.712	299	313	2.4	2.4	29.865	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	224	701	1.097	700	790	76.3	93.5	444.856	F
2 - High Street	971	243	58	1043	0.931	970	866	11.7	11.9	46.402	E
3 - B2139	299	75	715	420	0.713	299	313	2.4	2.5	30.636	D

High Street Rdb - 2031 Future Year + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2031 Future Year + Committed, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D6 - 2031 Future Year + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	98.66	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		98.66	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	608	50
	2 - High Street	686	1	226
	3 - B2139	89	317	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

16:45 - 17:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

17:00 - 17:15

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	1	1	0

Heavy Vehicle %

17:15 - 17:30

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	0	0	0

Heavy Vehicle %

17:30 - 17:45

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	1	0
	2 - High Street	2	0	0
	3 - B2139	0	2	0

Heavy Vehicle %

17:45 - 18:00

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	1	6
	2 - High Street	1	0	2
	3 - B2139	0	0	0

Heavy Vehicle %

18:00 - 18:15

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	1	6
	2 - High Street	1	0	2
	3 - B2139	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	1.02	201.23	36.2	F	658	658
2 - High Street	0.87	26.38	6.5	D	913	913
3 - B2139	0.93	94.97	10.1	F	406	406

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	312	648	1.016	630	772	12.7	19.6	106.996	F
2 - High Street	913	228	48	1050	0.870	911	894	5.6	6.1	25.551	D
3 - B2139	406	102	685	438	0.928	398	273	5.9	7.9	74.788	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	315	646	1.019	634	773	19.6	25.6	141.568	F
2 - High Street	913	228	48	1050	0.870	912	901	6.1	6.3	26.124	D
3 - B2139	406	102	686	437	0.929	402	274	7.9	8.9	84.794	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	316	645	1.019	637	774	25.6	31.0	171.920	F
2 - High Street	913	228	48	1050	0.870	913	904	6.3	6.4	26.228	D
3 - B2139	406	102	687	437	0.930	403	274	8.9	9.7	91.439	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	317	645	1.021	637	774	31.0	36.2	201.227	F
2 - High Street	913	228	48	1050	0.870	913	906	6.4	6.5	26.376	D
3 - B2139	406	102	687	437	0.930	404	274	9.7	10.1	94.974	F

High Street Rdb - 2031 Future Year + Committed + Development, 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 1 and 2 have 85% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D7 - 2031 Future Year + Committed + Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D7 - 2031 Future Year + Committed + Development, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	198.27	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		198.27	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	705	64
	2 - High Street	715	1	256
	3 - B2139	76	226	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
07:30 - 07:45	From	1 - A283	0	0
		2 - High Street	0	0
		3 - B2139	0	0

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
07:45 - 08:00	From	1 - A283	4	5
		2 - High Street	4	0
		3 - B2139	5	5

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
08:00 - 08:15	From	1 - A283	0	5
		2 - High Street	5	0
		3 - B2139	4	1

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
08:15 - 08:30	From	1 - A283	0	4
		2 - High Street	3	0
		3 - B2139	1	1

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
08:30 - 08:45	From	1 - A283	0	3
		2 - High Street	1	0
		3 - B2139	1	4

Heavy Vehicle %

	To			
		1 - A283	2 - High Street	3 - B2139
08:45 - 09:00	From	1 - A283	0	3
		2 - High Street	1	0
		3 - B2139	1	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	1.10	455.18	95.5	F	769	769
2 - High Street	0.93	46.87	12.0	E	972	972
3 - B2139	0.72	31.40	2.6	D	302	302

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	226	700	1.099	695	785	23.6	42.1	186.317	F
2 - High Street	972	243	58	1043	0.932	965	863	8.7	10.5	41.760	E
3 - B2139	302	76	711	422	0.715	301	312	2.1	2.4	30.547	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	227	699	1.100	697	788	42.1	60.1	275.689	F
2 - High Street	972	243	58	1043	0.932	968	866	10.5	11.5	45.187	E
3 - B2139	302	76	713	421	0.718	302	313	2.4	2.5	30.460	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	227	699	1.100	698	790	60.1	77.9	365.358	F
2 - High Street	972	243	58	1043	0.932	971	867	11.5	11.8	46.337	E
3 - B2139	302	76	715	420	0.719	302	314	2.5	2.5	30.599	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	769	192	227	699	1.099	699	790	77.9	95.5	455.178	F
2 - High Street	972	243	58	1043	0.932	971	867	11.8	12.0	46.867	E
3 - B2139	302	76	715	420	0.720	302	314	2.5	2.6	31.399	D

High Street Rdb - 2031 Future Year + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D8 - 2031 Future Year + Committed + Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Profile Type	D8 - 2031 Future Year + Committed + Development, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street Rdb	Mini-roundabout		1, 2, 3	100.05	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		100.05	F

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A283		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - B2139		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A283	2 - High Street	3 - B2139
From	1 - A283	0	608	50
	2 - High Street	686	1	232
	3 - B2139	89	318	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

16:45 - 17:00

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	0	0
	2 - High Street	0	0	0
	3 - B2139	0	0	0

Heavy Vehicle %

17:00 - 17:15

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	1	1	0

Heavy Vehicle %

17:15 - 17:30

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	0
	2 - High Street	2	0	1
	3 - B2139	0	0	0

Heavy Vehicle %

17:30 - 17:45

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	0
	2 - High Street	2	0	0
	3 - B2139	0	2	0

Heavy Vehicle %

17:45 - 18:00

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	6
	2 - High Street	1	0	2
	3 - B2139	0	0	0

Heavy Vehicle %

18:00 - 18:15

		To		
From		1 - A283	2 - High Street	3 - B2139
	1 - A283	0	1	6
	2 - High Street	1	0	2
	3 - B2139	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A283	1.02	203.35	36.6	F	658	658
2 - High Street	0.88	27.52	6.8	D	919	919
3 - B2139	0.93	96.84	10.3	F	407	407

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	313	647	1.017	630	771	12.7	19.8	107.628	F
2 - High Street	919	230	48	1050	0.875	916	895	5.8	6.4	26.551	D
3 - B2139	407	102	685	438	0.930	399	279	6.0	8.0	75.613	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	316	645	1.020	634	773	19.8	25.8	142.645	F
2 - High Street	919	230	48	1050	0.875	918	901	6.4	6.6	27.210	D
3 - B2139	407	102	686	437	0.931	403	280	8.0	9.1	86.063	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	316	645	1.020	636	774	25.8	31.3	173.500	F
2 - High Street	919	230	48	1050	0.876	919	904	6.6	6.7	27.348	D
3 - B2139	407	102	687	437	0.932	404	280	9.1	9.9	93.047	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A283	658	165	318	644	1.021	637	774	31.3	36.6	203.351	F
2 - High Street	919	230	48	1050	0.876	919	906	6.7	6.8	27.521	D
3 - B2139	407	102	687	437	0.932	405	280	9.9	10.3	96.836	F

Junctions 10														
PICADY 10 - Priority Intersection Module														
Version: 10.1.2.2275														
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Filename: Junction 2 B2139 Fryern Road with Committed Development.j10

Path: \\10.0.5.59\Company\2024 Projects\24-428 - Thakeham Tiles, Rock Road, Horsham\02 - Transport

Planning\Calculations\Capacity Modelling\Picady

Report generation date: 17/11/2025 15:01:50

- »2025 Baseline, AM
- »2025 Baseline, PM
- »2031 Future Year, AM
- »2031 Future Year, PM
- »2031 Future Year + Committed, AM
- »2031 Future Year + Committed, PM
- »2031 Future Year + Committed + Development, AM
- »2031 Future Year + Committed + Development, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2025 Baseline													
Stream B-C	D1	0.2	8.24	0.14	A	3.61	77 % [Stream B-A]	D2	0.1	7.71	0.10	A	3.34	81 % [Stream B-A]
Stream B-A		0.4	12.57	0.27	B				0.3	12.43	0.22	B		
Stream C-AB		0.3	6.37	0.17	A				0.6	6.48	0.28	A		
	2031 Future Year													
Stream B-C	D3	0.2	8.49	0.16	A	3.75	67 % [Stream B-A]	D4	0.1	7.89	0.11	A	3.50	71 % [Stream B-A]
Stream B-A		0.4	13.20	0.29	B				0.3	13.05	0.24	B		
Stream C-AB		0.3	6.43	0.19	A				0.6	6.62	0.30	A		
	2031 Future Year + Committed													
Stream B-C	D5	0.2	8.92	0.18	A	4.15	56 % [Stream B-A]	D6	0.1	8.08	0.12	A	3.73	63 % [Stream B-A]
Stream B-A		0.5	14.03	0.33	B				0.4	13.60	0.26	B		
Stream C-AB		0.3	6.51	0.19	A				0.7	6.83	0.32	A		
	2031 Future Year + Committed + Development													
Stream B-C	D7	0.2	8.93	0.18	A	4.15	55 % [Stream B-A]	D8	0.1	8.10	0.12	A	3.71	62 % [Stream B-A]
Stream B-A		0.5	14.06	0.33	B				0.4	13.69	0.27	B		
Stream C-AB		0.3	6.51	0.19	A				0.7	6.82	0.32	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	B2139 & Fryern Road
Location	
Site number	
Date	28/08/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CC-BS1-MOD1\MOD1
Description	

Units

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

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
D1	2025 Baseline	AM	DIRECT	07:30	09:00	90	15	✓
D2	2025 Baseline	PM	DIRECT	16:45	18:15	90	15	✓
D3	2031 Future Year	AM	DIRECT	07:30	09:00	90	15	✓
D4	2031 Future Year	PM	DIRECT	16:45	18:15	90	15	✓
D5	2031 Future Year + Committed	AM	DIRECT	07:30	09:00	90	15	✓
D6	2031 Future Year + Committed	PM	DIRECT	16:45	18:15	90	15	✓
D7	2031 Future Year + Committed + Development	AM	DIRECT	07:30	09:00	90	15	✓
D8	2031 Future Year + Committed + Development	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D1 - 2025 Baseline, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	77	Stream B-A	3.61	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2139 West		Major
B	Fryern Road		Minor
C	B2139 East		Major

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)
C	6.82			80.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.81	3.40	3.33	3.23	3.14	✓	1.00	12	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	511	0.090	0.227	0.143	0.324
B-C	621	0.092	0.232	-	-
C-B	620	0.232	0.232	-	-

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	2025 Baseline	AM	DIRECT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	44	246
	B	107	0	74
	C	194	85	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	5	1	0
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	8.24	0.2	A	74	111
B-A	0.27	12.57	0.4	B	107	161
C-AB	0.17	6.37	0.3	A	119	178
C-A					160	240
A-B					44	66
A-C					246	369

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	512	0.144	73	0.0	0.2	8.187	A
B-A	107	27	394	0.272	106	0.0	0.4	12.429	B
C-AB	118	30	687	0.172	117	0.0	0.3	6.343	A
C-A	161	40			161				
A-B	44	11			44				
A-C	246	62			246				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	511	0.145	74	0.2	0.2	8.236	A
B-A	107	27	393	0.272	107	0.4	0.4	12.563	B
C-AB	119	30	688	0.173	119	0.3	0.3	6.368	A
C-A	160	40			160				
A-B	44	11			44				
A-C	246	62			246				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	511	0.145	74	0.2	0.2	8.236	A
B-A	107	27	393	0.272	107	0.4	0.4	12.565	B
C-AB	119	30	688	0.173	119	0.3	0.3	6.371	A
C-A	160	40			160				
A-B	44	11			44				
A-C	246	62			246				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	511	0.145	74	0.2	0.2	8.236	A
B-A	107	27	393	0.272	107	0.4	0.4	12.565	B
C-AB	119	30	688	0.173	119	0.3	0.3	6.371	A
C-A	160	40			160				
A-B	44	11			44				
A-C	246	62			246				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	511	0.145	74	0.2	0.2	8.237	A
B-A	107	27	393	0.272	107	0.4	0.4	12.565	B
C-AB	119	30	688	0.173	119	0.3	0.3	6.371	A
C-A	160	40			160				
A-B	44	11			44				
A-C	246	62			246				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	19	511	0.145	74	0.2	0.2	8.237	A
B-A	107	27	393	0.272	107	0.4	0.4	12.565	B
C-AB	119	30	688	0.173	119	0.3	0.3	6.368	A
C-A	160	40			160				
A-B	44	11			44				
A-C	246	62			246				

2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D2 - 2025 Baseline, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.34	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Stream B-A	3.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	59	213
	B	83	0	51
	C	305	127	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	1	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	7.71	0.1	A	51	77
B-A	0.22	12.43	0.3	B	83	125
C-AB	0.28	6.48	0.6	A	211	317
C-A					221	331
A-B					59	89
A-C					213	320

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	519	0.098	51	0.0	0.1	7.680	A
B-A	83	21	373	0.222	82	0.0	0.3	12.315	B
C-AB	211	53	768	0.274	208	0.0	0.5	6.428	A
C-A	221	55			221				
A-B	59	15			59				
A-C	213	53			213				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	518	0.099	51	0.1	0.1	7.712	A
B-A	83	21	373	0.223	83	0.3	0.3	12.429	B
C-AB	212	53	768	0.275	212	0.5	0.6	6.482	A
C-A	220	55			220				
A-B	59	15			59				
A-C	213	53			213				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	518	0.099	51	0.1	0.1	7.712	A
B-A	83	21	373	0.223	83	0.3	0.3	12.429	B
C-AB	212	53	768	0.275	212	0.6	0.6	6.482	A
C-A	220	55			220				
A-B	59	15			59				
A-C	213	53			213				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	518	0.099	51	0.1	0.1	7.712	A
B-A	83	21	373	0.223	83	0.3	0.3	12.429	B
C-AB	212	53	768	0.275	212	0.6	0.6	6.480	A
C-A	220	55			220				
A-B	59	15			59				
A-C	213	53			213				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	518	0.099	51	0.1	0.1	7.713	A
B-A	83	21	373	0.223	83	0.3	0.3	12.429	B
C-AB	212	53	768	0.275	212	0.6	0.6	6.480	A
C-A	220	55			220				
A-B	59	15			59				
A-C	213	53			213				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	518	0.099	51	0.1	0.1	7.713	A
B-A	83	21	373	0.223	83	0.3	0.3	12.429	B
C-AB	212	53	768	0.275	212	0.6	0.6	6.483	A
C-A	220	55			220				
A-B	59	15			59				
A-C	213	53			213				

2031 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D3 - 2031 Future Year, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	67	Stream B-A	3.75	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031 Future Year	AM	DIRECT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	47	262
	B	113	0	79
	C	206	90	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	5	1	0	
	0	0	0	
	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.16	8.49	0.2	A	79	119
B-A	0.29	13.20	0.4	B	113	170
C-AB	0.19	6.43	0.3	A	128	193
C-A					168	251
A-B					47	71
A-C					262	393

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	505	0.157	78	0.0	0.2	8.431	A
B-A	113	28	386	0.293	111	0.0	0.4	13.037	B
C-AB	128	32	692	0.185	127	0.0	0.3	6.402	A
C-A	168	42			168				
A-B	47	12			47				
A-C	262	66			262				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	503	0.157	79	0.2	0.2	8.489	A
B-A	113	28	386	0.293	113	0.4	0.4	13.201	B
C-AB	129	32	692	0.186	129	0.3	0.3	6.431	A
C-A	167	42			167				
A-B	47	12			47				
A-C	262	66			262				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	503	0.157	79	0.2	0.2	8.490	A
B-A	113	28	386	0.293	113	0.4	0.4	13.204	B
C-AB	129	32	692	0.186	129	0.3	0.3	6.431	A
C-A	167	42			167				
A-B	47	12			47				
A-C	262	66			262				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	503	0.157	79	0.2	0.2	8.490	A
B-A	113	28	386	0.293	113	0.4	0.4	13.204	B
C-AB	129	32	692	0.186	129	0.3	0.3	6.431	A
C-A	167	42			167				
A-B	47	12			47				
A-C	262	66			262				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	503	0.157	79	0.2	0.2	8.490	A
B-A	113	28	386	0.293	113	0.4	0.4	13.204	B
C-AB	129	32	692	0.186	129	0.3	0.3	6.434	A
C-A	167	42			167				
A-B	47	12			47				
A-C	262	66			262				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	503	0.157	79	0.2	0.2	8.490	A
B-A	113	28	386	0.293	113	0.4	0.4	13.204	B
C-AB	129	32	692	0.186	129	0.3	0.3	6.432	A
C-A	167	42			167				
A-B	47	12			47				
A-C	262	66			262				

2031 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D4 - 2031 Future Year, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	71	Stream B-A	3.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031 Future Year	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	63	226
	B	88	0	54
	C	324	135	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	1	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	7.89	0.1	A	54	81
B-A	0.24	13.05	0.3	B	88	132
C-AB	0.30	6.62	0.6	A	232	348
C-A					227	340
A-B					63	95
A-C					226	339

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	512	0.106	54	0.0	0.1	7.850	A
B-A	88	22	364	0.242	87	0.0	0.3	12.911	B
C-AB	231	58	778	0.298	229	0.0	0.6	6.550	A
C-A	228	57			228				
A-B	63	16			63				
A-C	226	57			226				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	510	0.106	54	0.1	0.1	7.888	A
B-A	88	22	364	0.242	88	0.3	0.3	13.053	B
C-AB	233	58	778	0.299	232	0.6	0.6	6.612	A
C-A	226	57			226				
A-B	63	16			63				
A-C	226	57			226				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	510	0.106	54	0.1	0.1	7.888	A
B-A	88	22	364	0.242	88	0.3	0.3	13.053	B
C-AB	233	58	778	0.299	233	0.6	0.6	6.612	A
C-A	226	57			226				
A-B	63	16			63				
A-C	226	57			226				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	510	0.106	54	0.1	0.1	7.888	A
B-A	88	22	364	0.242	88	0.3	0.3	13.053	B
C-AB	233	58	778	0.299	233	0.6	0.6	6.615	A
C-A	226	57			226				
A-B	63	16			63				
A-C	226	57			226				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	510	0.106	54	0.1	0.1	7.888	A
B-A	88	22	364	0.242	88	0.3	0.3	13.053	B
C-AB	233	58	778	0.299	233	0.6	0.6	6.613	A
C-A	226	57			226				
A-B	63	16			63				
A-C	226	57			226				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	54	14	510	0.106	54	0.1	0.1	7.888	A
B-A	88	22	364	0.242	88	0.3	0.3	13.053	B
C-AB	233	58	778	0.299	233	0.6	0.6	6.615	A
C-A	226	57			226				
A-B	63	16			63				
A-C	226	57			226				

2031 Future Year + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D5 - 2031 Future Year + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		4.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-A	4.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031 Future Year + Committed	AM	DIRECT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	52	262
	B	127	0	88
	C	204	93	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	5	1	0	
	0	0	0	
	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.92	0.2	A	88	132
B-A	0.33	14.03	0.5	B	127	191
C-AB	0.19	6.51	0.3	A	132	199
C-A					165	247
A-B					52	78
A-C					262	393

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	493	0.178	87	0.0	0.2	8.842	A
B-A	127	32	384	0.331	125	0.0	0.5	13.808	B
C-AB	132	33	689	0.192	131	0.0	0.3	6.475	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.921	A
B-A	127	32	383	0.331	127	0.5	0.5	14.031	B
C-AB	132	33	690	0.192	132	0.3	0.3	6.507	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.922	A
B-A	127	32	383	0.331	127	0.5	0.5	14.034	B
C-AB	132	33	690	0.192	132	0.3	0.3	6.507	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.922	A
B-A	127	32	383	0.331	127	0.5	0.5	14.034	B
C-AB	132	33	690	0.192	132	0.3	0.3	6.507	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.922	A
B-A	127	32	383	0.331	127	0.5	0.5	14.034	B
C-AB	132	33	690	0.192	132	0.3	0.3	6.505	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.922	A
B-A	127	32	383	0.331	127	0.5	0.5	14.034	B
C-AB	132	33	690	0.192	132	0.3	0.3	6.507	A
C-A	165	41			165				
A-B	52	13			52				
A-C	262	66			262				

2031 Future Year + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D6 - 2031 Future Year + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.73	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Stream B-A	3.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031 Future Year + Committed	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	79	225
	B	95	0	58
	C	324	143	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	1	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	8.08	0.1	A	58	87
B-A	0.26	13.60	0.4	B	95	143
C-AB	0.32	6.83	0.7	A	247	370
C-A					220	330
A-B					79	119
A-C					225	338

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	505	0.115	57	0.0	0.1	8.031	A
B-A	95	24	360	0.264	94	0.0	0.4	13.427	B
C-AB	246	61	775	0.317	243	0.0	0.7	6.757	A
C-A	221	55			221				
A-B	79	20			79				
A-C	225	56			225				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	504	0.115	58	0.1	0.1	8.076	A
B-A	95	24	360	0.264	95	0.4	0.4	13.595	B
C-AB	247	62	776	0.318	247	0.7	0.7	6.832	A
C-A	220	55			220				
A-B	79	20			79				
A-C	225	56			225				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	504	0.115	58	0.1	0.1	8.076	A
B-A	95	24	360	0.264	95	0.4	0.4	13.598	B
C-AB	247	62	776	0.318	247	0.7	0.7	6.833	A
C-A	220	55			220				
A-B	79	20			79				
A-C	225	56			225				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	504	0.115	58	0.1	0.1	8.076	A
B-A	95	24	360	0.264	95	0.4	0.4	13.598	B
C-AB	247	62	776	0.318	247	0.7	0.7	6.830	A
C-A	220	55			220				
A-B	79	20			79				
A-C	225	56			225				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	504	0.115	58	0.1	0.1	8.076	A
B-A	95	24	360	0.264	95	0.4	0.4	13.598	B
C-AB	247	62	776	0.318	247	0.7	0.7	6.830	A
C-A	220	55			220				
A-B	79	20			79				
A-C	225	56			225				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	504	0.115	58	0.1	0.1	8.076	A
B-A	95	24	360	0.264	95	0.4	0.4	13.598	B
C-AB	247	62	776	0.318	247	0.7	0.7	6.831	A
C-A	220	55			220				
A-B	79	20			79				
A-C	225	56			225				

2031 Future Year + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D7 - 2031 Future Year + Committed + Development, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		4.15	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	55	Stream B-A	4.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2031 Future Year + Committed + Development	AM	DIRECT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	52	264
	B	127	0	88
	C	204	93	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	5	1	0	
	0	0	0	
	2	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.93	0.2	A	88	132
B-A	0.33	14.06	0.5	B	127	191
C-AB	0.19	6.51	0.3	A	132	199
C-A					165	247
A-B					52	78
A-C					264	396

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	493	0.179	87	0.0	0.2	8.854	A
B-A	127	32	383	0.331	125	0.0	0.5	13.833	B
C-AB	132	33	689	0.192	131	0.0	0.3	6.480	A
C-A	165	41			165				
A-B	52	13			52				
A-C	264	66			264				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.933	A
B-A	127	32	383	0.332	127	0.5	0.5	14.056	B
C-AB	133	33	689	0.192	132	0.3	0.3	6.509	A
C-A	164	41			164				
A-B	52	13			52				
A-C	264	66			264				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.934	A
B-A	127	32	383	0.332	127	0.5	0.5	14.059	B
C-AB	133	33	689	0.192	133	0.3	0.3	6.512	A
C-A	164	41			164				
A-B	52	13			52				
A-C	264	66			264				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.934	A
B-A	127	32	383	0.332	127	0.5	0.5	14.059	B
C-AB	133	33	689	0.192	133	0.3	0.3	6.512	A
C-A	164	41			164				
A-B	52	13			52				
A-C	264	66			264				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.934	A
B-A	127	32	383	0.332	127	0.5	0.5	14.059	B
C-AB	133	33	689	0.192	133	0.3	0.3	6.510	A
C-A	164	41			164				
A-B	52	13			52				
A-C	264	66			264				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	491	0.179	88	0.2	0.2	8.934	A
B-A	127	32	383	0.332	127	0.5	0.5	14.059	B
C-AB	133	33	689	0.192	133	0.3	0.3	6.513	A
C-A	164	41			164				
A-B	52	13			52				
A-C	264	66			264				

2031 Future Year + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	Arm B - 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	Profile Type	D8 - 2031 Future Year + Committed + Development, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

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		3.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	62	Stream B-A	3.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2031 Future Year + Committed + Development	PM	DIRECT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	79	231
	B	95	0	59
	C	327	142	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
	A	B	C	
	0	1	0	
	0	0	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	8.10	0.1	A	59	89
B-A	0.27	13.69	0.4	B	95	143
C-AB	0.32	6.82	0.7	A	246	370
C-A					223	334
A-B					79	119
A-C					231	347

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	505	0.117	58	0.0	0.1	8.051	A
B-A	95	24	359	0.265	94	0.0	0.4	13.510	B
C-AB	245	61	776	0.316	243	0.0	0.7	6.742	A
C-A	224	56			224				
A-B	79	20			79				
A-C	231	58			231				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	504	0.117	59	0.1	0.1	8.096	A
B-A	95	24	358	0.265	95	0.4	0.4	13.683	B
C-AB	247	62	777	0.318	247	0.7	0.7	6.813	A
C-A	222	56			222				
A-B	79	20			79				
A-C	231	58			231				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	504	0.117	59	0.1	0.1	8.096	A
B-A	95	24	358	0.265	95	0.4	0.4	13.686	B
C-AB	247	62	777	0.318	247	0.7	0.7	6.817	A
C-A	222	56			222				
A-B	79	20			79				
A-C	231	58			231				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	504	0.117	59	0.1	0.1	8.096	A
B-A	95	24	358	0.265	95	0.4	0.4	13.686	B
C-AB	247	62	777	0.318	247	0.7	0.7	6.814	A
C-A	222	56			222				
A-B	79	20			79				
A-C	231	58			231				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	504	0.117	59	0.1	0.1	8.096	A
B-A	95	24	358	0.265	95	0.4	0.4	13.686	B
C-AB	247	62	777	0.318	247	0.7	0.7	6.815	A
C-A	222	56			222				
A-B	79	20			79				
A-C	231	58			231				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	504	0.117	59	0.1	0.1	8.097	A
B-A	95	24	358	0.265	95	0.4	0.4	13.686	B
C-AB	247	62	777	0.318	247	0.7	0.7	6.815	A
C-A	222	56			222				
A-B	79	20			79				
A-C	231	58			231				

Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.2.2275										
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Filename: Junction 3 A24 Rock Road with Committed Development.j10

Path: \\10.0.5.59\Company\2024 Projects\24-428 - Thakeham Tiles, Rock Road, Horsham\02 - Transport Planning\Calculations\Capacity Modelling\Picady

Report generation date: 17/11/2025 15:07:33

- »A24 / Rock Road - 2025 Baseline, AM
- »A24 / Rock Road - 2025 Baseline, PM
- »A24 / Rock Road - 2031 Future Year, AM
- »A24 / Rock Road - 2031 Future Year, PM
- »A24 / Rock Road - 2031 Future Year + Committed, AM
- »A24 / Rock Road - 2031 Future Year + Committed, PM
- »A24 / Rock Road - 2031 Future Year + Committed + Development, AM
- »A24 / Rock Road - 2031 Future Year + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	A24 / Rock Road - 2025 Baseline									
Stream B-C	D1	1.5	16.24	0.61	C	D2	0.3	7.44	0.25	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	A24 / Rock Road - 2031 Future Year									
Stream B-C	D3	2.0	19.51	0.67	C	D4	0.4	7.79	0.27	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	A24 / Rock Road - 2031 Future Year + Committed									
Stream B-C	D5	2.0	19.49	0.67	C	D6	0.4	7.73	0.26	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	A24 / Rock Road - 2031 Future Year + Committed + Development									
Stream B-C	D7	2.4	22.28	0.71	C	D8	0.4	7.92	0.28	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-B		0.0	0.00	0.00	A		0.0	0.00	0.00	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.

File summary

File Description

Title	
Location	
Site number	
Date	18/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\Amaia.Fagalde
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.90	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
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	A24 / Rock Road	✓	100.000	100.000

A24 / Rock Road - 2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		2.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	A24 South		Major
B	Rock Road		Minor
C	A24 North		Major

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)
C - A24 North	7.48					

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 - Rock Road	One lane plus flare	10.00	5.42	4.12	4.12	4.12	✓	1.00	0	167

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	542	0.099	0.250	0.157	0.357
B-C	836	0.062	0.156	-	-
C-B	574	0.165	0.165	-	-

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	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1644	100.000
B - Rock Road		ONE HOUR	✓	317	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	156	1488
	B - Rock Road	0	0	317
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	3	7	0
	B - Rock Road	0	3	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.61	16.24	1.5	C	291	436
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					143	215
A-C					1365	2048

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	239	60	654	0.365	236	0.0	0.6	8.567	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	117	29			117				
A-C	1120	280			1120				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	285	71	619	0.460	284	0.6	0.8	10.705	B
B-A	0	0	194	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	331	0.000	0	0.0	0.0	0.000	A
A-B	140	35			140				
A-C	1338	334			1338				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	570	0.612	346	0.8	1.5	15.883	C
B-A	0	0	116	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	276	0.000	0	0.0	0.0	0.000	A
A-B	172	43			172				
A-C	1638	410			1638				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	349	87	570	0.612	349	1.5	1.5	16.240	C
B-A	0	0	116	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	276	0.000	0	0.0	0.0	0.000	A
A-B	172	43			172				
A-C	1638	410			1638				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	285	71	619	0.460	288	1.5	0.9	10.950	B
B-A	0	0	194	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	331	0.000	0	0.0	0.0	0.000	A
A-B	140	35			140				
A-C	1338	334			1338				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	239	60	654	0.365	240	0.9	0.6	8.708	A
B-A	0	0	251	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	370	0.000	0	0.0	0.0	0.000	A
A-B	117	29			117				
A-C	1120	280			1120				

A24 / Rock Road - 2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		0.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.78	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	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1225	100.000
B - Rock Road		ONE HOUR	✓	144	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	160	1065
	B - Rock Road	0	0	144
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	1	3	0
	B - Rock Road	0	2	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	7.44	0.3	A	132	198
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					147	220
A-C					977	1466

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	704	0.154	108	0.0	0.2	6.030	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	422	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	802	200			802				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	678	0.191	129	0.2	0.2	6.553	A
B-A	0	0	289	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	393	0.000	0	0.0	0.0	0.000	A
A-B	144	36			144				
A-C	957	239			957				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	643	0.247	158	0.2	0.3	7.427	A
B-A	0	0	232	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	352	0.000	0	0.0	0.0	0.000	A
A-B	176	44			176				
A-C	1173	293			1173				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	40	643	0.247	159	0.3	0.3	7.436	A
B-A	0	0	232	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	352	0.000	0	0.0	0.0	0.000	A
A-B	176	44			176				
A-C	1173	293			1173				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	678	0.191	130	0.3	0.2	6.568	A
B-A	0	0	289	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	393	0.000	0	0.0	0.0	0.000	A
A-B	144	36			144				
A-C	957	239			957				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	704	0.154	109	0.2	0.2	6.051	A
B-A	0	0	330	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	422	0.000	0	0.0	0.0	0.000	A
A-B	120	30			120				
A-C	802	200			802				

A24 / Rock Road - 2031 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		3.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1746	100.000
B - Rock Road		ONE HOUR	✓	336	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	165	1581
	B - Rock Road	0	0	336
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	3	7	0
	B - Rock Road	0	3	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.67	19.51	2.0	C	308	462
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					151	227
A-C					1451	2176

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	643	0.393	250	0.0	0.6	9.111	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	357	0.000	0	0.0	0.0	0.000	A
A-B	124	31			124				
A-C	1190	298			1190				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	76	606	0.499	301	0.6	1.0	11.758	B
B-A	0	0	173	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	315	0.000	0	0.0	0.0	0.000	A
A-B	148	37			148				
A-C	1421	355			1421				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	92	554	0.668	366	1.0	1.9	18.840	C
B-A	0	0	90	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	257	0.000	0	0.0	0.0	0.000	A
A-B	182	45			182				
A-C	1741	435			1741				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	370	92	554	0.668	370	1.9	2.0	19.512	C
B-A	0	0	90	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	257	0.000	0	0.0	0.0	0.000	A
A-B	182	45			182				
A-C	1741	435			1741				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	302	76	606	0.499	306	2.0	1.0	12.153	B
B-A	0	0	173	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	315	0.000	0	0.0	0.0	0.000	A
A-B	148	37			148				
A-C	1421	355			1421				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	253	63	643	0.393	254	1.0	0.7	9.296	A
B-A	0	0	233	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	357	0.000	0	0.0	0.0	0.000	A
A-B	124	31			124				
A-C	1190	298			1190				

A24 / Rock Road - 2031 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1301	100.000
B - Rock Road		ONE HOUR	✓	153	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	170	1131
	B - Rock Road	0	0	153
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	1	3	0
	B - Rock Road	0	2	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	7.79	0.4	A	140	211
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					156	234
A-C					1038	1557

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	696	0.166	114	0.0	0.2	6.186	A
B-A	0	0	317	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	413	0.000	0	0.0	0.0	0.000	A
A-B	128	32			128				
A-C	851	213			851				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	668	0.206	137	0.2	0.3	6.775	A
B-A	0	0	273	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	381	0.000	0	0.0	0.0	0.000	A
A-B	153	38			153				
A-C	1017	254			1017				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	631	0.267	168	0.3	0.4	7.776	A
B-A	0	0	213	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	338	0.000	0	0.0	0.0	0.000	A
A-B	187	47			187				
A-C	1245	311			1245				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	168	42	631	0.267	168	0.4	0.4	7.789	A
B-A	0	0	213	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	338	0.000	0	0.0	0.0	0.000	A
A-B	187	47			187				
A-C	1245	311			1245				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	138	34	668	0.206	138	0.4	0.3	6.794	A
B-A	0	0	273	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	381	0.000	0	0.0	0.0	0.000	A
A-B	153	38			153				
A-C	1017	254			1017				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	29	696	0.166	115	0.3	0.2	6.206	A
B-A	0	0	317	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	413	0.000	0	0.0	0.0	0.000	A
A-B	128	32			128				
A-C	851	213			851				

A24 / Rock Road - 2031 Future Year + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		3.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.20	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
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1725	100.000
B - Rock Road		ONE HOUR	✓	339	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	164	1561
	B - Rock Road	0	0	339
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A24 South	B - Rock Road	C - A24 North
	A - A24 South	3	7	0
	B - Rock Road	0	3	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.67	19.49	2.0	C	311	467
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
A-B					150	226
A-C					1432	2149

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	255	64	645	0.395	253	0.0	0.6	9.107	A
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	360	0.000	0	0.0	0.0	0.000	A
A-B	123	31			123				
A-C	1175	294			1175				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	608	0.501	303	0.6	1.0	11.751	B
B-A	0	0	177	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	319	0.000	0	0.0	0.0	0.000	A
A-B	147	37			147				
A-C	1403	351			1403				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	373	93	557	0.670	370	1.0	1.9	18.814	C
B-A	0	0	95	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	261	0.000	0	0.0	0.0	0.000	A
A-B	181	45			181				
A-C	1719	430			1719				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	373	93	557	0.670	373	1.9	2.0	19.490	C
B-A	0	0	95	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	261	0.000	0	0.0	0.0	0.000	A
A-B	181	45			181				
A-C	1719	430			1719				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	305	76	608	0.501	309	2.0	1.0	12.148	B
B-A	0	0	177	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	319	0.000	0	0.0	0.0	0.000	A
A-B	147	37			147				
A-C	1403	351			1403				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	255	64	645	0.395	257	1.0	0.7	9.295	A
B-A	0	0	237	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	360	0.000	0	0.0	0.0	0.000	A
A-B	123	31			123				
A-C	1175	294			1175				

A24 / Rock Road - 2031 Future Year + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	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
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1287	100.000
B - Rock Road		ONE HOUR	✓	152	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	171	1116
	B - Rock Road	0	0	152
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A24 South	B - Rock Road	C - A24 North
	A - A24 South	1	3	0
	B - Rock Road	0	2	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	7.73	0.4	A	139	209
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
AB					157	235
AC					1024	1536

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	697	0.164	114	0.0	0.2	6.160	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	414	0.000	0	0.0	0.0	0.000	A
AB	129	32			129				
AC	840	210			840				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	670	0.204	136	0.2	0.3	6.738	A
B-A	0	0	277	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	383	0.000	0	0.0	0.0	0.000	A
AB	154	38			154				
AC	1003	251			1003				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	633	0.264	167	0.3	0.4	7.715	A
B-A	0	0	217	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	341	0.000	0	0.0	0.0	0.000	A
AB	188	47			188				
AC	1229	307			1229				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	167	42	633	0.264	167	0.4	0.4	7.729	A
B-A	0	0	217	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	341	0.000	0	0.0	0.0	0.000	A
A-B	188	47			188				
A-C	1229	307			1229				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	670	0.204	137	0.4	0.3	6.753	A
B-A	0	0	277	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	383	0.000	0	0.0	0.0	0.000	A
A-B	154	38			154				
A-C	1003	251			1003				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	29	697	0.164	115	0.3	0.2	6.179	A
B-A	0	0	320	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	414	0.000	0	0.0	0.0	0.000	A
A-B	129	32			129				
A-C	840	210			840				

A24 / Rock Road - 2031 Future Year + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		3.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	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
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1731	100.000
B - Rock Road		ONE HOUR	✓	360	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	170	1561
	B - Rock Road	0	0	360
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A24 South	B - Rock Road	C - A24 North
	A - A24 South	3	7	0
	B - Rock Road	0	3	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.71	22.28	2.4	C	330	496
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
AB					156	234
AC					1432	2149

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	645	0.420	268	0.0	0.7	9.480	A
B-A	0	0	236	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	359	0.000	0	0.0	0.0	0.000	A
AB	128	32			128				
AC	1175	294			1175				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	81	608	0.532	322	0.7	1.1	12.515	B
B-A	0	0	177	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	318	0.000	0	0.0	0.0	0.000	A
AB	153	38			153				
AC	1403	351			1403				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	396	99	557	0.712	392	1.1	2.3	21.208	C
B-A	0	0	95	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	260	0.000	0	0.0	0.0	0.000	A
AB	187	47			187				
AC	1719	430			1719				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	396	99	557	0.712	396	2.3	2.4	22.278	C
B-A	0	0	95	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	260	0.000	0	0.0	0.0	0.000	A
A-B	187	47			187				
A-C	1719	430			1719				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	81	608	0.532	328	2.4	1.2	13.085	B
B-A	0	0	177	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	318	0.000	0	0.0	0.0	0.000	A
A-B	153	38			153				
A-C	1403	351			1403				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	68	645	0.420	273	1.2	0.7	9.710	A
B-A	0	0	236	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	359	0.000	0	0.0	0.0	0.000	A
A-B	128	32			128				
A-C	1175	294			1175				

A24 / Rock Road - 2031 Future Year + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rock Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A224 / Rock Road	T-Junction	Entry Only	Two-way	Exit Only		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	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
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A24 South		ONE HOUR	✓	1307	100.000
B - Rock Road		ONE HOUR	✓	161	100.000
C - A24 North		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A24 South	B - Rock Road	C - A24 North
From	A - A24 South	0	191	1116
	B - Rock Road	0	0	161
	C - A24 North	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - A24 South	B - Rock Road	C - A24 North
	A - A24 South	1	3	0
	B - Rock Road	0	2	0
	C - A24 North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.28	7.92	0.4	A	148	222
B-A	0.00	0.00	0.0	A	0	0
C-A					0	0
C-B	0.00	0.00	0.0	A	0	0
AB					175	263
AC					1024	1536

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	696	0.174	120	0.0	0.2	6.240	A
B-A	0	0	318	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	412	0.000	0	0.0	0.0	0.000	A
AB	144	36			144				
AC	840	210			840				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	669	0.216	144	0.2	0.3	6.856	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	380	0.000	0	0.0	0.0	0.000	A
AB	172	43			172				
AC	1003	251			1003				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	177	44	632	0.281	177	0.3	0.4	7.905	A
B-A	0	0	215	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	337	0.000	0	0.0	0.0	0.000	A
AB	210	53			210				
AC	1229	307			1229				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	177	44	632	0.281	177	0.4	0.4	7.921	A
B-A	0	0	215	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	337	0.000	0	0.0	0.0	0.000	A
A-B	210	53			210				
A-C	1229	307			1229				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	145	36	669	0.216	145	0.4	0.3	6.876	A
B-A	0	0	275	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	380	0.000	0	0.0	0.0	0.000	A
A-B	172	43			172				
A-C	1003	251			1003				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	696	0.174	121	0.3	0.2	6.265	A
B-A	0	0	318	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
C-B	0	0	412	0.000	0	0.0	0.0	0.000	A
A-B	144	36			144				
A-C	840	210			840				

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.2.2275				
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Filename: Junction 4 Rock-Road Site Access with Committed Development.j10

Path: \\10.0.5.59\Company\2024 Projects\24-428 - Thakeham Tiles, Rock Road, Horsham\02 - Transport Planning\Calculations\Capacity Modelling\Picady

Report generation date: 17/11/2025 15:12:06

- »Rock Road / Site Access - 2025 Baseline, AM
- »Rock Road / Site Access - 2025 Baseline, PM
- »Rock Road / Site Access - 2031 Future Year, AM
- »Rock Road / Site Access - 2031 Future Year, PM
- »Rock Road / Site Access - 2031 Future Year + Committed, AM
- »Rock Road / Site Access - 2031 Future Year + Committed, PM
- »Rock Road / Site Access - 2031 Future Year + Committed + Development, AM
- »Rock Road / Site Access - 2031 Future Year + Committed + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Rock Road / Site Access - 2025 Baseline									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	7.00	0.01	A
Stream C-AB		0.0	4.86	0.00	A		0.0	4.96	0.00	A
	Rock Road / Site Access - 2031 Future Year									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	7.18	0.01	A
Stream C-AB		0.0	4.84	0.01	A		0.0	4.94	0.00	A
	Rock Road / Site Access - 2031 Future Year + Committed									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	7.19	0.01	A
Stream C-AB		0.0	4.84	0.01	A		0.0	4.95	0.00	A
	Rock Road / Site Access - 2031 Future Year + Committed + Development									
Stream B-AC	D7	0.1	7.90	0.08	A	D8	0.0	7.70	0.04	A
Stream C-AB		0.0	4.87	0.02	A		0.0	5.09	0.04	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.

File summary

File Description

Title	
Location	
Site number	
Date	18/07/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\Amaia.Fagalde
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.90	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
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Rock Road / Site Access	✓	100.000	100.000

Rock Road / Site Access - 2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Arms

Arms

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

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)
C - Rock Road West	5.50			200.0	✓	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)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.22	59	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.096	0.243	0.153	0.347
B-C	648	0.102	0.257	-	-
C-B	690	0.273	0.273	-	-

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	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	107	100.000
B - Site Access		ONE HOUR	✓	2	100.000
C - Rock Road West		ONE HOUR	✓	225	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	102
	B - Site Access	1	0	1
	C - Rock Road West	223	2	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	20	3	0
	B - Site Access	0	46	0
	C - Rock Road West	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	4.86	0.0	A	2	4
C-A					204	306
A-B					5	7
A-C					94	140

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.48	773	0.002	2	0.0	0.0	4.841	A
C-A	167	42			167				
A-B	4	0.94			4				
A-C	77	19			77				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	790	0.003	2	0.0	0.0	4.758	A
C-A	200	50			200				
A-B	4	1			4				
A-C	92	23			92				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.79	813	0.004	3	0.0	0.0	4.661	A
C-A	245	61			245				
A-B	6	1			6				
A-C	112	28			112				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.79	813	0.004	3	0.0	0.0	4.678	A
C-A	245	61			245				
A-B	6	1			6				
A-C	112	28			112				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	531	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.60	790	0.003	2	0.0	0.0	4.797	A
C-A	200	50			200				
A-B	4	1			4				
A-C	92	23			92				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	538	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.48	773	0.002	2	0.0	0.0	4.859	A
C-A	167	42			167				
A-B	4	0.94			4				
A-C	77	19			77				

Rock Road / Site Access - 2025 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.17	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	95	100.000
B - Site Access		ONE HOUR	✓	5	100.000
C - Rock Road West		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	90
	B - Site Access	3	0	2
	C - Rock Road West	135	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	20	2	0
	B - Site Access	0	18	0
	C - Rock Road West	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.00	0.0	A	5	7
C-AB	0.00	4.96	0.0	A	1	2
C-A					124	186
A-B					5	7
A-C					83	124

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	533	0.007	4	0.0	0.0	6.800	A
C-AB	0.87	0.22	734	0.001	0.87	0.0	0.0	4.954	A
C-A	102	25			102				
A-B	4	0.94			4				
A-C	68	17			68				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	527	0.009	4	0.0	0.0	6.882	A
C-AB	1	0.27	743	0.001	1	0.0	0.0	4.901	A
C-A	121	30			121				
A-B	4	1			4				
A-C	81	20			81				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	520	0.011	5	0.0	0.0	7.000	A
C-AB	1	0.34	755	0.002	1	0.0	0.0	4.832	A
C-A	148	37			148				
A-B	6	1			6				
A-C	99	25			99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	520	0.011	6	0.0	0.0	7.000	A
C-AB	1	0.34	755	0.002	1	0.0	0.0	4.839	A
C-A	148	37			148				
A-B	6	1			6				
A-C	99	25			99				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	527	0.009	5	0.0	0.0	6.885	A
C-AB	1	0.27	743	0.001	1	0.0	0.0	4.911	A
C-A	121	30			121				
A-B	4	1			4				
A-C	81	20			81				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	0.94	533	0.007	4	0.0	0.0	6.800	A
C-AB	0.87	0.22	734	0.001	0.88	0.0	0.0	4.959	A
C-A	102	25			102				
A-B	4	0.94			4				
A-C	68	17			68				

Rock Road / Site Access - 2031 Future Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Future Year	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	113	100.000
B - Site Access		ONE HOUR	✓	2	100.000
C - Rock Road West		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	108
	B - Site Access	1	0	1
	C - Rock Road West	236	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	20	3	0
	B - Site Access	0	46	0
	C - Rock Road West	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.84	0.0	A	4	6
C-A					215	323
A-B					5	7
A-C					99	149

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.73	778	0.004	3	0.0	0.0	4.825	A
C-A	177	44			177				
A-B	4	0.94			4				
A-C	81	20			81				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.92	796	0.005	4	0.0	0.0	4.739	A
C-A	211	53			211				
A-B	4	1			4				
A-C	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	821	0.006	5	0.0	0.0	4.639	A
C-A	258	65			258				
A-B	6	1			6				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	821	0.006	5	0.0	0.0	4.657	A
C-A	258	65			258				
A-B	6	1			6				
A-C	119	30			119				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.92	796	0.005	4	0.0	0.0	4.780	A
C-A	211	53			211				
A-B	4	1			4				
A-C	97	24			97				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.73	778	0.004	3	0.0	0.0	4.844	A
C-A	177	44			177				
A-B	4	0.94			4				
A-C	81	20			81				

Rock Road / Site Access - 2031 Future Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	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
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	100	100.000
B - Site Access		ONE HOUR	✓	6	100.000
C - Rock Road West		ONE HOUR	✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	95
	B - Site Access	4	0	2
	C - Rock Road West	143	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	20	2	0
	B - Site Access	0	18	0
	C - Rock Road West	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.18	0.0	A	6	8
C-AB	0.00	4.94	0.0	A	1	2
C-A					131	197
A-B					5	7
A-C					87	131

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	522	0.009	4	0.0	0.0	6.950	A
C-AB	0.88	0.22	737	0.001	0.88	0.0	0.0	4.938	A
C-A	108	27			108				
A-B	4	0.94			4				
A-C	72	18			72				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.045	A
C-AB	1	0.27	746	0.001	1	0.0	0.0	4.881	A
C-A	128	32			128				
A-B	4	1			4				
A-C	85	21			85				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	508	0.013	7	0.0	0.0	7.180	A
C-AB	1	0.35	759	0.002	1	0.0	0.0	4.809	A
C-A	157	39			157				
A-B	6	1			6				
A-C	105	26			105				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	508	0.013	7	0.0	0.0	7.180	A
C-AB	1	0.35	759	0.002	1	0.0	0.0	4.815	A
C-A	157	39			157				
A-B	6	1			6				
A-C	105	26			105				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.048	A
C-AB	1	0.27	746	0.001	1	0.0	0.0	4.894	A
C-A	128	32			128				
A-B	4	1			4				
A-C	85	21			85				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	522	0.009	5	0.0	0.0	6.950	A
C-AB	0.88	0.22	737	0.001	0.88	0.0	0.0	4.943	A
C-A	108	27			108				
A-B	4	0.94			4				
A-C	72	18			72				

Rock Road / Site Access - 2031 Future Year + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.06	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
D5	2031 Future Year + Committed	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	113	100.000
B - Site Access		ONE HOUR	✓	2	100.000
C - Rock Road West		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	108
	B - Site Access	1	0	1
	C - Rock Road West	240	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
	A - Rock Road East	20	3	0
	B - Site Access	0	46	0
	C - Rock Road West	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.84	0.0	A	4	6
C-A					219	329
A-B					5	7
A-C					99	149

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.73	780	0.004	3	0.0	0.0	4.816	A
C-A	180	45			180				
A-B	4	0.94			4				
A-C	81	20			81				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.93	798	0.005	4	0.0	0.0	4.729	A
C-A	215	54			215				
A-B	4	1			4				
A-C	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	517	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	824	0.006	5	0.0	0.0	4.626	A
C-A	263	66			263				
A-B	6	1			6				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	517	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	824	0.006	5	0.0	0.0	4.646	A
C-A	263	66			263				
A-B	6	1			6				
A-C	119	30			119				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	528	0.000	0	0.0	0.0	0.000	A
C-AB	4	0.93	798	0.005	4	0.0	0.0	4.769	A
C-A	215	54			215				
A-B	4	1			4				
A-C	97	24			97				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	536	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.74	780	0.004	3	0.0	0.0	4.835	A
C-A	180	45			180				
A-B	4	0.94			4				
A-C	81	20			81				

Rock Road / Site Access - 2031 Future Year + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	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
D6	2031 Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	102	100.000
B - Site Access		ONE HOUR	✓	6	100.000
C - Rock Road West		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	5	97
	B - Site Access	4	0	2
	C - Rock Road West	142	1	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
	A - Rock Road East	20	2	0
	B - Site Access	0	18	0
	C - Rock Road West	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.19	0.0	A	6	8
C-AB	0.00	4.95	0.0	A	1	2
C-A					130	195
A-B					5	7
A-C					89	134

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	522	0.009	4	0.0	0.0	6.954	A
C-AB	0.88	0.22	736	0.001	0.88	0.0	0.0	4.943	A
C-A	107	27			107				
A-B	4	0.94			4				
A-C	73	18			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.049	A
C-AB	1	0.27	745	0.001	1	0.0	0.0	4.888	A
C-A	127	32			127				
A-B	4	1			4				
A-C	87	22			87				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	507	0.013	7	0.0	0.0	7.186	A
C-AB	1	0.35	758	0.002	1	0.0	0.0	4.816	A
C-A	156	39			156				
A-B	6	1			6				
A-C	107	27			107				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	507	0.013	7	0.0	0.0	7.186	A
C-AB	1	0.35	758	0.002	1	0.0	0.0	4.821	A
C-A	156	39			156				
A-B	6	1			6				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	516	0.010	5	0.0	0.0	7.050	A
C-AB	1	0.27	745	0.001	1	0.0	0.0	4.898	A
C-A	127	32			127				
A-B	4	1			4				
A-C	87	22			87				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	522	0.009	5	0.0	0.0	6.957	A
C-AB	0.88	0.22	736	0.001	0.88	0.0	0.0	4.950	A
C-A	107	27			107				
A-B	4	0.94			4				
A-C	73	18			73				

Rock Road / Site Access - 2031 Future Year + Committed + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	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
D7	2031 Future Year + Committed + Development	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	119	100.000
B - Site Access		ONE HOUR	✓	35	100.000
C - Rock Road West		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	11	108
	B - Site Access	22	0	13
	C - Rock Road West	240	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
	A - Rock Road East	20	3	0
	B - Site Access	0	46	0
	C - Rock Road West	20	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	7.90	0.1	A	32	48
C-AB	0.02	4.87	0.0	A	10	15
C-A					217	326
A-B					10	15
A-C					99	149

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	515	0.051	26	0.0	0.1	7.364	A
C-AB	8	2	779	0.010	8	0.0	0.0	4.854	A
C-A	179	45			179				
A-B	8	2			8				
A-C	81	20			81				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	506	0.062	31	0.1	0.1	7.582	A
C-AB	10	2	797	0.012	10	0.0	0.0	4.774	A
C-A	213	53			213				
A-B	10	2			10				
A-C	97	24			97				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	494	0.078	38	0.1	0.1	7.897	A
C-AB	13	3	822	0.016	13	0.0	0.0	4.682	A
C-A	260	65			260				
A-B	12	3			12				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	10	494	0.078	39	0.1	0.1	7.899	A
C-AB	13	3	822	0.016	13	0.0	0.0	4.700	A
C-A	260	65			260				
A-B	12	3			12				
A-C	119	30			119				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	506	0.062	32	0.1	0.1	7.584	A
C-AB	10	2	797	0.012	10	0.0	0.0	4.814	A
C-A	213	53			213				
A-B	10	2			10				
A-C	97	24			97				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	515	0.051	26	0.1	0.1	7.374	A
C-AB	8	2	779	0.010	8	0.0	0.0	4.873	A
C-A	179	45			179				
A-B	8	2			8				
A-C	81	20			81				

Rock Road / Site Access - 2031 Future Year + Committed + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rock Road West - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

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	Rock Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	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
D8	2031 Future Year + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rock Road East		ONE HOUR	✓	122	100.000
B - Site Access		ONE HOUR	✓	17	100.000
C - Rock Road West		ONE HOUR	✓	161	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
From	A - Rock Road East	0	25	97
	B - Site Access	13	0	4
	C - Rock Road West	142	19	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Rock Road East	B - Site Access	C - Rock Road West
	A - Rock Road East	20	2	0
	B - Site Access	0	18	0
	C - Rock Road West	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.70	0.0	A	16	23
C-AB	0.04	5.09	0.0	A	21	32
C-A					126	190
A-B					23	34
A-C					89	134

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	504	0.025	13	0.0	0.0	7.327	A
C-AB	17	4	732	0.023	17	0.0	0.0	5.080	A
C-A	104	26			104				
A-B	19	5			19				
A-C	73	18			73				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	496	0.031	15	0.0	0.0	7.481	A
C-AB	21	5	741	0.028	21	0.0	0.0	5.052	A
C-A	124	31			124				
A-B	22	6			22				
A-C	87	22			87				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	486	0.039	19	0.0	0.0	7.702	A
C-AB	26	7	753	0.035	26	0.0	0.0	5.019	A
C-A	151	38			151				
A-B	28	7			28				
A-C	107	27			107				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	486	0.039	19	0.0	0.0	7.702	A
C-AB	26	7	753	0.035	26	0.0	0.0	5.025	A
C-A	151	38			151				
A-B	28	7			28				
A-C	107	27			107				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	496	0.031	15	0.0	0.0	7.485	A
C-AB	21	5	741	0.028	21	0.0	0.0	5.066	A
C-A	124	31			124				
A-B	22	6			22				
A-C	87	22			87				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	504	0.025	13	0.0	0.0	7.334	A
C-AB	17	4	732	0.023	17	0.0	0.0	5.088	A
C-A	104	26			104				
A-B	19	5			19				
A-C	73	18			73				

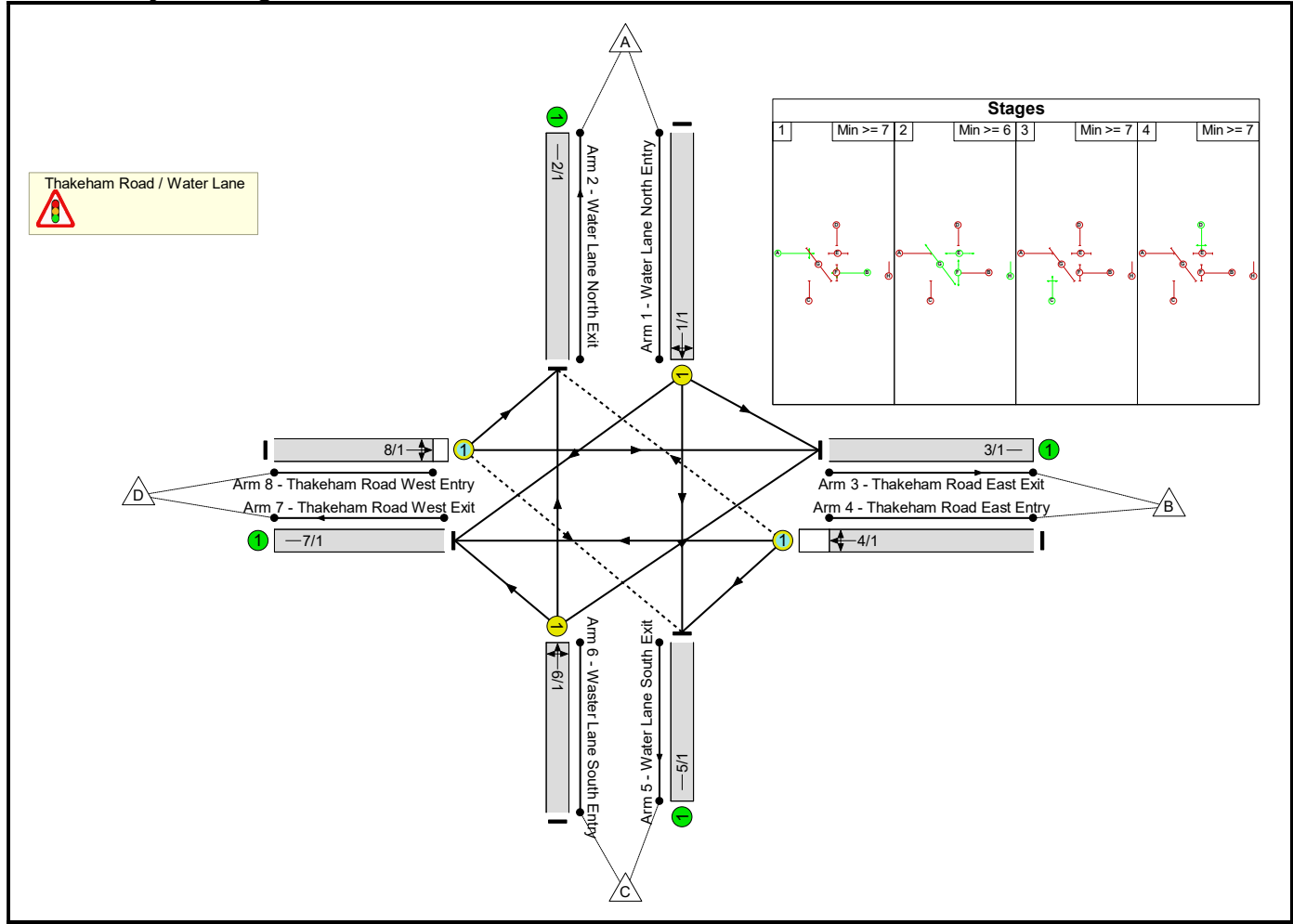
Full Input Data And Results

Full Input Data And Results

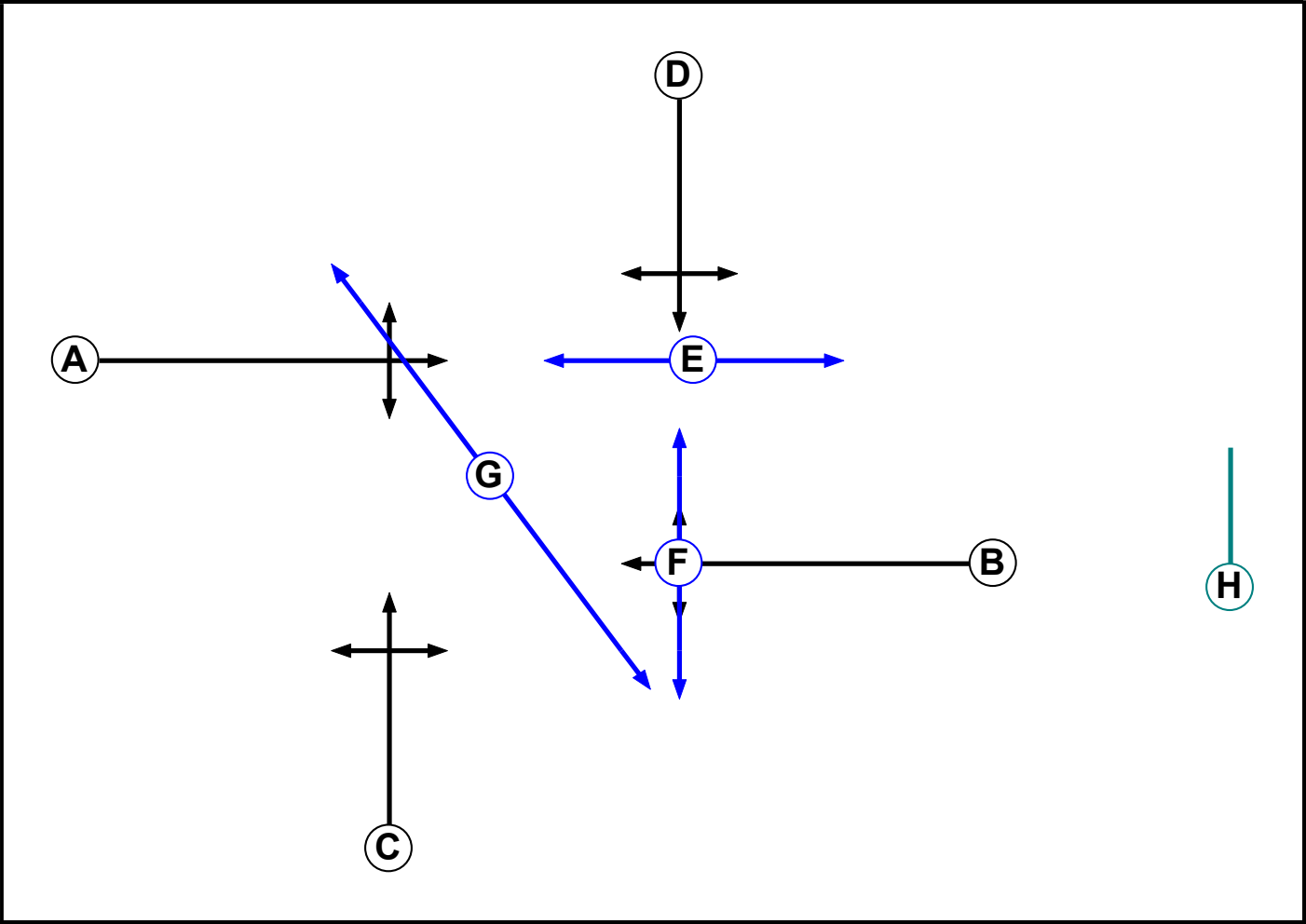
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 6 - Water Lane Thakeham Road with Committed Development.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



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

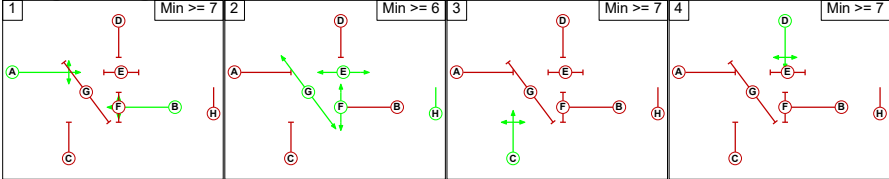
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	5	5	9	9	9	9
	B	-		6	6	9	9	9	9
	C	6	6		5	9	9	9	9
	D	5	5	5		8	8	8	8
	E	-	-	-	-		-	-	-
	F	-	-	-	-	-		-	-
	G	-	-	-	-	-	-		-
	H	-	-	-	-	-	-	-	

Phases in Stage

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

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
	1		9	6	6
	2	2		2	2
	3	6	9		5
	4	5	8	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Thakeham Road / Water Lane											
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)
4/1 (Thakeham Road East Entry)	2/1 (Right)	1439	0	8/1	1.09	To 2/1 (Left) To 3/1 (Ahead)	2.00	-	0.50	2	2.00
8/1 (Thakeham Road West Entry)	5/1 (Right)	1439	0	4/1	1.09	To 5/1 (Left) To 7/1 (Ahead)	1.00	-	0.50	1	2.00

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 North Entry)	U	D	2	3	60.0	Geom	-	3.74	0.00	Y	Arm 3 Left	5.19
											Arm 5 Ahead	Inf
											Arm 7 Right	6.69
2/1 (Water Lane North Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Thakeham Road East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Thakeham Road East Entry)	O	B	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 2 Right	6.41
											Arm 5 Left	4.61
											Arm 7 Ahead	Inf
5/1 (Water Lane South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Waster Lane South Entry)	U	C	2	3	60.0	Geom	-	4.11	0.00	Y	Arm 2 Ahead	Inf
											Arm 3 Right	5.45
											Arm 7 Left	7.11
7/1 (Thakeham Road West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Thakeham Road West Entry)	O	A	2	3	60.0	Geom	-	3.93	0.00	Y	Arm 2 Left	6.45
											Arm 3 Ahead	Inf
											Arm 5 Right	7.53

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Flow Group 1'	07:45	08:45	01:00	
2: 'Flow Group 2'	17:00	18:00	01:00	
3: 'Flow Group 3'	07:45	08:45	01:00	
4: 'Flow Group 4'	17:00	18:00	01:00	
5: 'Flow Group 5'	07:45	08:45	01:00	
6: 'Flow Group 6'	17:00	18:00	01:00	

Full Input Data And Results

7: 'Flow Group 7'	07:45	08:45	01:00	
8: 'Flow Group 8'	17:00	18:00	01:00	

Scenario 1: '2025 Survey AM' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	72	29	69	170
	B	49	0	121	176	346
	C	117	87	0	63	267
	D	58	362	53	0	473
	Tot.	224	521	203	308	1256

Traffic Lane Flows

Lane	Scenario 1: 2025 Survey AM
Junction: Thakeham Road / Water Lane	
1/1	170
2/1	224
3/1	521
4/1	346
5/1	203
6/1	267
7/1	308
8/1	473

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	42.4 %	1639	1639
				Arm 5 Ahead	Inf	17.1 %		
				Arm 7 Right	6.69	40.6 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	14.2 %	1722	1722
				Arm 5 Left	4.61	35.0 %		
				Arm 7 Ahead	Inf	50.9 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	43.8 %	1778	1778
				Arm 3 Right	5.45	32.6 %		
				Arm 7 Left	7.11	23.6 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	12.3 %	1911	1911
				Arm 3 Ahead	Inf	76.5 %		
				Arm 5 Right	7.53	11.2 %		

Scenario 2: '2025 Survey PM' (FG2: 'Flow Group 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	68	112	69	249
	B	48	0	94	277	419
	C	47	28	0	97	172
	D	52	176	45	0	273
	Tot.	147	272	251	443	1113

Traffic Lane Flows

Lane	Scenario 2: 2025 Survey PM
Junction: Thakeham Road / Water Lane	
1/1	249
2/1	147
3/1	272
4/1	419
5/1	251
6/1	172
7/1	443
8/1	273

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	27.3 %	1743	1743
				Arm 5 Ahead	Inf	45.0 %		
				Arm 7 Right	6.69	27.7 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	11.5 %	1796	1796
				Arm 5 Left	4.61	22.4 %		
				Arm 7 Ahead	Inf	66.1 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	27.3 %	1741	1741
				Arm 3 Right	5.45	16.3 %		
				Arm 7 Left	7.11	56.4 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	19.0 %	1864	1864
				Arm 3 Ahead	Inf	64.5 %		
				Arm 5 Right	7.53	16.5 %		

Full Input Data And Results

Scenario 3: '2031 Future Year AM' (FG3: 'Flow Group 3', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	76	31	73	180
	B	52	0	127	185	364
	C	122	91	0	67	280
	D	61	380	56	0	497
	Tot.	235	547	214	325	1321

Traffic Lane Flows

Lane	Scenario 3: 2031 Future Year AM
Junction: Thakeham Road / Water Lane	
1/1	180
2/1	235
3/1	547
4/1	364
5/1	214
6/1	280
7/1	325
8/1	497

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	42.2 %	1640	1640
				Arm 5 Ahead	Inf	17.2 %		
				Arm 7 Right	6.69	40.6 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	14.3 %	1722	1722
				Arm 5 Left	4.61	34.9 %		
				Arm 7 Ahead	Inf	50.8 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	43.6 %	1777	1777
				Arm 3 Right	5.45	32.5 %		
				Arm 7 Left	7.11	23.9 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	12.3 %	1911	1911
				Arm 3 Ahead	Inf	76.5 %		
				Arm 5 Right	7.53	11.3 %		

Scenario 4: '2031 Future Year PM' (FG4: 'Flow Group 4', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	73	117	72	262
	B	51	0	98	290	439
	C	50	30	0	101	181
	D	55	185	47	0	287
	Tot.	156	288	262	463	1169

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Future Year PM
Junction: Thakeham Road / Water Lane	
1/1	262
2/1	156
3/1	288
4/1	439
5/1	262
6/1	181
7/1	463
8/1	287

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	27.9 %	1741	1741
				Arm 5 Ahead	Inf	44.7 %		
				Arm 7 Right	6.69	27.5 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	11.6 %	1796	1796
				Arm 5 Left	4.61	22.3 %		
				Arm 7 Ahead	Inf	66.1 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	27.6 %	1742	1742
				Arm 3 Right	5.45	16.6 %		
				Arm 7 Left	7.11	55.8 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	19.2 %	1864	1864
				Arm 3 Ahead	Inf	64.5 %		
				Arm 5 Right	7.53	16.4 %		

Full Input Data And Results

Scenario 5: '2031 Future Year + Com AM' (FG5: 'Flow Group 5', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	76	30	74	180
	B	52	0	127	189	368
	C	122	91	0	68	281
	D	62	391	57	0	510
	Tot.	236	558	214	331	1339

Traffic Lane Flows

Lane	Scenario 5: 2031 Future Year + Com AM
Junction: Thakeham Road / Water Lane	
1/1	180
2/1	236
3/1	558
4/1	368
5/1	214
6/1	281
7/1	331
8/1	510

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	42.2 %	1638	1638
				Arm 5 Ahead	Inf	16.7 %		
				Arm 7 Right	6.69	41.1 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	14.1 %	1724	1724
				Arm 5 Left	4.61	34.5 %		
				Arm 7 Ahead	Inf	51.4 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	43.4 %	1777	1777
				Arm 3 Right	5.45	32.4 %		
				Arm 7 Left	7.11	24.2 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	12.2 %	1911	1911
				Arm 3 Ahead	Inf	76.7 %		
				Arm 5 Right	7.53	11.2 %		

Scenario 6: '2031 Future Year + Com PM' (FG6: 'Flow Group 6', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	72	117	76	265
	B	51	0	98	300	449
	C	50	30	0	104	184
	D	56	189	47	0	292
	Tot.	157	291	262	480	1190

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Future Year + Com PM
Junction: Thakeham Road / Water Lane	
1/1	265
2/1	157
3/1	291
4/1	449
5/1	262
6/1	184
7/1	480
8/1	292

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	27.2 %	1740	1740
				Arm 5 Ahead	Inf	44.2 %		
				Arm 7 Right	6.69	28.7 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	11.4 %	1799	1799
				Arm 5 Left	4.61	21.8 %		
				Arm 7 Ahead	Inf	66.8 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	27.2 %	1740	1740
				Arm 3 Right	5.45	16.3 %		
				Arm 7 Left	7.11	56.5 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	19.2 %	1865	1865
				Arm 3 Ahead	Inf	64.7 %		
				Arm 5 Right	7.53	16.1 %		

Full Input Data And Results

Scenario 7: '2031 Future Year + Com + Dev AM' (FG7: 'Flow Group 7', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	79	31	74	184
	B	57	0	192	123	372
	C	122	91	0	68	281
	D	62	393	57	0	512
	Tot.	241	563	280	265	1349

Traffic Lane Flows

Lane	Scenario 7: 2031 Future Year + Com + Dev AM
Junction: Thakeham Road / Water Lane	
1/1	184
2/1	241
3/1	563
4/1	372
5/1	280
6/1	281
7/1	265
8/1	512

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	42.9 %	1638	1638
				Arm 5 Ahead	Inf	16.8 %		
				Arm 7 Right	6.69	40.2 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	15.3 %	1641	1641
				Arm 5 Left	4.61	51.6 %		
				Arm 7 Ahead	Inf	33.1 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	43.4 %	1777	1777
				Arm 3 Right	5.45	32.4 %		
				Arm 7 Left	7.11	24.2 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	12.1 %	1912	1912
				Arm 3 Ahead	Inf	76.8 %		
				Arm 5 Right	7.53	11.1 %		

Scenario 8: '2031 Future Year + Com + Dev PM' (FG8: 'Flow Group 8', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
Origin		A	B	C	D	Tot.
	A	0	76	117	74	267
	B	57	0	97	303	457
	C	50	30	0	104	184
	D	56	191	47	0	294
	Tot.	163	297	261	481	1202

Traffic Lane Flows

Lane	Scenario 8: 2031 Future Year + Com + Dev PM
Junction: Thakeham Road / Water Lane	
1/1	267
2/1	163
3/1	297
4/1	457
5/1	261
6/1	184
7/1	481
8/1	294

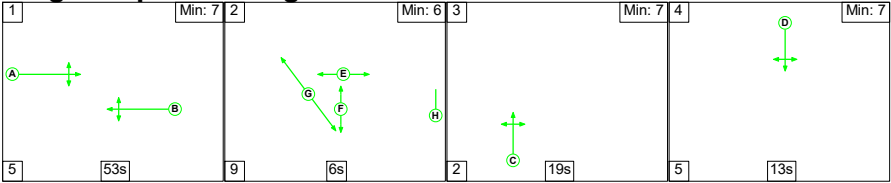
Lane Saturation Flows

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 North Entry)	3.74	0.00	Y	Arm 3 Left	5.19	28.5 %	1738	1738
				Arm 5 Ahead	Inf	43.8 %		
				Arm 7 Right	6.69	27.7 %		
2/1 (Water Lane North Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Thakeham Road East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Thakeham Road East Entry)	3.60	0.00	Y	Arm 2 Right	6.41	12.5 %	1798	1798
				Arm 5 Left	4.61	21.2 %		
				Arm 7 Ahead	Inf	66.3 %		
5/1 (Water Lane South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Waster Lane South Entry)	4.11	0.00	Y	Arm 2 Ahead	Inf	27.2 %	1740	1740
				Arm 3 Right	5.45	16.3 %		
				Arm 7 Left	7.11	56.5 %		
7/1 (Thakeham Road West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Thakeham Road West Entry)	3.93	0.00	Y	Arm 2 Left	6.45	19.0 %	1866	1866
				Arm 3 Ahead	Inf	65.0 %		
				Arm 5 Right	7.53	16.0 %		

Full Input Data And Results

Scenario 1: '2025 Survey AM' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

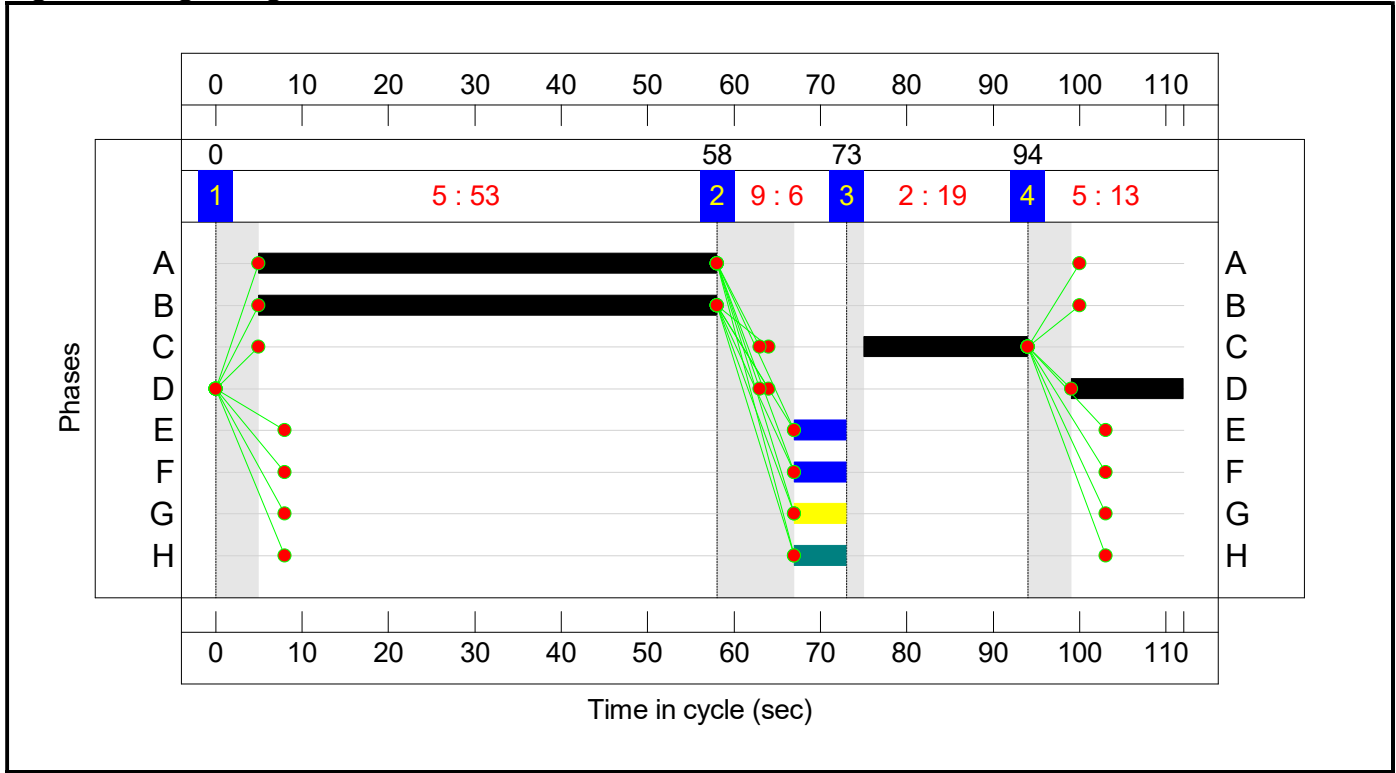
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	53	6	19	13
Change Point	0	58	73	94

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

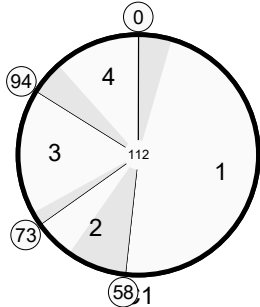
Full Input Data And Results

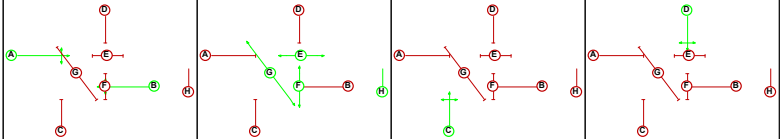


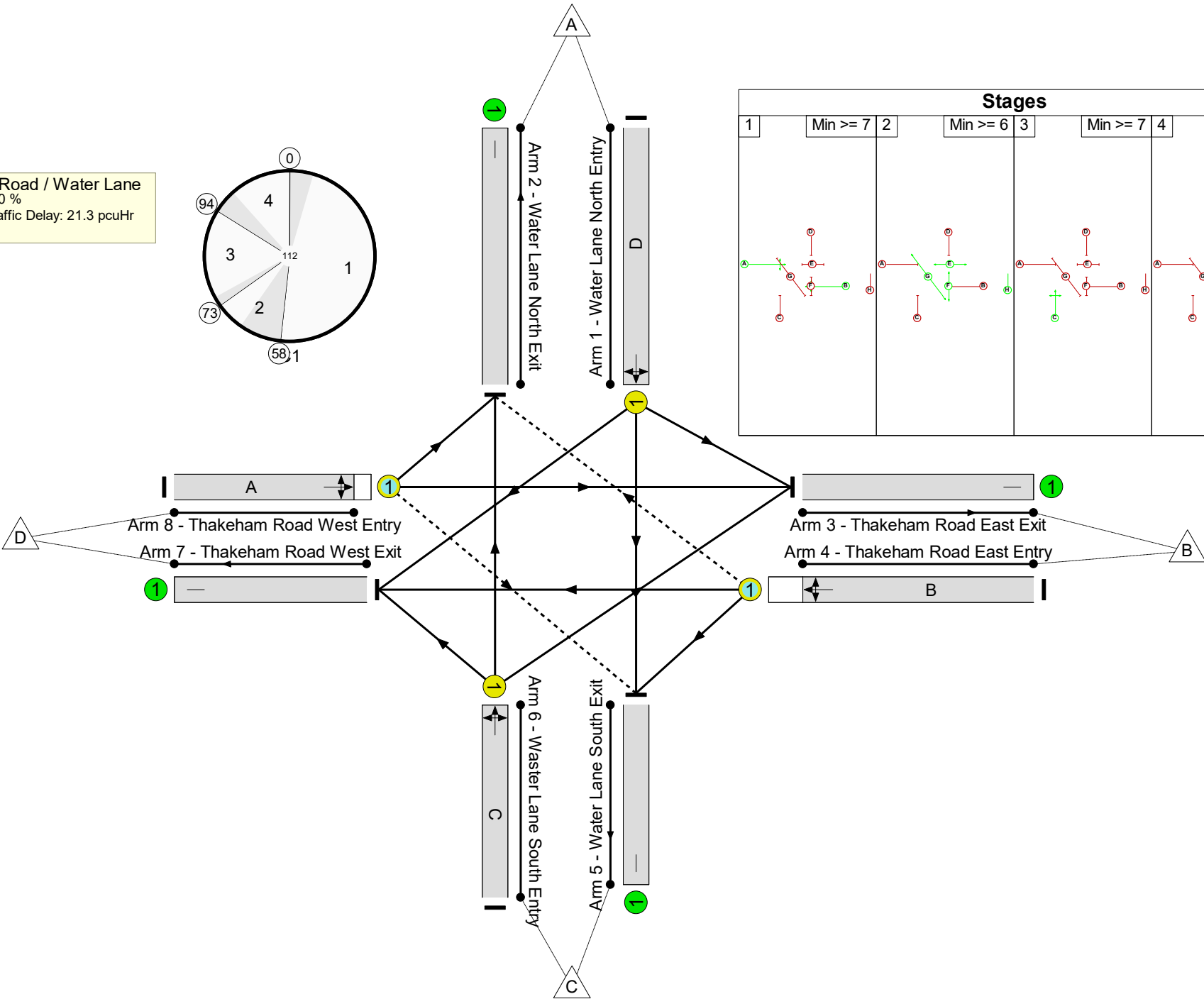
Thakeham Road / Water Lane

PRC: 5.0 %

Total Traffic Delay: 21.3 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	13	-	170	1639	205	83.0%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	53	-	346	1722	410	84.5%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	19	-	267	1778	317	84.1%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	53	-	473	1911	552	85.7%

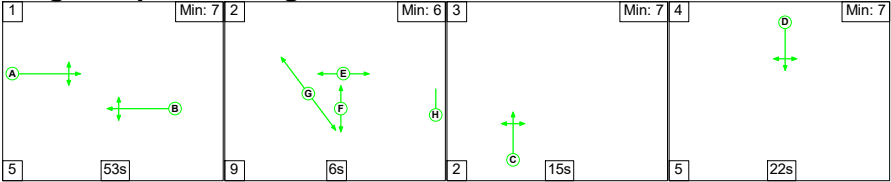
Full Input Data And Results

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	-	-	101	0	1	11.4	9.9	0.1	21.3	-	-	-	-
Thakeham Road / Water Lane	-	-	101	0	1	11.4	9.9	0.1	21.3	-	-	-	-
1/1	170	170	-	-	-	2.3	2.2	-	4.4	93.8	5.1	2.2	7.3
2/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	346	346	48	0	1	2.1	2.5	0.0	4.6	48.2	8.4	2.5	10.9
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	267	267	-	-	-	3.3	2.4	-	5.7	77.0	8.0	2.4	10.4
7/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	53	0	0	3.7	2.8	0.0	6.6	49.9	13.8	2.8	16.6
C1 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 21.34 Cycle Time (s): 112 PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 21.34													

Full Input Data And Results

Scenario 2: '2025 Survey PM' (FG2: 'Flow Group 2', Plan 1: 'Network Control Plan 1')

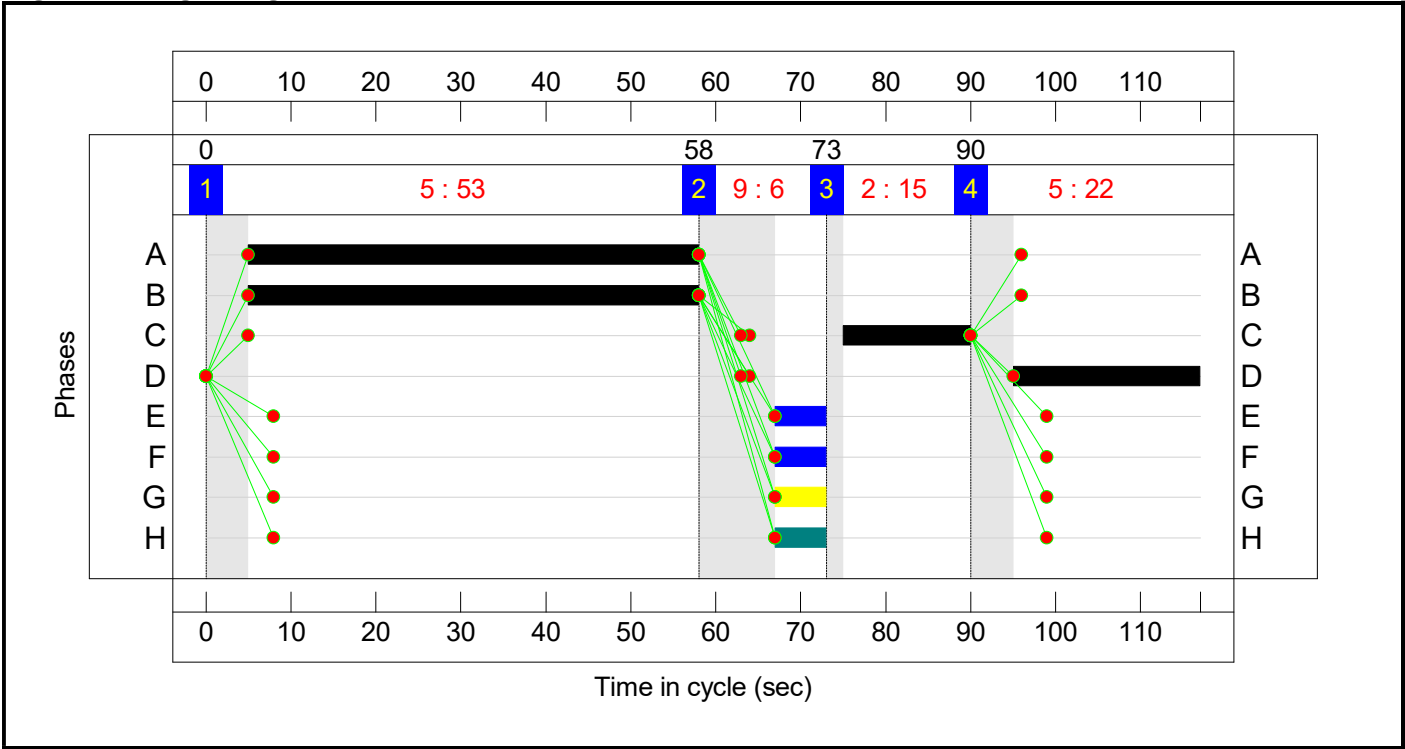
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	53	6	15	22
Change Point	0	58	73	90

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

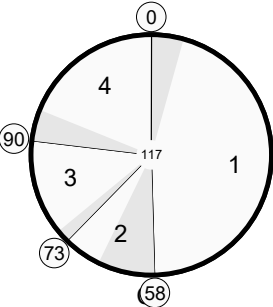
Full Input Data And Results

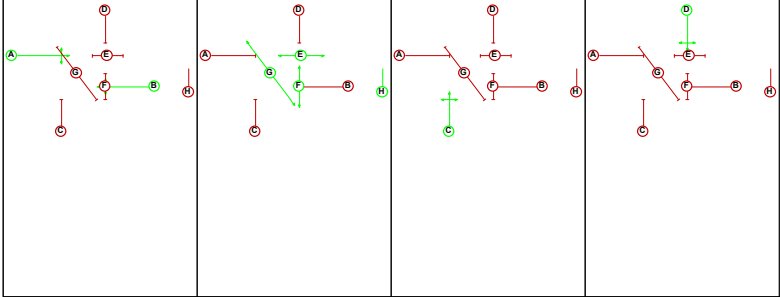


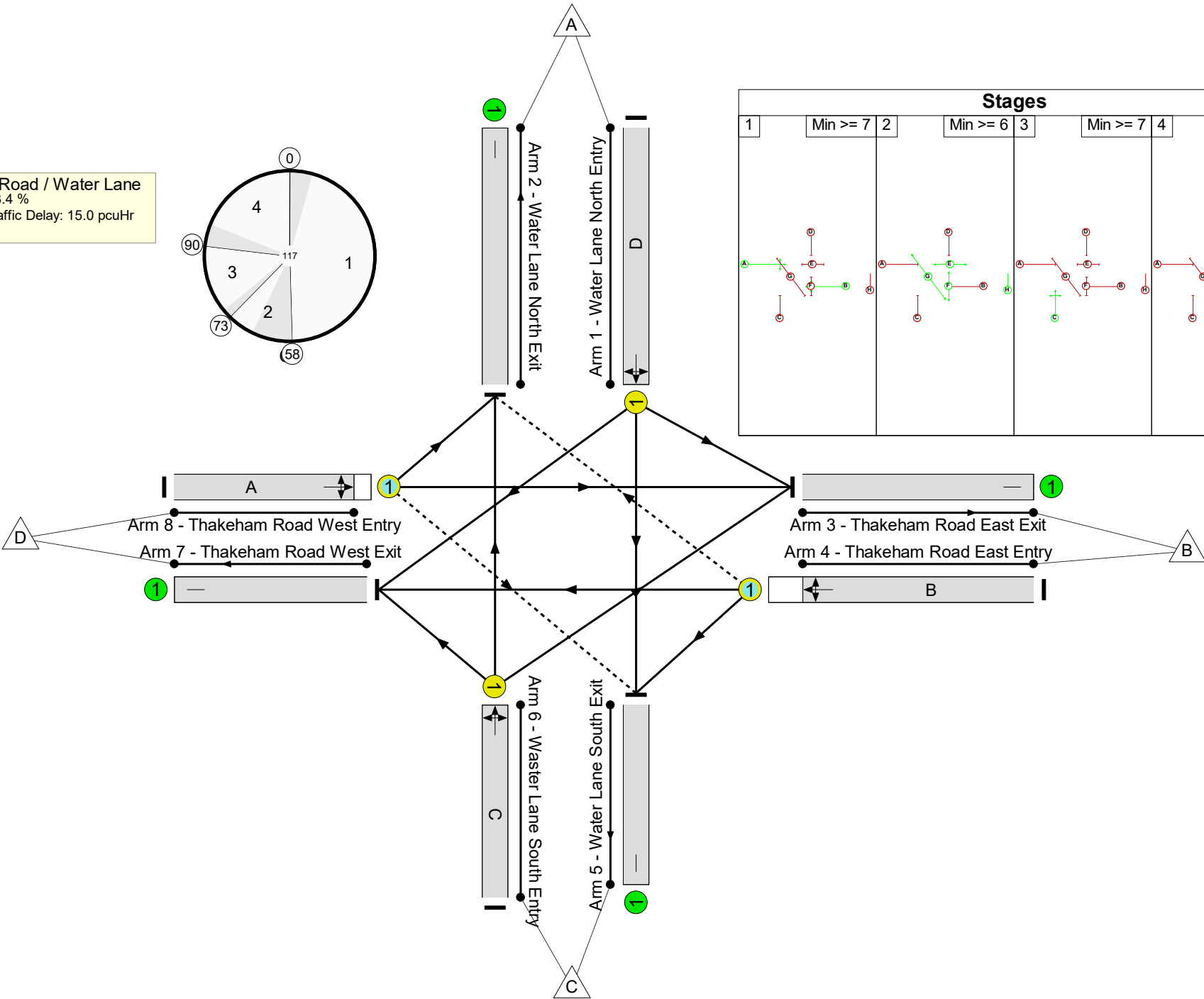
Thakeham Road / Water Lane

PRC: 23.4 %

Total Traffic Delay: 15.0 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.9%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	72.9%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	22	-	249	1743	343	72.7%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	53	-	419	1796	575	72.9%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	15	-	172	1741	238	72.2%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	53	-	273	1864	436	62.6%

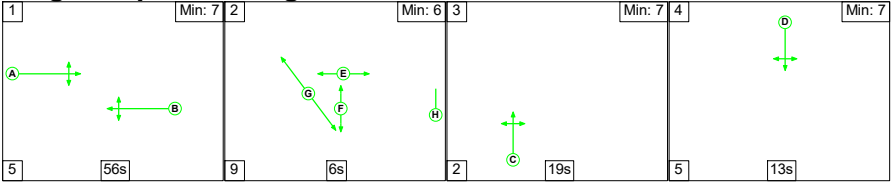
Full Input Data And Results

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	-	-	92	0	1	10.2	4.7	0.1	15.0	-	-	-	-
Thakeham Road / Water Lane	-	-	92	0	1	10.2	4.7	0.1	15.0	-	-	-	-
1/1	249	249	-	-	-	3.0	1.3	-	4.3	62.8	7.5	1.3	8.8
2/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	47	0	1	3.1	1.3	0.0	4.5	38.6	11.5	1.3	12.8
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	172	172	-	-	-	2.3	1.3	-	3.6	74.6	5.4	1.3	6.6
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	273	273	45	0	0	1.7	0.8	0.0	2.6	34.2	6.6	0.8	7.4
C1 PRC for Signalled Lanes (%): 23.4 Total Delay for Signalled Lanes (pcuHr): 14.99 Cycle Time (s): 117 PRC Over All Lanes (%): 23.4 Total Delay Over All Lanes(pcuHr): 14.99													

Full Input Data And Results

Scenario 3: '2031 Future Year AM' (FG3: 'Flow Group 3', Plan 1: 'Network Control Plan 1')

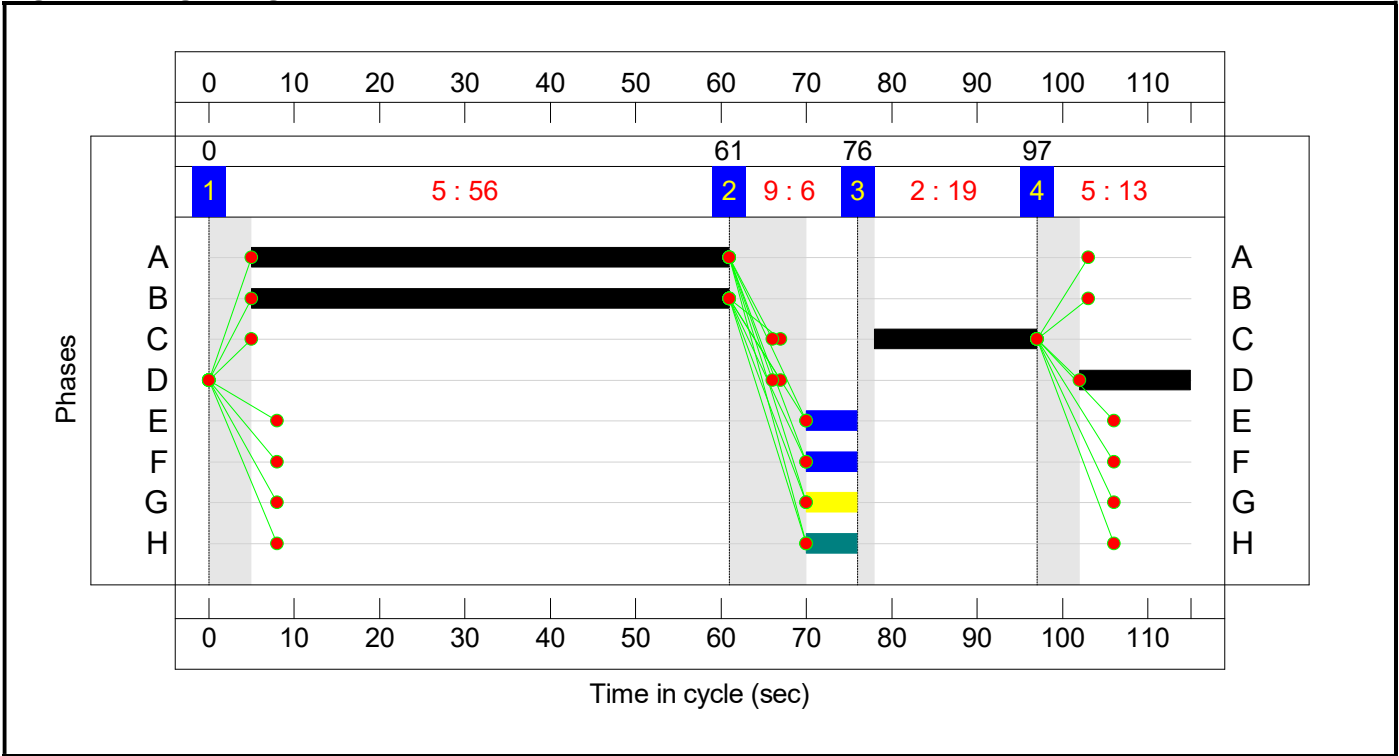
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	56	6	19	13
Change Point	0	61	76	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

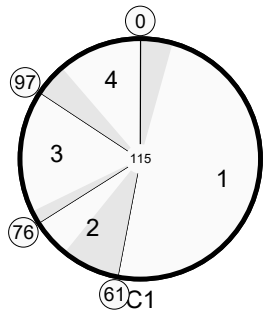
Full Input Data And Results

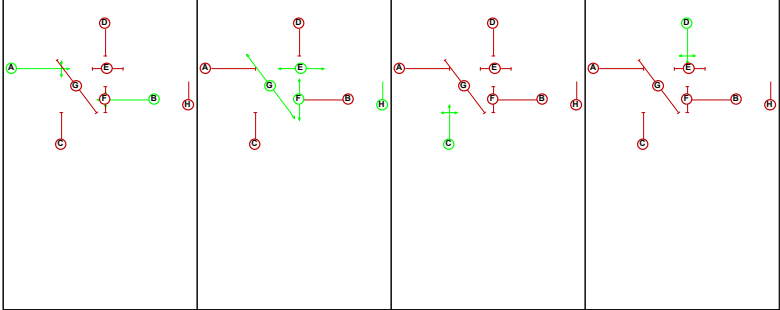


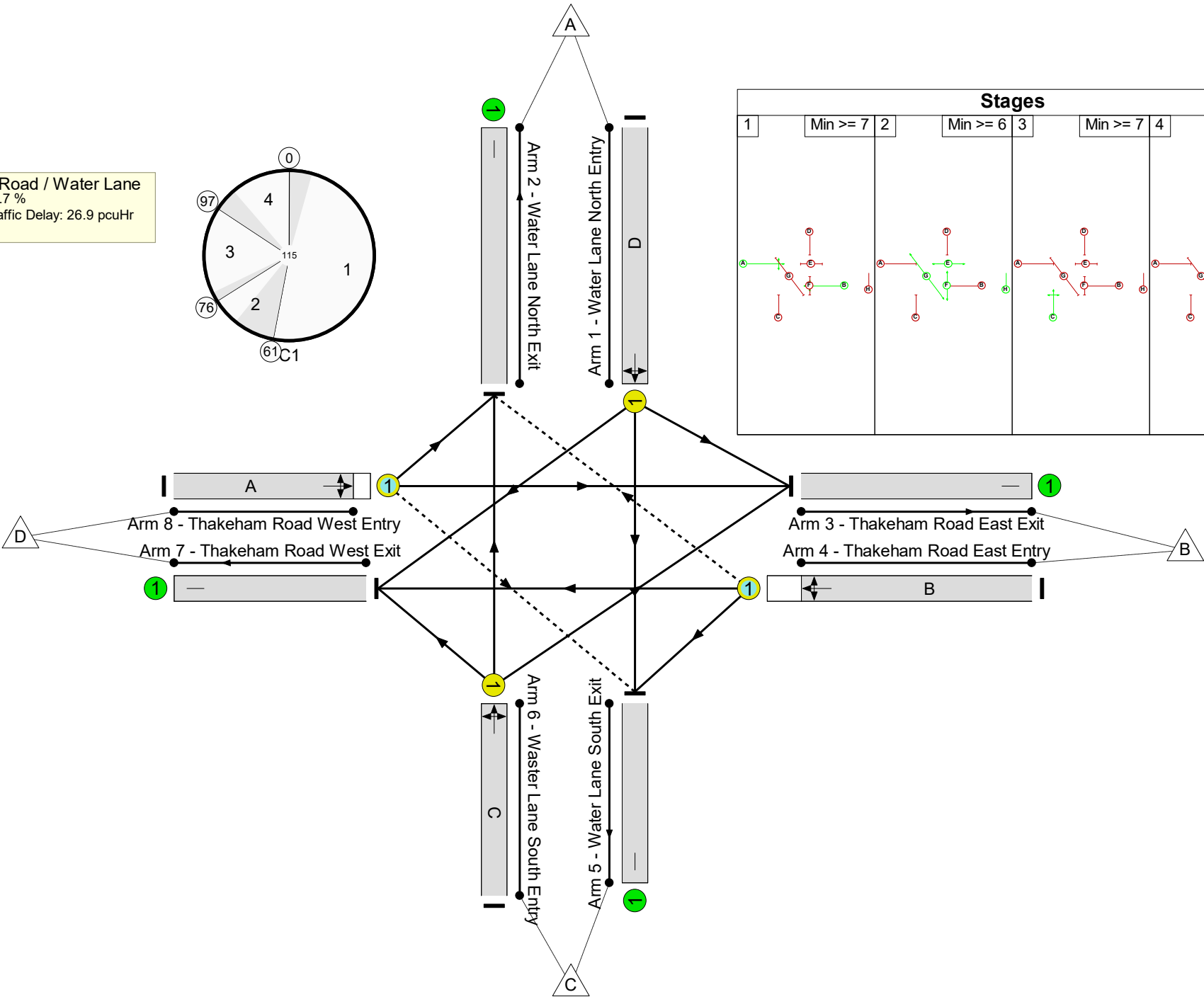
Thakeham Road / Water Lane

PRC: -0.7 %

Total Traffic Delay: 26.9 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

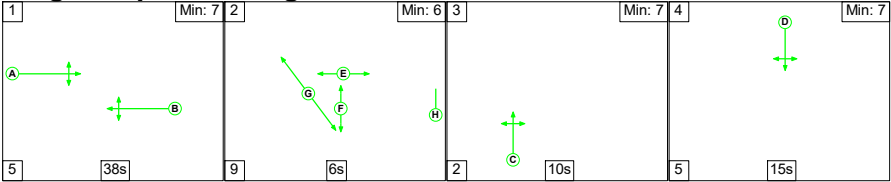
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	13	-	180	1640	200	90.2%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	56	-	364	1722	407	89.5%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	19	-	280	1777	309	90.6%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	56	-	497	1911	558	89.1%

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	-	-	105	0	3	12.3	14.5	0.1	26.9	-	-	-	-
Thakeham Road / Water Lane	-	-	105	0	3	12.3	14.5	0.1	26.9	-	-	-	-
1/1	180	180	-	-	-	2.5	3.4	-	5.9	117.9	5.6	3.4	9.1
2/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	364	364	49	0	3	2.2	3.7	0.1	5.9	58.4	9.2	3.7	12.9
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	280	280	-	-	-	3.6	3.8	-	7.4	95.7	8.7	3.8	12.5
7/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	497	497	56	0	0	4.0	3.6	0.0	7.7	55.7	15.0	3.6	18.7
C1 PRC for Signalled Lanes (%): -0.7 Total Delay for Signalled Lanes (pcuHr): 26.93 Cycle Time (s): 115 PRC Over All Lanes (%): -0.7 Total Delay Over All Lanes(pcuHr): 26.93													

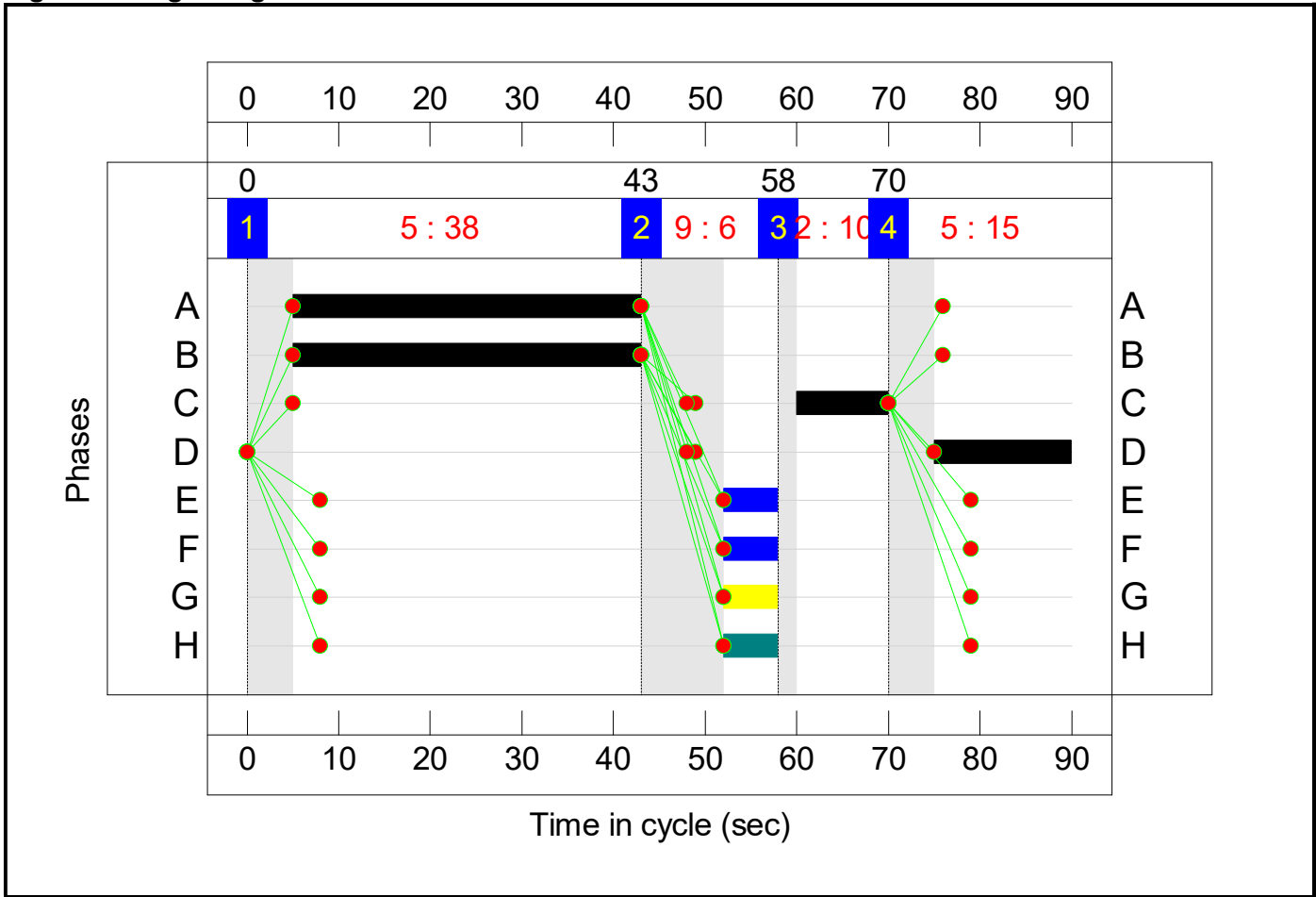
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	6	10	15
Change Point	0	43	58	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

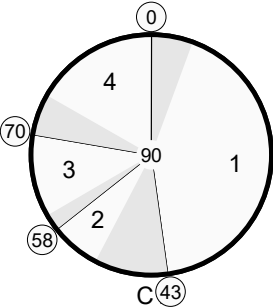
Full Input Data And Results

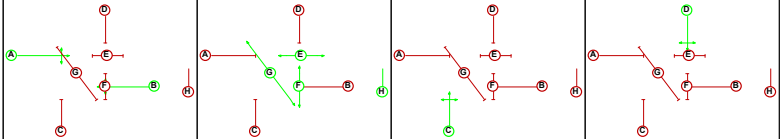


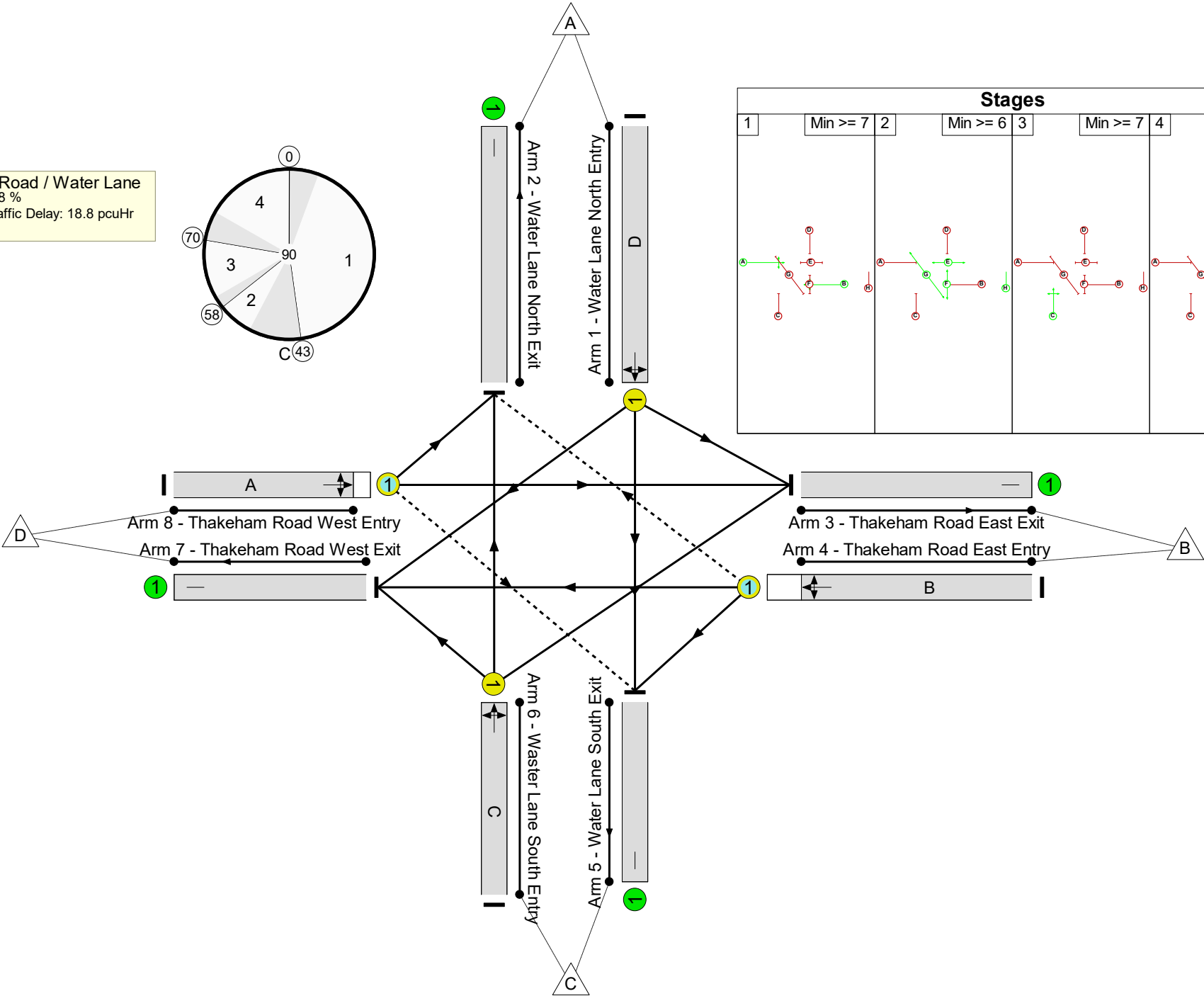
Thakeham Road / Water Lane

PRC: 5.8 %

Total Traffic Delay: 18.8 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	15	-	262	1741	310	84.6%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	38	-	439	1796	532	82.5%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	10	-	181	1742	213	85.0%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	38	-	287	1864	337	85.1%

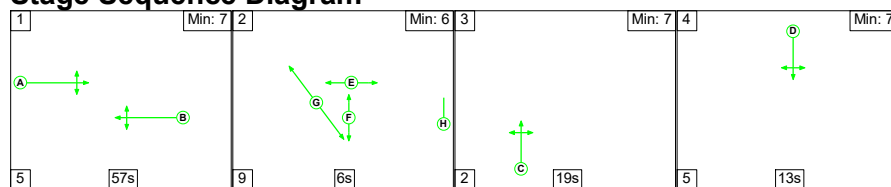
Full Input Data And Results

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	-	-	96	0	2	9.0	9.8	0.1	18.8	-	-	-	-
Thakeham Road / Water Lane	-	-	96	0	2	9.0	9.8	0.1	18.8	-	-	-	-
1/1	262	262	-	-	-	2.6	2.5	-	5.1	70.1	6.3	2.5	8.8
2/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	439	439	50	0	1	2.9	2.2	0.0	5.1	42.1	10.1	2.2	12.4
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	181	181	-	-	-	1.9	2.5	-	4.4	87.6	4.4	2.5	6.9
7/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	287	287	46	0	1	1.6	2.6	0.0	4.2	52.5	5.7	2.6	8.2
C1 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 18.83 Cycle Time (s): 90 PRC Over All Lanes (%): 5.8 Total Delay Over All Lanes(pcuHr): 18.83													

Full Input Data And Results

Scenario 5: '2031 Future Year + Com AM' (FG5: 'Flow Group 5', Plan 1: 'Network Control Plan 1')

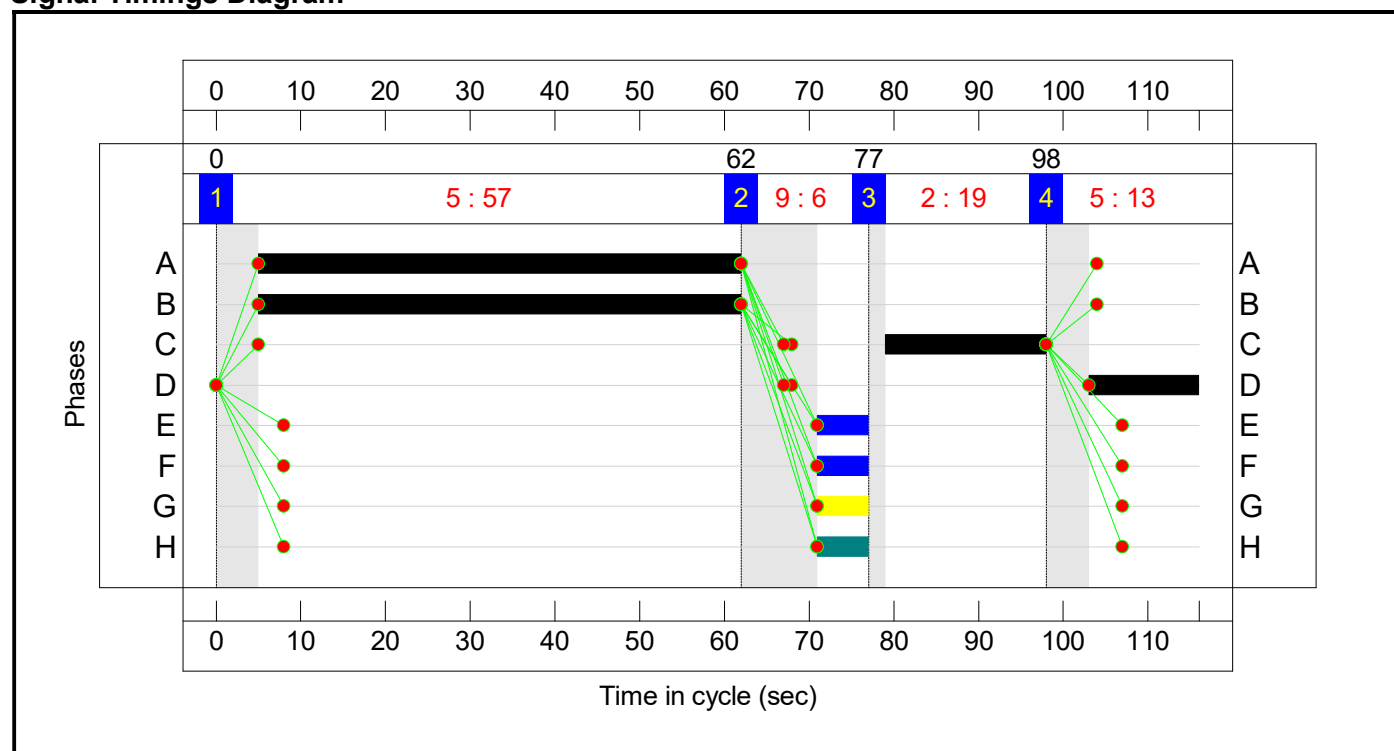
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	57	6	19	13
Change Point	0	62	77	98

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

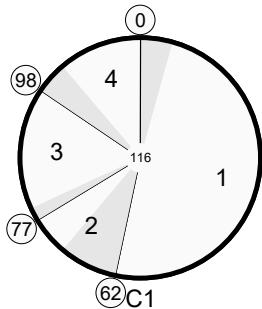
Full Input Data And Results

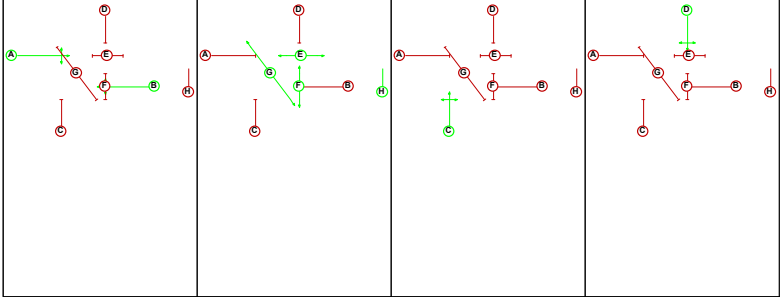


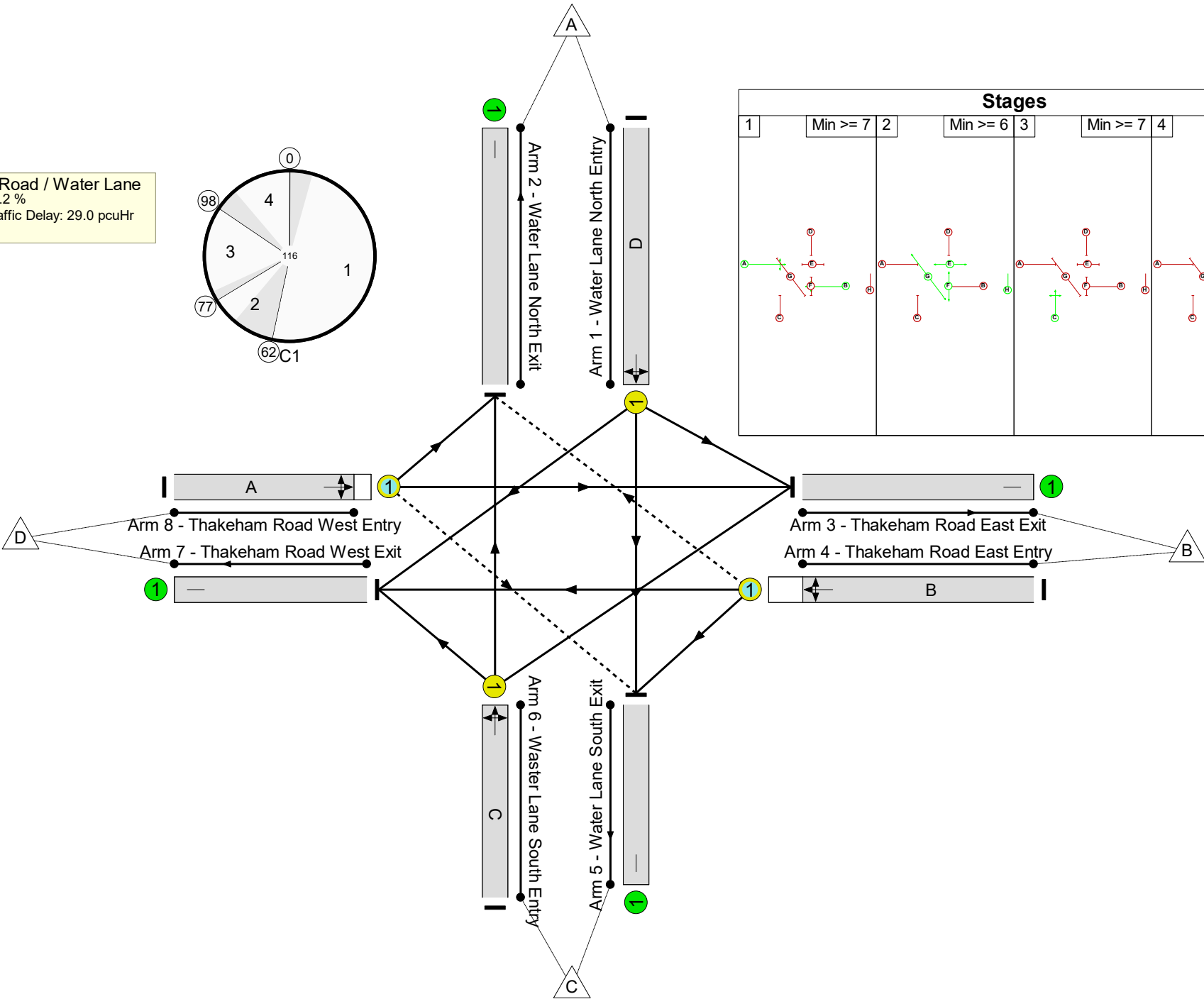
Thakeham Road / Water Lane

PRC: -2.2 %

Total Traffic Delay: 29.0 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	13	-	180	1638	198	91.1%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	57	-	368	1724	409	90.0%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	214	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	19	-	281	1777	306	91.7%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	57	-	510	1911	554	92.0%

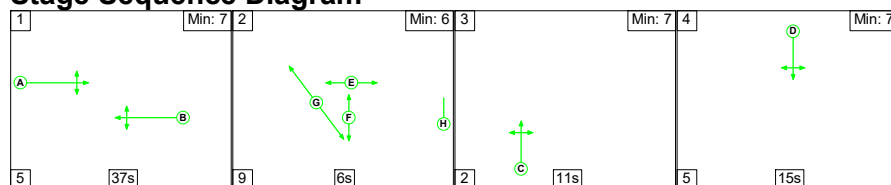
Full Input Data And Results

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	-	-	103	0	6	12.6	16.3	0.1	29.0	-	-	-	-
Thakeham Road / Water Lane	-	-	103	0	6	12.6	16.3	0.1	29.0	-	-	-	-
1/1	180	180	-	-	-	2.5	3.6	-	6.1	122.6	5.7	3.6	9.3
2/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	368	368	47	0	5	2.2	3.8	0.1	6.1	59.3	9.3	3.8	13.1
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	3.7	4.2	-	7.9	100.6	8.9	4.2	13.1
7/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	57	0	0	4.2	4.7	0.0	9.0	63.4	15.9	4.7	20.6
C1 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 29.03 Cycle Time (s): 116 PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 29.03													

Full Input Data And Results

Scenario 6: '2031 Future Year + Com PM' (FG6: 'Flow Group 6', Plan 1: 'Network Control Plan 1')

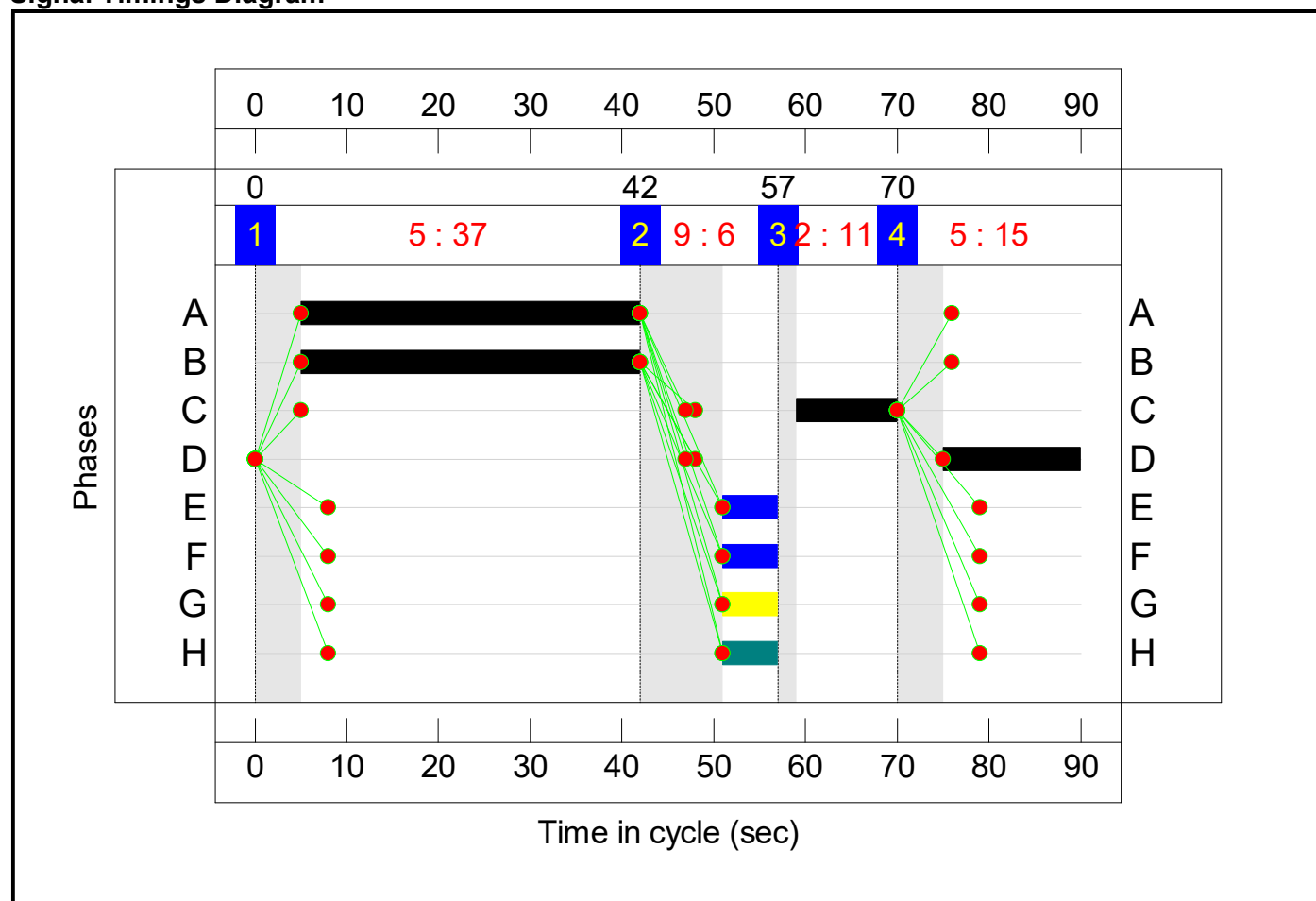
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	37	6	11	15
Change Point	0	42	57	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

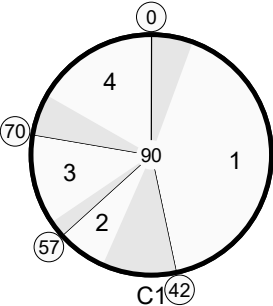
Full Input Data And Results

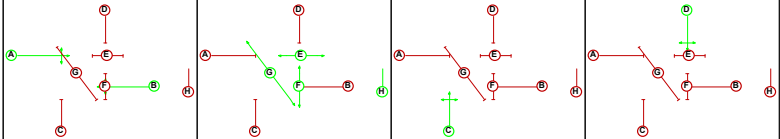


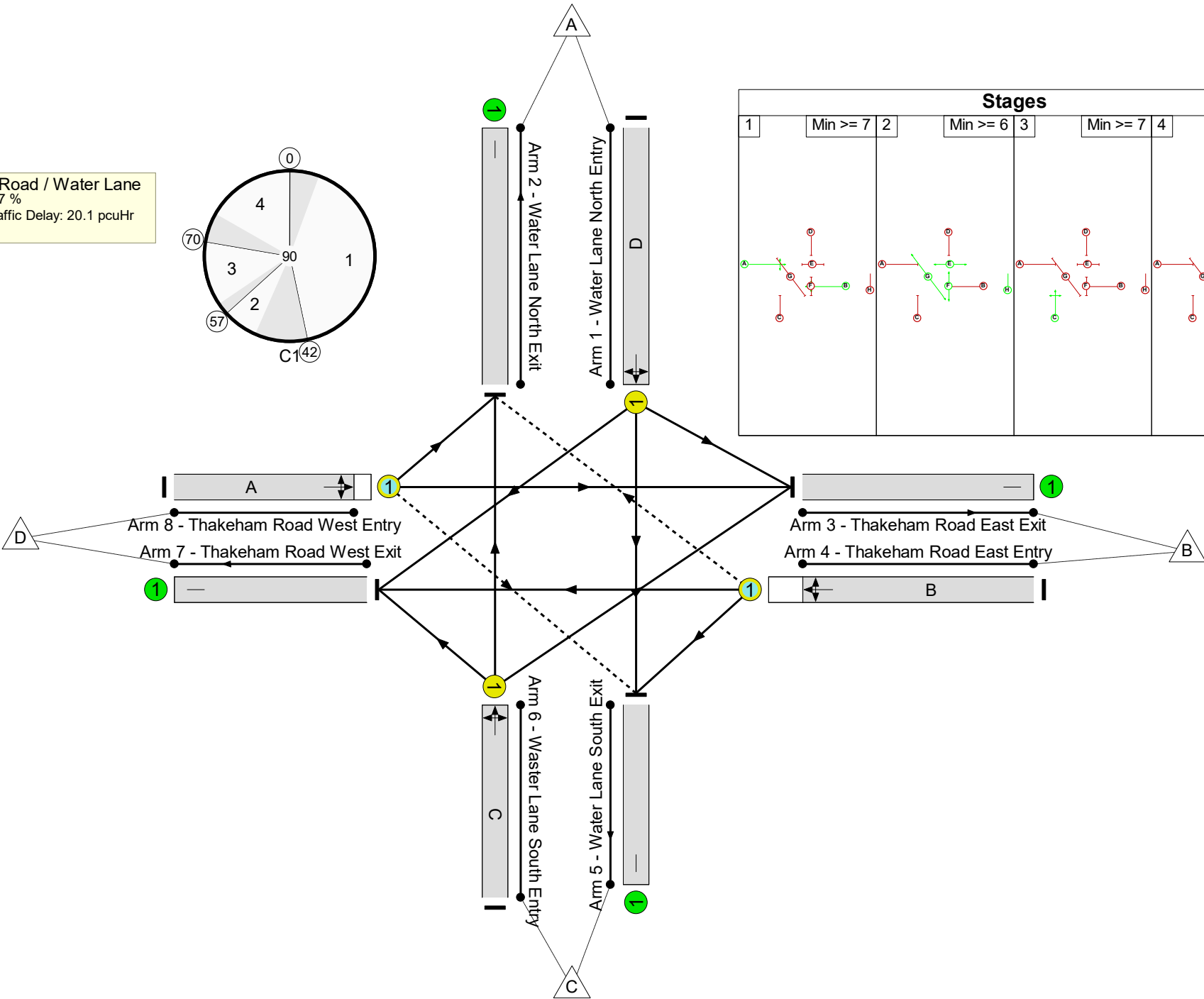
Thakeham Road / Water Lane

PRC: 2.7 %

Total Traffic Delay: 20.1 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	15	-	265	1740	309	85.7%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	157	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	37	-	449	1799	513	87.5%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	11	-	184	1740	232	79.3%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	37	-	292	1865	333	87.7%

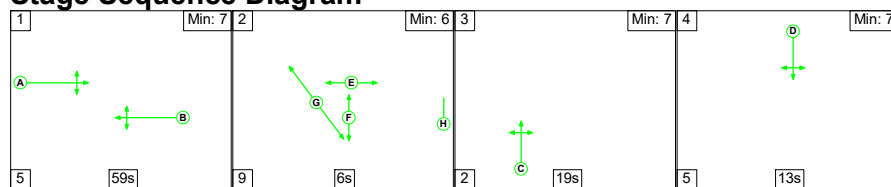
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	93	0	5	9.3	10.7	0.1	20.1	-	-	-	-
Thakeham Road / Water Lane	-	-	93	0	5	9.3	10.7	0.1	20.1	-	-	-	-
1/1	265	265	-	-	-	2.6	2.7	-	5.3	72.1	6.4	2.7	9.1
2/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	449	449	50	0	1	3.1	3.2	0.0	6.3	50.5	10.6	3.2	13.8
5/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	184	184	-	-	-	1.9	1.8	-	3.7	72.7	4.4	1.8	6.2
7/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	292	292	43	0	4	1.7	3.1	0.0	4.8	59.1	5.8	3.1	8.9
C1 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 20.12 Cycle Time (s): 90 PRC Over All Lanes (%): 2.7 Total Delay Over All Lanes(pcuHr): 20.12													

Full Input Data And Results

Scenario 7: '2031 Future Year + Com + Dev AM' (FG7: 'Flow Group 7', Plan 1: 'Network Control Plan 1')

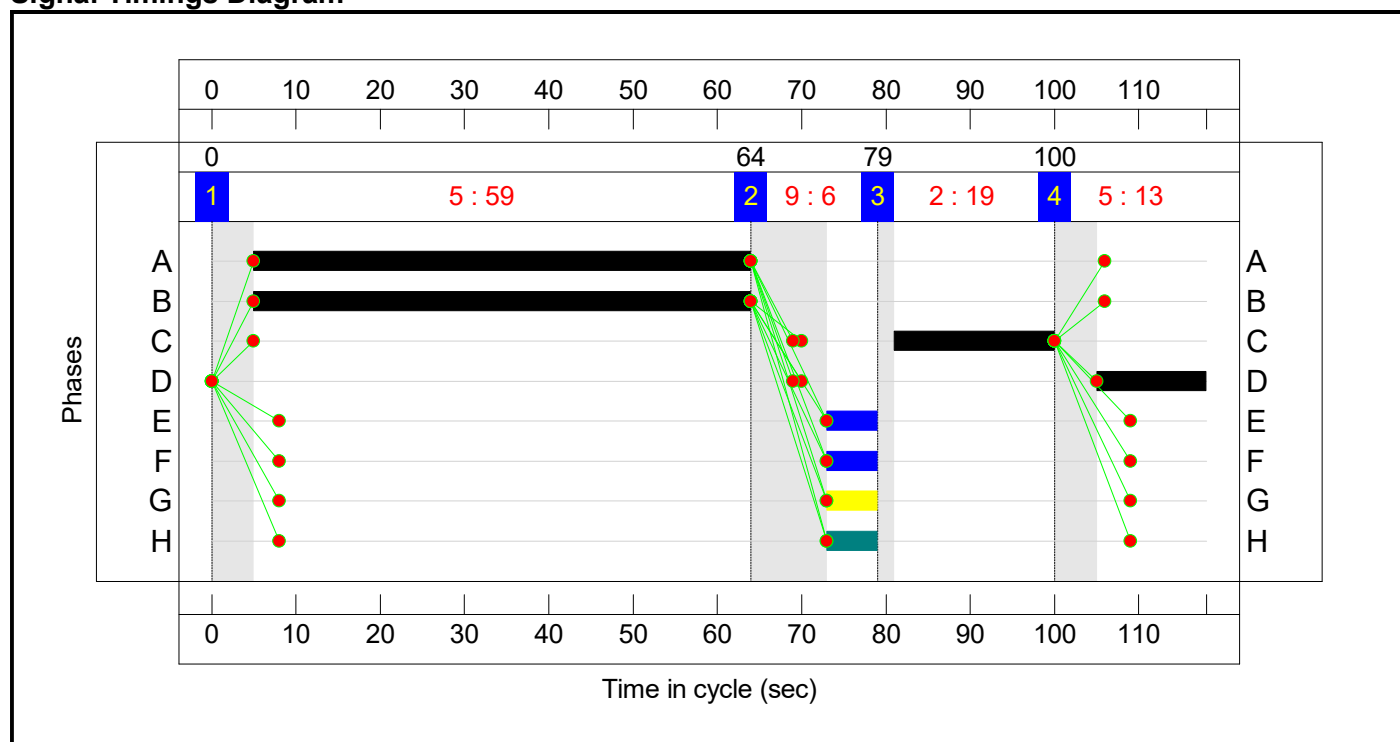
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	59	6	19	13
Change Point	0	64	79	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

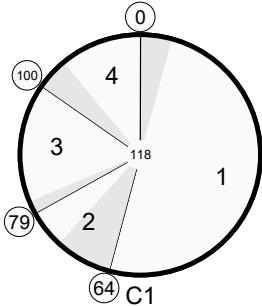
Full Input Data And Results

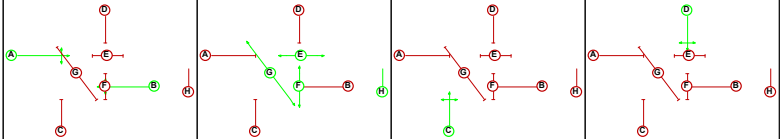


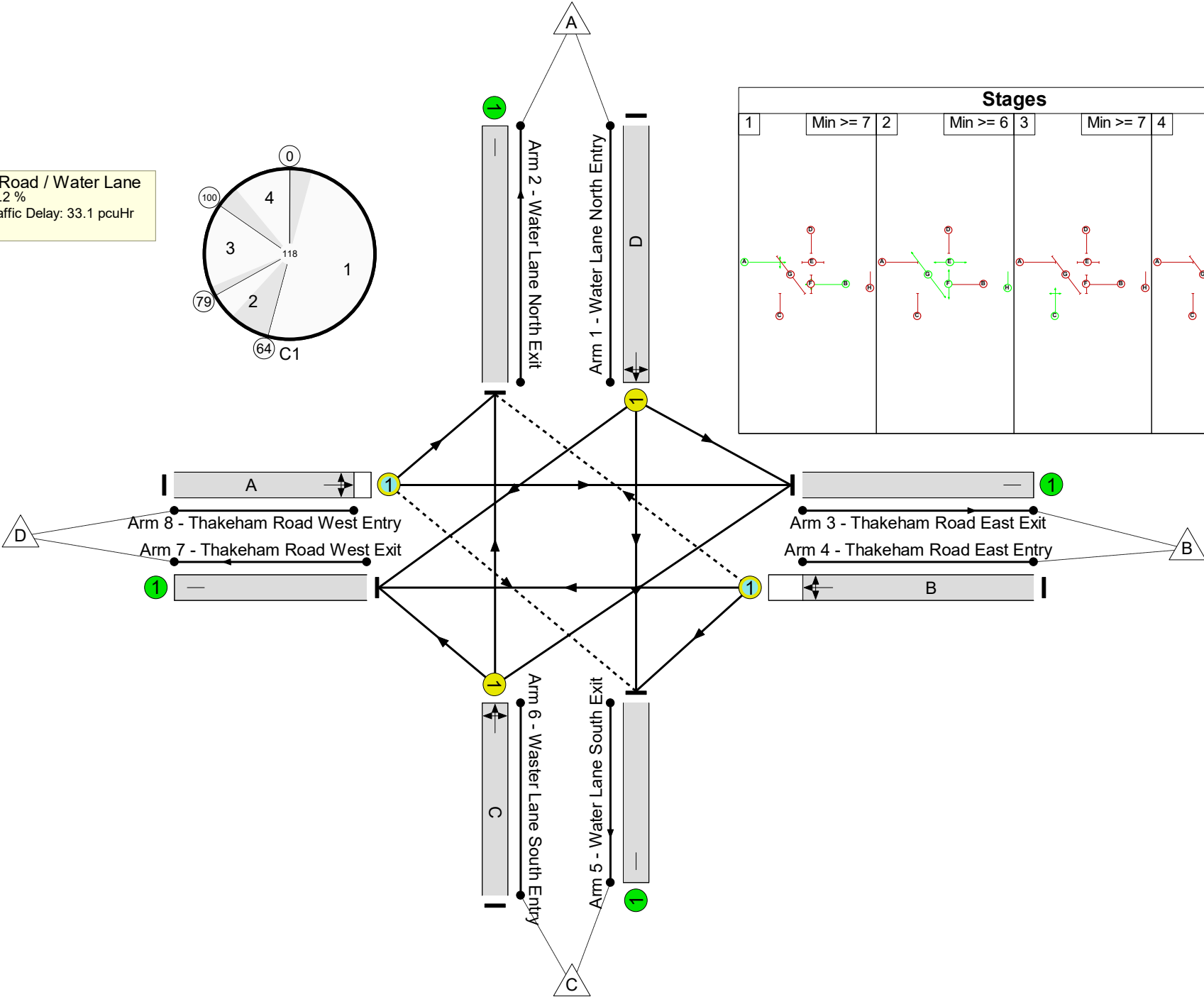
Thakeham Road / Water Lane

PRC: -5.2 %

Total Traffic Delay: 33.1 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7
							



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.7%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	94.7%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	13	-	184	1638	194	94.7%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	59	-	372	1641	402	92.5%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	19	-	281	1777	301	93.3%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	59	-	512	1912	543	94.3%

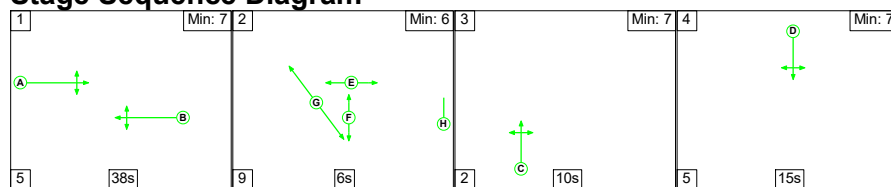
Full Input Data And Results

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	-	-	109	0	5	12.9	20.1	0.1	33.1	-	-	-	-
Thakeham Road / Water Lane	-	-	109	0	5	12.9	20.1	0.1	33.1	-	-	-	-
1/1	184	184	-	-	-	2.6	4.7	-	7.3	143.1	6.0	4.7	10.7
2/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	372	372	52	0	5	2.3	4.7	0.1	7.1	68.3	9.8	4.7	14.5
5/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	281	281	-	-	-	3.8	4.7	-	8.5	109.0	9.1	4.7	13.8
7/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	512	512	57	0	0	4.2	5.9	0.0	10.2	71.8	16.4	5.9	22.3
C1 PRC for Signalled Lanes (%): -5.2 Total Delay for Signalled Lanes (pcuHr): 33.09 Cycle Time (s): 118 PRC Over All Lanes (%): -5.2 Total Delay Over All Lanes(pcuHr): 33.09													

Full Input Data And Results

Scenario 8: '2031 Future Year + Com + Dev PM' (FG8: 'Flow Group 8', Plan 1: 'Network Control Plan 1')

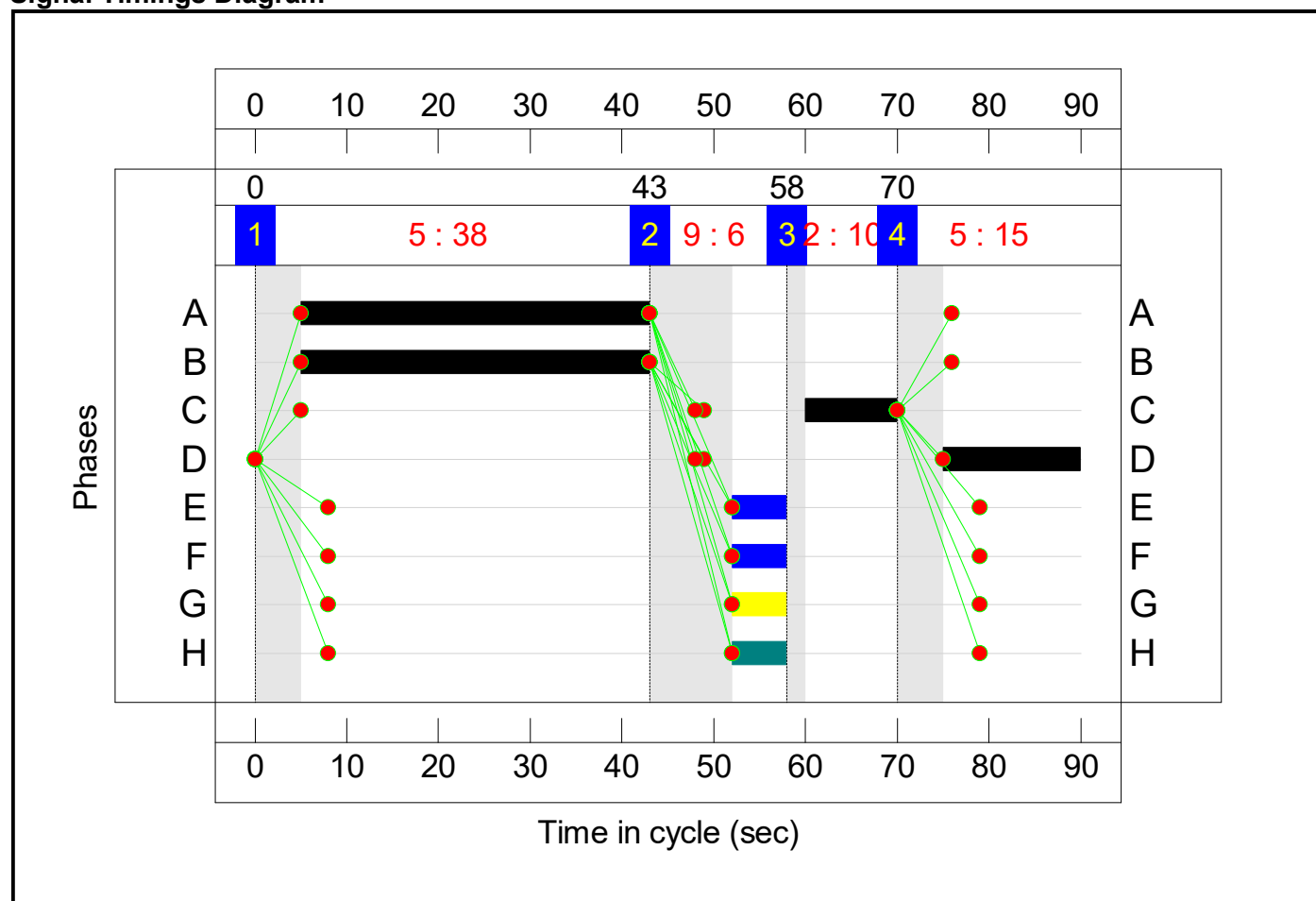
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	38	6	10	15
Change Point	0	43	58	70

Signal Timings Diagram

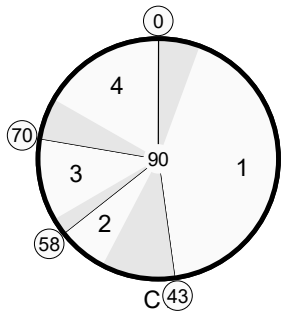


Full Input Data And Results

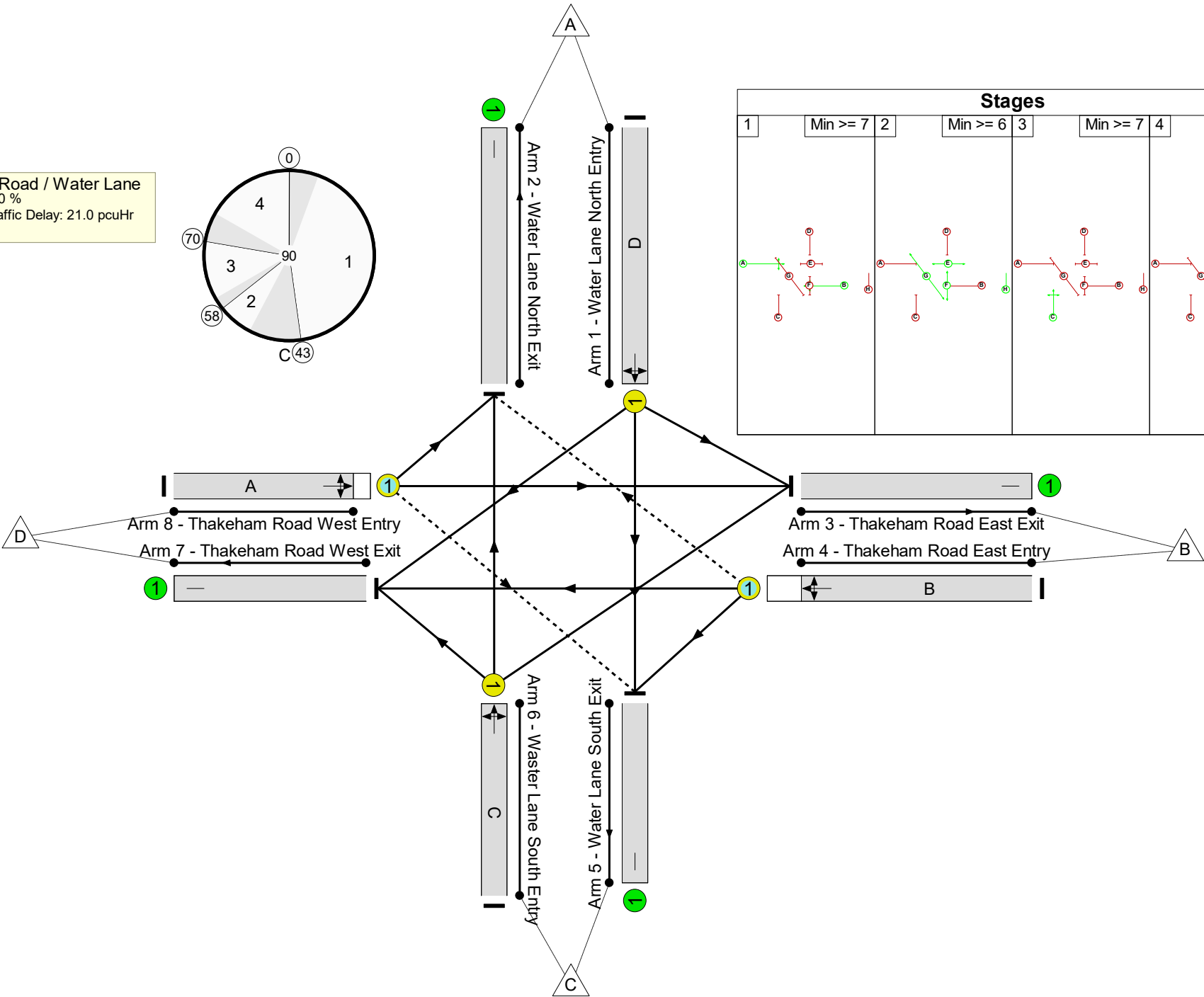
Network Layout Diagram

Full Input Data And Results

Thakeham Road / Water Lane
PRC: 2.0 %
Total Traffic Delay: 21.0 pcuHr



Stages							
1	Min >= 7	2	Min >= 6	3	Min >= 7	4	Min >= 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
Thakeham Road / Water Lane	-	-	N/A	-	-		-	-	-	-	-	-	88.3%
1/1	Water Lane North Entry Left Ahead Right	U	N/A	N/A	D		1	15	-	267	1738	309	86.4%
2/1	Water Lane North Exit	U	N/A	N/A	-		-	-	-	163	Inf	Inf	0.0%
3/1	Thakeham Road East Exit	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
4/1	Thakeham Road East Entry Right Left Ahead	O	N/A	N/A	B		1	38	-	457	1798	532	85.9%
5/1	Water Lane South Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
6/1	Waster Lane South Entry Ahead Right Left	U	N/A	N/A	C		1	10	-	184	1740	213	86.5%
7/1	Thakeham Road West Exit	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
8/1	Thakeham Road West Entry Left Ahead Right	O	N/A	N/A	A		1	38	-	294	1866	333	88.3%

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	-	-	98	0	6	9.3	11.6	0.1	21.0	-	-	-	-
Thakeham Road / Water Lane	-	-	98	0	6	9.3	11.6	0.1	21.0	-	-	-	-
1/1	267	267	-	-	-	2.7	2.8	-	5.5	73.8	6.5	2.8	9.3
2/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	457	457	56	0	1	3.1	2.8	0.0	5.9	46.6	10.7	2.8	13.5
5/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	184	184	-	-	-	2.0	2.7	-	4.7	91.6	4.5	2.7	7.2
7/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	294	294	43	0	4	1.6	3.2	0.0	4.9	59.8	5.8	3.2	9.0
C1 PRC for Signalled Lanes (%): 2.0 Total Delay for Signalled Lanes (pcuHr): 20.96 Cycle Time (s): 90 PRC Over All Lanes (%): 2.0 Total Delay Over All Lanes(pcuHr): 20.96													

APPENDIX R

Framework Travel Plan



THAKEHAM TILES, ROCK ROAD

Storrington, West Sussex

FRAMEWORK TRAVEL PLAN

Project No 24-428-20

Revision No 00

Issue date 25/11/25

Control Sheet

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Appendix A	Illustrative Masterplan
Appendix B	Walking Accessibility Catchment
Appendix C	Cycling Accessibility Catchment
Appendix D	Bus Accessibility Catchments
Appendix E	Example Travel Survey Questionnaire

1 INTRODUCTION

1.1 Background

- 1.1.1 Calibro has been appointed by Thakeham Tiles Limited (herein referred to as “the Applicant”) to provide an appraisal of the traffic and transport implications associated with a proposed redevelopment of Thakeham Tiles site on Rock Road for a residential development comprising 108 dwellings.
- 1.1.2 This Plan has been prepared with the purpose of providing the Local Planning and Highway Authorities with a strategy to minimise the number of single occupancy car movements generated by the development.
- 1.1.3 This document has been prepared in accordance with current best practice in terms of Travel Plan preparation, with particular consideration to the National Planning Policy Framework (NPPF).

1.2 Summary of Relevant Information

- 1.2.1 By way of summary, this Plan has been prepared subject to the following principal parameters:

Development Name:	Thakeham Tiles (placeholder)
Status of Travel Plan:	Pre-Occupation
Development Address	Rock Road, Storrington
Development Mix:	108 dwellings
Author of Framework Travel Plan:	Calibro Consultants Limited
Travel Plan Coordinator:	TBC
Delivery Mechanism:	TBC
Funding Mechanism:	£106 contributions

1.3 Working Group

- 1.3.1 Space is provided here for the input of contact details for members of the site's working group. The Travel Plan Coordinator will be responsible for updating this information.

- 1.3.2 The working group may include such parties as the developer, public transport operator, neighbouring businesses, and residents. Space has been provided below to be populated in due course, once this information is available.

Table 1-1 Working Group Contact Details

Name of Contact	Address	Email Address	Telephone Number

1.4 Travel Plan Aims and Objectives

- 1.4.1 Travel Plans are long-term management tools that contain a strategy of aims to achieve a material transition to sustainable travel patterns, both for people and for goods. Significantly, successful Travel Plans can lead to substantial environmental benefits, which is particularly important in the context of the climate emergency. Additional benefits of Travel Plans are the social and economic advantages they can bring to communities, as well as the contribution they make towards the pursuit of sustainable transport policy objectives for all levels of government as well as of businesses.
- 1.4.2 The Travel Plan is prepared to illustrate the approach that would be adopted by the Travel Plan Coordinators from first occupation of the site and sets out a long-term strategy for reducing dependence on single occupancy car travel.
- 1.4.3 The Applicants recognise the important and valuable contribution that Travel Plans can make to the environmental agenda and combatting the global climate emergency, which urgently needs addressing at all costs. The Applicants also acknowledge that the Travel Plan can play a vital role in helping to minimise car-borne traffic on Storrington's roads. As such, the Applicants are committed to passing on the aspirations of this document to future residents of the site.

1.5 Report Structure

- 1.5.1 The remainder of this report is structured as follows:

Section 2 – Development Proposals

Section 3 – Policy and Best Practice

Section 4 – Non-Car Accessibility Analysis

Section 5 – Travel Surveys

Section 6 – Travel Plan Objectives

Section 7 - Suggested Travel Plan Management

Section 8 – Travel Plan Targets

Section 9 – Travel & Transport Issues

Section 10 – Travel Plan Measures

Section 11 – Monitoring and Review

Section 12 – Action Plan

Section 13 – Travel Plan Funding

2 DEVELOPMENT PROPOSALS

2.1 Application Details

- 2.1.1 Full details of the proposed development are set out in the Planning Statement which accompanies the planning submission. However, for ease, the formal description of development is set out below:

“Outline application with all matters reserved except for access from Rock Road for the demolition of existing buildings, and the re-development of the site for up to 108no. dwellings (including a mix of private and affordable housing units), together with associated infrastructure including vehicular, cycle and pedestrian access, parking, landscaping, open space and play provision, and sustainable drainage.”

- 2.1.2 An extract of the illustrative masterplan is provided below and the full plan to a larger scale at [Appendix A](#).

Figure 2-1 Illustrative Masterplan



2.1.3 The salient elements of the proposed scheme may be summarised as follows:

- The development will deliver 108 residential dwellings;
- The development will include the creation of a new vehicular access to the northern extents of the site that comprises a priority (give-way) junction onto Rock Road; and
- The existing Public Right of Way which crosses the centre of the site between Hillside Walk and Bracken Lane will be improved.

2.2 Pedestrian Access

- 2.2.1 The development proposals incorporate retention of the existing Public Right of Way footpath which crosses the centre of the site east to west between Hillside Walk and Bracken Lane. The existing footpath is currently unsurfaced and deteriorates in wet weather to become muddy.
- 2.2.2 It is proposed that the surfacing of this footpath will be enhanced using a compacted gravel type material and low-level lighting will be provided along the route to enhance the perceived attractiveness and safety of the route.
- 2.2.3 This improved route will provide a safe and attractive connection to Thakeham Primary School for residents of the site and the residential area located to the east.

2.3 Car & Cycle Parking Provision

- 2.3.1 The current planning application is made in outline with all matters reserved, save for access.
- 2.3.2 The provision of car and cycle parking is therefore a consideration for a future Reserved Matters Application and through that process the local planning and highway authorities would retain control over this aspect of the proposal. In this regard, the local planning and highway authorities can be assured of compliance with the relevant policies.
- 2.3.3 West Sussex County Council's parking standards are set out within the Guidance on Parking at New Developments adopted in September 2020. The table below sets out the optima standards outlined in the guidance and the requirement for the development proposals:

Table 2-1 *Parking Guidance - Residential use Zone 1*

Number of Bedrooms	Car Parking Standard	Cycle Standard
1	1.5	1
2	1.7	1
3	2.2	2
4+	2.7	2

- 2.3.4 Alongside policy-compliant car parking provision, the development also promotes sustainable modes of travel by providing electric charging spaces and cycle parking spaces.

2.4 Service Arrangements

- 2.4.1 The current planning application is made in outline with all matters reserved, save for access.
- 2.4.2 The internal road layout is therefore a consideration for a future Reserved Matters Application and through that process the layout will be confirmed with the local planning and highway authorities to ensure it can safely accommodate the movements of emergency service vehicles.

2.5 Statement of Case

- 2.5.1 The Applicant recognises the important contribution that Travel Plans can make to the environmental agenda. The Applicant acknowledges that the Travel Plan can play an important part in helping to minimise car-borne travel on the region's roads. As such, the Applicant is committed to passing on the aspirations of this document to future occupiers of the site.

3 POLICY AND BEST PRACTICE

3.1 Introduction

- 3.1.1 This chapter details the pertinent travel planning policies and best practice guidance which has been referenced in the design of the Plan and its associated initiatives.

3.2 National Planning Policy Framework

- 3.2.1 The 2024 NPPF sets out the Government's planning policies for England and how it expects these to be applied. The Framework clarifies at Paragraph 7 that "the purpose of the planning system is to contribute to the achievement of sustainable development" and this is the only occasion within entirety of the Framework that the purpose of the planning system is stated.
- 3.2.2 It is therefore evident that the sole purpose of the planning system is to achieve sustainable development and the achievement of such is therefore to be given the highest degree of weight in the plan making and development control process.
- 3.2.3 Indeed, the NPPF includes reference to the requirement of Travel Plans to support sustainable development at paragraph 118:

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

3.3 Best Practice Guidance

- 3.3.1 In addition to the policy and guidance referenced above, this Travel Plan has also been prepared with reference to other existing best practice documents:
- Transport for New Developments, Transport Assessments and Travel Plans (2014);
 - Good Practice Guidelines, Delivering Travel Plans through the Planning process (2014);
 - The Essential Guide to Travel Planning, published by DfT (2008);
 - A guide to Travel Plans for Developers (2006);
 - Making Residential Travel Plans Work; Guidelines for New Development, published by DfT (2005);
- 3.3.2 The above guidance documents provide a plethora of detailed advice; however, the key messages can be summarised as follows: -

- It is vital to gain buy-in from all relevant stakeholders, particularly residents and the developer;
- Sufficient time and money must be allocated and planned for;
- An in-depth understanding of the local context must be gained, which can be procured by both forming local alliances and performing site audits;
- Furthermore, travel surveys must then be employed to understand how people travel and their reasons for doing so, with this monitoring of behaviour continuing on a regular basis;
- In tandem with this, the Travel Plan must then be marketed to maximise engagement from residents;
- There is a strong desire to reduce carbon emissions in Horsham from vehicles, and new developments such as the one proposed have a key role to play in this;
- Furthermore, the Horsham District Planning Framework (2015) states that new developments must be designed with a range of viable, efficient and sustainable transport alternatives to reduce the need to travel by private motor vehicle.

3.3.3 The plan will set out the administrative, physical, and management initiatives that will form the framework under which a full travel plan will be prepared and implemented prior to occupation of the student accommodation and commercial units. At this stage, it is expected that the Travel Plan shall comprise the following suite of documents: -

Travel Plan Report (for use of the Travel Plan Coordinator and Local Authority) – intended to set out matters relating to the administration of the Plan, including future review and monitoring regimes. Essentially, this would comprise an updated version of the Framework Travel Plan.

Travel Plan Welcome Pack (for distribution to residents) – comprising a publication designed to engage with the residents and to promote the use of non-car travel options through a range of key initiatives.

Travel Plan Leaflet (for distribution to residents) – a pocket-sized document providing a convenient aide-memoir of key travel opportunities. This will be provided within welcome packs and in communal areas of the site.

3.3.4 The above documents will be prepared to raise awareness amongst future residents of the physical features, infrastructure, and opportunities to travel by non-car modes.

3.4 Section Conclusion

3.4.1 The above policies clearly demonstrate the need for new development to be designed with sustainability in mind, and to minimise greenhouse gas emissions to the greatest extent possible. This is especially pertinent for new developments.

- 3.4.2 To this endeavour, this Travel Plan has been developed to further encourage the use of non-car alternatives. The subsequent sections present the non-car travel credentials of the site as well as setting out specific, time-based mode share targets to ultimately achieve this objective.

4 NON-CAR ACCESSIBILITY ANALYSIS

4.1 Introduction

4.1.1 This section of the Plan sets out the accessibility analysis Calibro has undertaken in relation to the development and the surrounds, evaluating existing infrastructure provision in the area.

4.1.2 This chapter includes a review of the following modes: -

- Accessibility by foot;
- Accessibility by bicycle;
- Accessibility by bus; and
- Accessibility by rail.

4.2 Accessibility by Foot

4.2.1 The scheme directly links to the existing footways on the southern side of Rock Road. These footways connect to the contiguous network of footways which link the site and the centre of Storrington and the villages located there.

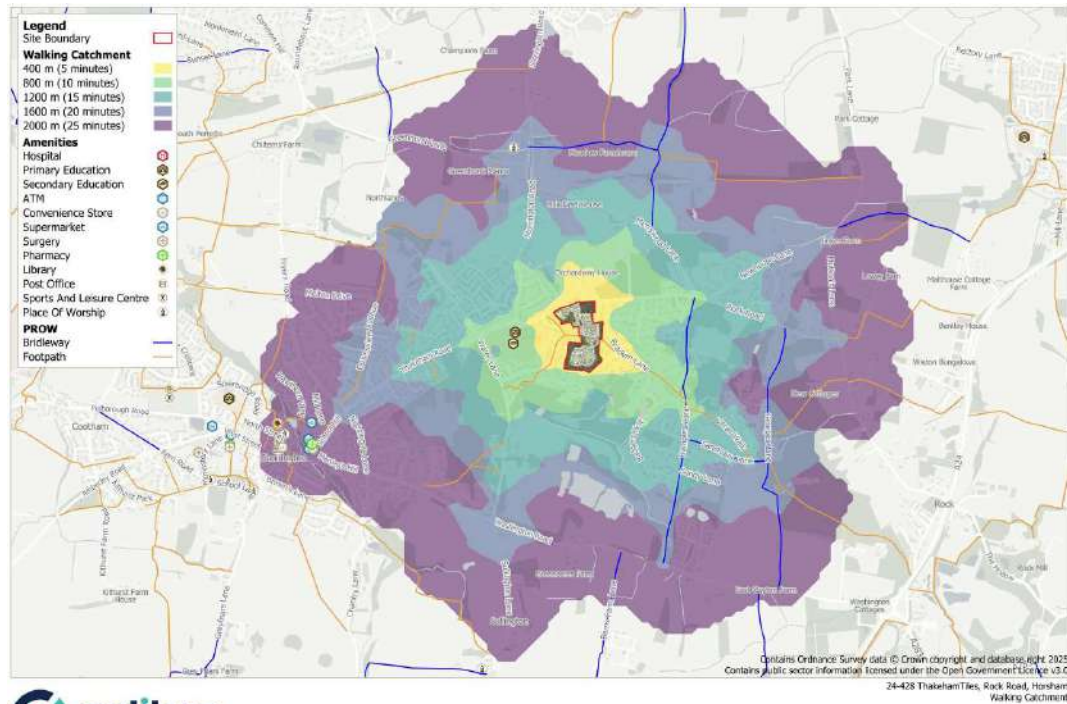
4.2.2 An existing Public Right of Way crosses the site connecting Bracken Lane east of the site to Hillside Walk to the west of the site. It currently comprises an unsurfaced track. As set out previously, it is proposed that this footpath will be remained and upgraded. It will be resurfaced and provided with low level lighting. This improved route will provide an attractive and safe route between the site and the residential areas to the east of the site to Thakeham Primary School and beyond to the centre of Storrington.

4.2.3 Subject to these improvements, the application site would become accessible by a well-formed network of pedestrian footpaths that provide connectivity to local bus stops and to the Village Centre, where number of key amenities are located.

4.2.4 Indeed, Thakeham Primary School is located within a short walk of around seven minutes (540-metres) from the site, assuming an average pace of 4.8-kilometres per hour or 80 metres per minute. The Village Centre, which includes a supermarket, post office, doctors surgery and library is located within a 25-minute walk of the site (two-kilometres). Other amenities located in the Village Centre include a pharmacy, hair salon, banks, pubs, and several cafés and takeaways.

4.2.5 The accessible areas within these thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.

Figure 4-2 Walking Catchment



- 4.2.1 It is evident from the above figure that a number of local amenities, including a pharmacy, doctors, surgery and local Tesco are located within a 10-to-15-minute walk south from the site, which would be used by future residents of the proposed development on a daily basis. Parts of Storrington town centre is also accessible within a 25-minute walk from the site, where a plethora of amenities and facilities are located.

Table 4-1 Distance to Amenities

Amenity Type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Public Transport Opportunities			
Bus Stop	Thakeham Road	5	450
Bus Stop	Water Lane	8	700
Facilities and Amenities			
Convenience Store	Morrisons Daily	23	1700
Supermarket	Waitrose	23	1700
ATM	Tesco Express	31	2300
Recreation/Leisure Facility	Chanctonbury Leisure Centre	33	2500
Post Office	Storrington Post Office	26	1900
Library	Storrington Library	27	2000
Pharmacy	Boots	23	1700
Doctors Surgery	Glebe Surgery	31	2300
Dentist Practice	Old Mill Dentist Surgery	27	2000
Education Facilities			
Nursery	The Nursery School Storrington	27	2000
Primary School	Thakeham Primary School	5	350
Secondary School	Steyning Grammar School	4	300

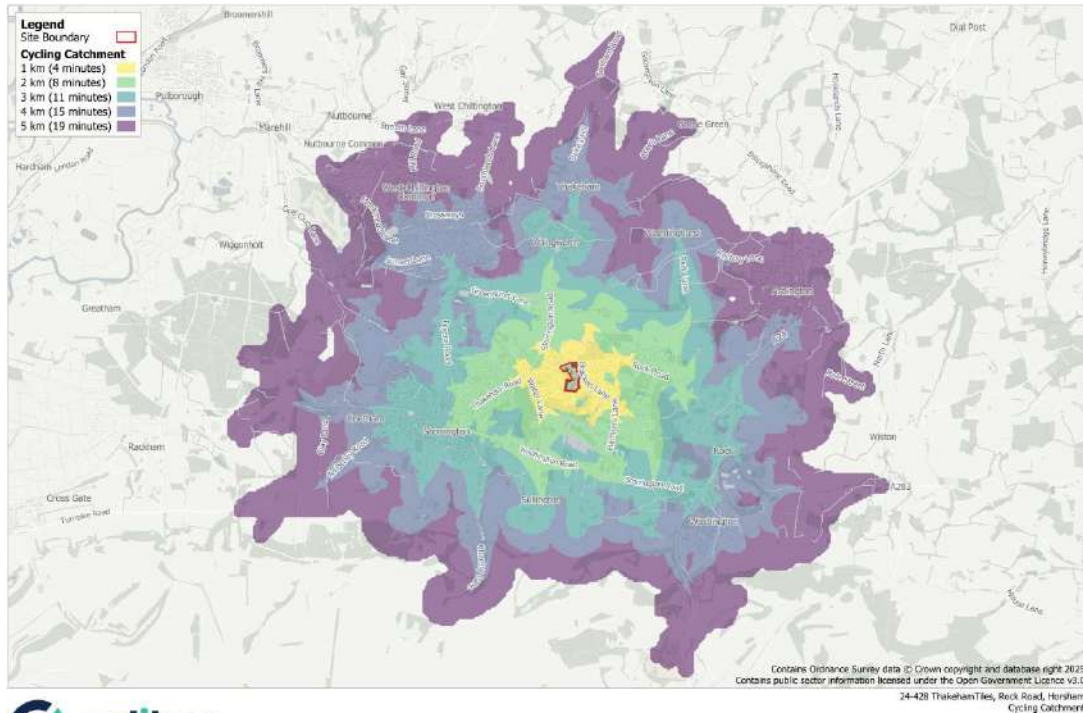
- 4.2.2 Table 4.1 demonstrates that while a small number of facilities, such as the nearest bus stops and local schools, are located within approximately 800 m of the site, the majority of day-to-day amenities (including shops, healthcare, and leisure facilities) are situated within a wider area of around 1.7-2.5 km. These amenities remain accessible by sustainable modes, such as cycling or public transport, and are within reasonable travel distances for residents.
- 4.2.3 The Chartered Institution of Highways and Transportation (CIHT) guidance Planning for Walking (March 2015) identifies "walkable neighbourhoods" as those with a typical catchment of around 800 m. While not all key facilities fall within this threshold, the proximity of bus stops and schools, together with the availability of continuous footways and cycle connections, supports opportunities for sustainable travel in accordance with national and local planning policy objectives for creating sustainable communities.

- 4.2.4 In view of the above, the application site affords an opportunity for future residents to travel to and from the site by foot, thus making walking a viable and attractive mode of transport to and from the proposed development for the vast majority of journey purposes, with many amenities within desirable distances of 'walkable neighbourhoods'.

4.3 Accessibility by Bicycle

- 4.3.1 The industry-standard distance over which cycling is considered to be feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will therefore be willing and able to travel further by bike.
- 4.3.2 Whilst there is no dedicated cycle infrastructure within proximity of the site, or indeed throughout the whole of Storrington, the local highway network is of suitable geometry and with sufficiently low vehicle speeds that informal cycling may occur within the carriageway of the roads alongside vehicular traffic, without detriment to highway safety.
- 4.3.3 On the basis of the available infrastructure, the accessibility model has been used to identify the geographical areas that are accessible within 5-kilometres of the application site. The results are illustrated below whilst a larger scale plan is provided at [Appendix C](#).

Figure 4-3 Cycling Catchment



4.3.4 Based on the model results above, residents of the proposed development would be able to access a significant geographical area by bike, including the centre of Storrington and the surrounding villages of Washington, Ashington and West Chiltington. Within this large catchment exist a variety of opportunities to access an array of local amenities and jobs particularly located on Water Lane to the west of the site towards Storrington and the industrial/business area located on the western side of the A24 to the east of the site.

4.3.5 Consequently, the application site would afford an opportunity for journeys to and from the site to be undertaken by bike, in line with current local and national sustainable transport policy objectives.

4.4 Accessibility by Bus

4.4.1 It is accepted that public transport accessibility comprises two principal aspects.

- Access to public transport which is concerned with how far the development is from the public transport network and the level of service on that network;
- Access by public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.4.2 In relation to the first criterion, the application site is located within approximately 450 metres of the nearest bus stop on Thakeham Road, which is served by the 71, 74A, and 74B bus routes. Additional bus stops are located on Water Lane, around 700 metres from the site, and are served by the same routes.

- 4.4.3 The distance to the nearest serviced bus stops is therefore slightly beyond the maximum desirable distance of 400-metres identified by the Institute of Highways & Transportation (IHT) document entitled Planning for Public Transport in Developments. However, the improved footway will provide an attractive, partly traffic-free route linking the site to the bus stops. In combination with the local environs, it is likely that the propensity to walk will offset this difference of 100-metres.
- 4.4.4 In respect of bus frequencies and the areas serviced, the following table demonstrates that the application site would be accessible by a number of bus services throughout the week. Whilst the services may not be considered as frequent compared to some more urban locations, the site is considered to be relatively accessible by bus in relation to its semi-rural context.
- 4.4.5 On the basis of the below, bus travel represents an alternative to car use for some trips to and from the application site

Table 4-2 Local Bus Services

Service	Route	Monday -Friday			Sat	Sun
		Start	Freq. (mins)	Finish	Freq. (mins)	Freq. (mins)
1	Worthing - Midhurst	06:30	60	19:15	60	120
	Midhurst - Worthing	06:29	60	20:48	60	120
71 (Wednesdays Only, single service in each direction)	Storrington - Chichester	09:30	-	-	-	-
	Chichester - Storrington	13:00	-	-	-	-
74A/74B	Storrington - Horsham	06:43	120	14:21	-	-
	Horsham - Storrington	10:20	120	17:17	-	-

- 4.4.6 Further analysis has been undertaken to ascertain the value of the available bus services and in this way, the accessibility model has been used to identify geographical areas that would be accessible within a bus journey of 36-minutes, which reflects the average bus journey for commuter journeys in the southeast.
- 4.4.7 The results are provided in the following figures below which illustrates the accessible catchments during a weekday morning and evening peak periods. A larger scale copy of the plan is available at [Appendix D](#).
- 4.4.8 On the basis of the evidence above and below, the location of the application site affords adequate opportunities to travel by bus.

Figure 4-4 AM Peak Bus Catchment

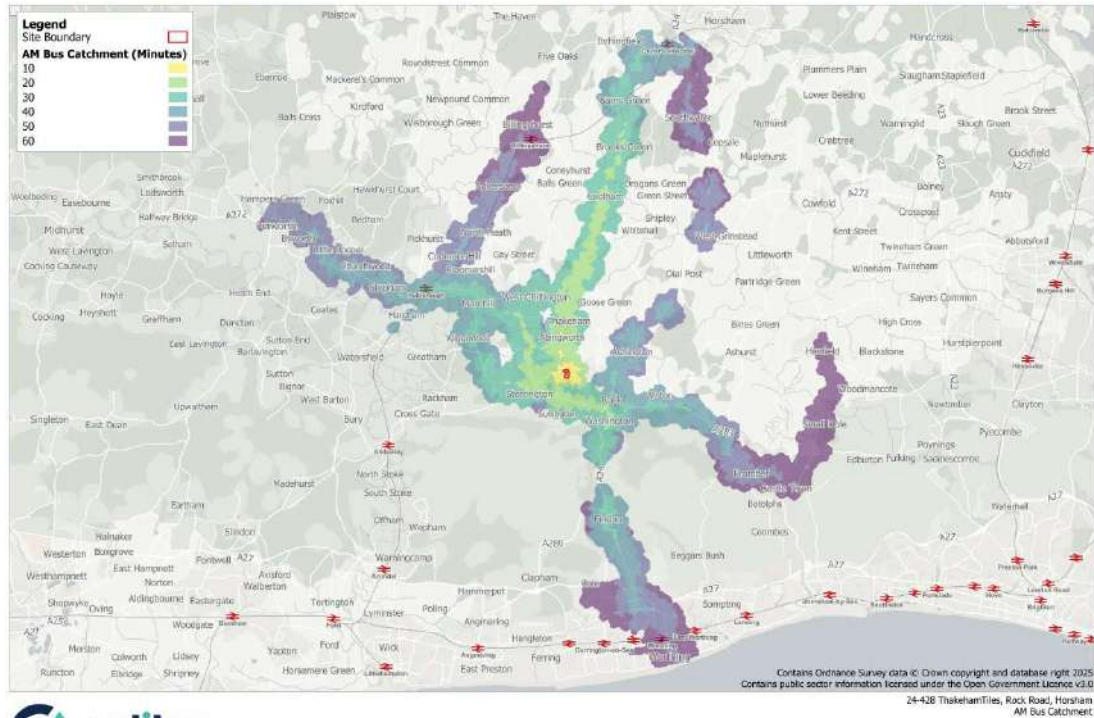
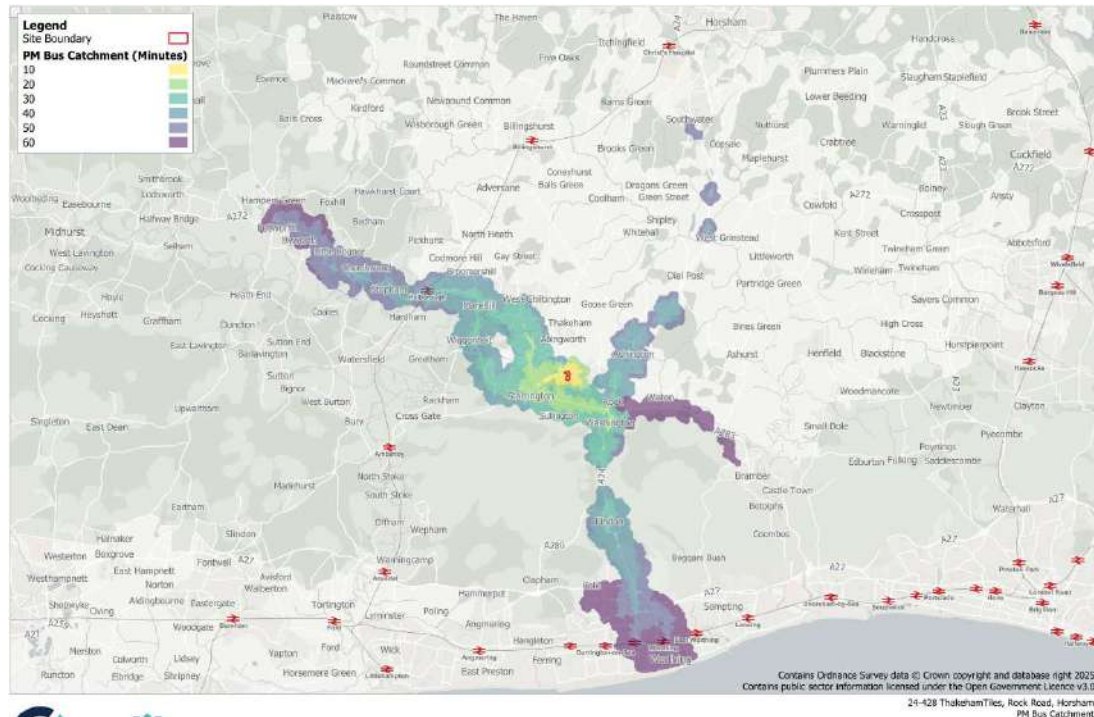


Figure 4-5 PM Peak Bus Catchment



4.4.9 The above figure demonstrates that in the AM and PM peak periods future residents of the site will be able to travel to Worthing town centre, Durrington, Broadwater, Steyning, Pulborough and Petworth by bus.

4.5 Accessibility by Rail

- 4.5.1 The nearest rail station is at Pulborough which is located some 8.3-kilometres to the northwest of the application site, on the Arun Valley Line. The station is typically serviced by approximately two trains per hour to London Victoria and two trains per hour towards Bognor Regis in off-peak time Monday-Saturdays. Stops on to London Victoria services include Billingshurst, Horsham, Crawley, Gatwick Airport and East Croydon whilst stops on Bognor Regis services include Amberley, Arundel, Ford and Barnham.

4.6 Section Conclusion

- 4.6.1 The analysis presented above confirms that the proposals constitute an accessible development that would afford future residents with the opportunity to access a range of opportunities to travel by non-car travel modes, in line with the objectives of sustainable travel policies.

5 TRAVEL SURVEYS

5.1 Introduction

- 5.1.1 Detailed and frequent surveys of residents' travel behaviour will be necessary to establish a range of initiatives which can be used to promote sustainable travel. This will allow the Plan to fulfil its obligation to promote a long-term cultural shift away from the car at the proposed development.
- 5.1.2 The survey results will be utilised both to establish a reasonable baseline against which the Travel Plan's targets can be set, and to identify current travel behaviour which can be used to monitor the Plan's progress.

5.2 Conducting the Travel Survey

- 5.2.1 In order to inform the measures and initiatives of the Plan, a series of questionnaire surveys shall be conducted to elicit key travel information from residents of the site. Residents will be informed of the survey through several information channels, such as newsletters, leaflets, notice boards, and potentially also social media.
- 5.2.2 The baseline resident survey will be undertaken either upon 80% occupation or a year from the first occupation, whichever is sooner. Monitoring surveys will then be undertaken biennially throughout the lifetime of the Travel Plan.
- 5.2.3 The survey shall be open for a total of six weeks, with reminder notices issued at the conclusion of the third week and two days before the survey closes.
- 5.2.4 Once each survey has been completed, the results will be used to review the Travel Plan's actions, with any updates, changes or additions made as deemed appropriate. The TPC will also be required to produce a comprehensive biennial monitoring report following the conclusion of each survey, to summarise the survey results and reflect on progress towards targets.
- 5.2.5 An example of a travel survey questionnaire to be approved by WSCC is included at [Appendix E](#).

6 TRAVEL PLAN OBJECTIVES

6.1 Introduction

- 6.1.1 A Travel Plan is a long-term management tool that articulates a coordinate strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

6.2 Objective of the Plan

- 6.2.1 The Travel Plan will be prepared to illustrate the approach that would be adopted during after the implementation of a planning permission granted for the proposed development at Rock Road, Storrington.

- 6.2.2 The purpose of the plan will be to set out a long-term strategy for reducing the residents' dependence on single occupancy car travel and the Plan Objective will be to reduce private car use in favour of more sustainable modes of travel, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

- a) Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual residents;
- b) Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and
- c) Raise awareness of alternative travel options for all residents and visitors.

Effective use of Resources

- a) Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;
- b) Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents and visitors;
- c) Contribute to improvements in air quality through the reduction of carbon emissions;
- d) Reduce the number of vehicles requiring a parking space within the site; and
- e) Reduce any on-street car parking demand by visitors.

7 SUGGESTED TRAVEL PLAN MANAGEMENT

7.1 Travel Plan Coordinator

- 7.1.1 A Travel Plan Coordinator (TPC) will be required to be appointed to administer and implement the Plan. A TPC will to be appointed prior to first occupation and employed for a minimum of five years, or until completion of the plan, whichever is later.
- 7.1.2 The appointed TPC will seek to coordinate all efforts with the appointed TPC for any nearby Travel Plan, creating a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken to the benefit of the entirety of Storrington.
- 7.1.3 The appointed TPC shall be responsible for:
1. Administration and promotion of the scheme;
 2. Implementation of the TP;
 3. Ongoing monitoring of the scheme;
 4. Undertaking a review of the scheme and reporting results to the council; and
 5. Updating the Travel Plan document so that it is a "live" document which remains relevant throughout the Travel Plan period when necessary.
- 7.1.4 The time spent by the TPC on the Travel Plan will vary according to the stage of the overall process. It is expected that Travel Plan responsibilities will intensify on first occupation and during monitoring periods. Outside of these times, travel planning activities will lessen.

7.2 Consultation and Engagement

- 7.2.1 The success of the Plan will rely upon the support of residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.
- 7.2.2 The TPC will also be responsible for liaising with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport if necessary. The TPC will also cooperate closely with public transport operators as circumstances dictate.

7.3 Promotion

- 7.3.1 All residents will be made aware of the Travel Plan upon initial move in. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained.

- 7.3.2 Residents will be provided with travel information literature upon first occupation of their home and the contact details of the TPC shall be provided to each resident. This will most likely be achieved through the distribution of printed Welcome Packs.
- 7.3.3 The TPC will be available to answer any questions that residents may have and shall provide them with up-to-date information upon request.

7.4 Updates to the Plan

- 7.4.1 The Plan represents a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan period. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges or changes in circumstances.
- 7.4.2 The on-going monitoring programme will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan. Once biennial monitoring has taken place, appropriate alterations can be made to the Plan.

8 TRAVEL PLAN TARGETS

8.1 Introduction

- 8.1.1 This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.

8.2 Target Mode Share

- 8.2.1 To provide an indication of what these final targets might be, placeholder modal share targets are detailed in this section of the Plan.
- 8.2.2 They relate to the objectives of the Plan and interim targets have been identified so that the success of the Travel Plan can be tracked throughout the occupation period, until full occupation, and post occupation for the duration of the Plan. This will allow appropriate interventions to be made in a timely manner.
- 8.2.3 As no baseline survey data is available, these targets have been informed by the 2011 Census dataset “QS701EW - Method of travel to work – Usual Residence”, with a focus on a specific MSOA in Horsham, Horsham 15 (E02006602), this is considered to have similar characteristics to the proposed development. The result of the MSOA is provided in the table below, along with the suggested targets. This approach mirrors the analysis and mode share set out in the accompanying TA for commuting trip purposes.

Table 8-1 Target Mode Shares

Mode of Transport (to/from work)	2011 Census Mode Share (%)	Surveyed Baseline (%)	Target Mode Share Year 1 (%)	Target Mode Share Year 3 (%)	Target Mode Share Year 5 (%)
Car/Van Driver	74%	TBD	70%	66%	62%
Car/Van Passenger	4%	TBD	4%	5%	6%
Bus	1%	TBD	1%	1%	1%
Rail	3%	TBD	3%	3%	3%
Walk	6%	TBD	7%	8%	9%
Cycle	1%	TBD	2%	3%	4%
Other	1%	TBD	1%	1%	1%
Work from Home	11%	TBD	12%	13%	14%
Total*	100%	TBD	100%	100%	100%

*Table is subject to rounding

- 8.2.4 The target for the reduction in single occupancy car travel is acknowledged to be ambitious, however it is considered to be realistic due to the site's accessibility credentials and the expected impact of the measures set out in this Travel Plan, which are specified later in this document.
- 8.2.5 As set out above, the plan will target a reduction in single occupancy car use of 12% against 2011 Census data. This exceeds the advised target of 8-10% in general Travel Plan guidance.
- 8.2.6 The Plan acknowledges that once the development is occupied an accurate baseline mode split will be established, and a more detailed mode share split can be determined. As referenced, the Census mode share information is based on several local MSOAs and so may not directly reflect the likely mode choice of future residents of the site. Furthermore, the reduction in Car/Van driver mode share proportion has been redistributed amongst alternative modes. The analysis set out in the TA takes a detailed approach to forecasting mode share, taking account of local facilities and trip purposes. In reality, based on the site location and accessibility, the walk and cycle mode share are expected to be higher than the figures set out above.

- 8.2.7 For the purposes of this Travel Plan, however, and before baseline mode shares can be obtained, this is considered an appropriate approach to setting out car reduction targets.
- 8.2.8 By determining a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car amongst residents of the proposed development in the face of the worsening climate emergency.

9 TRAVEL AND TRANSPORT ISSUES

- 9.1.1 General Travel Plan guidance suggests that issues which arise at the site relating to travel and transport should be recorded as they develop. Space has been provided in the table below for these to be recorded in the future by the Travel Plan Coordinator.

Table 9-1 *Travel and Transport Issues*

Date	Nature of Issue	Action Taken	Other Relevant Details

10 TRAVEL PLAN MEASURES

10.1 Introduction

- 10.1.1 This section covers the proposed measures to achieve the aforementioned target mode shares at the proposed site. Whilst a detailed review of the travel opportunities and constraints needs to be undertaken to identify the full range of initiatives that will be implemented as part of a full Travel Plan, a range of measures are identified below that are considered most likely to form part of the overall strategy.
- 10.1.2 Moreover, this section has been written to closely reflect the Travel Plan requirements. Specifically, it has been drafted so that the measures presented comply with the minimal required actions to support sustainable travel. However, to provide comfort to the council and demonstrate a rigorous approach and unwavering commitment to meeting the Travel Plan's modal share targets, it is proposed that the Plan will exceed the minimal requirements and implement additional measures.
- 10.1.3 Implementation of the listed measures, which provide a combination of increased awareness of travel opportunities, as well as encouragement to move away from car usage and implementation of specified infrastructure, will be at the core of the Full Travel Plan. Measures are grouped under various headings, relevant to each mode of travel and are summarised in [Table 10-1](#) below.

Table 10-1 Travel Plan Measures

Reference	Measure	Timescale
TP1	Appoint Travel Plan Coordinators	Upon Opening
TP2	Promotion of Smarter Driving and Car Sharing Actions	Upon Occupation
TP3	Car Travel Disincentives	Upon Occupation
TP4	Promotion of Walking	Upon Occupation
TP5	Promotion of Cycling	Upon Occupation
TP6	Promotion of Public Transport	Upon Occupation
TP7	Promotion Communication and Events Measures	Upon Occupation
TP8	Increased Home Working	Ongoing

TP9	Community Website	Upon Occupation
TP10	Electric Vehicle Charging Points	Upon Construction

10.2 Collaborative Working

10.2.1 Partnership working will be extremely beneficial when implementation and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.

10.3 TP1 – Travel Plan Coordinator

10.3.1 This measure has been outlined within [Section 7.1](#) above.

10.4 TP2 – Smarter Driving and Car Sharing Actions

10.4.1 The car shares matching service currently active in Storrington, run by West Sussex Car Share, will be actively promoted to residents by the TPC.

10.4.2 An annual event will be held by the TPC to allow residents to network with each other, with a view to establishing car share arrangements.

10.4.3 Eco-friendly driving will be promoted to residents at every opportunity. Calibro already has experience of prominently providing this information in Welcome Packs for other Travel Plan sites across the South-East.

10.5 TP3 - Car Travel Disincentives

10.5.1 Detailed directions to the site will be provided to all residents, which promote active travel, public transport and car sharing as opposed to single occupancy car travel. These will be made available both online and as part of physical marketing materials, which will be discussed later.

10.5.2 On street parking will be closely monitored, with any issues that arise surrounding this remedied swiftly in co-operation with WSCC and local residents.

10.5.3 The development layout, which will evolve further at the detailed design stage, will be such that journeys made by non-car modes are encouraged and facilitated, with consideration of existing routes to local facilities, desire lines and the delivery of high quality, active travel infrastructure throughout the site.

10.6 TP4 – Promotion of Walking

- 10.6.1 Naturally, walking will be a popular mode of travel for many trips made by future residents, either as the main mode of travel or as a secondary mode where required as part of a longer journey by public transport, for example.
- 10.6.2 In order to encourage people to travel on foot, it will be imperative that the TPC provides residents with knowledge of the opportunities that will be available to travel to key amenities which are within walking distance of the site. In line with this, residents will also be informed about the excellent walking infrastructure that already exists in the vicinity of the site, as described in [Section 4](#) of this report.
- 10.6.3 In order to facilitate walk trips, the following shall be undertaken: -
- a) Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest bus stops, shops, schools, and health facilities shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
 - b) The TPC shall liaise with council representatives so that pedestrian routes are properly maintained;
 - c) The TPC shall also check that routes are adequately lit and signposted and will take urgent remedial steps if this is found not to be the case;
 - d) Personalised route maps for frequent journeys on foot will also be made available as part of a wider Personalised Travel Planning services.

10.7 TP5 – Promotion of Cycling

- 10.7.1 Cycling is anticipated to be popular amongst future residents of the development, much in the same way as walking given the facilities and high-quality infrastructure available in the vicinity of the site, in addition the infrastructure proposed as part of the development.
- 10.7.2 In order to facilitate cycle trips, the following shall be undertaken: -
- a) Plans illustrating the local cycle infrastructure and its connectivity to nearby destinations shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon their occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;
 - b) The TPC will also liaise with the council with regard to the provision of well-lit cycle routes and parking which is maintained regularly and to encourage the Council to take swift action if this is found not to be the case;

- c) The TPC will review signage at the development on a regular basis so that it is effective and accurately assist residents with wayfinding for cycling and walking routes.
- d) Provision of a bicycle borrowing scheme could also be implemented, to encourage residents to try cycling and inspire them to integrate cycling into their traveling regime. Information will be provided on local bike shops for any participants who subsequently decide to purchase a bicycle for themselves.
- e) Residents will also be encouraged to set up a cycle club, or to join existing ones in the local area.

10.7.3 Cycling components of the Street Tag will be promoted to residents, with the possibility of creating a neighbourhood team to increase participation and aid community cohesion.

10.8 TP6 - Promotion of Public Transport

10.8.1 As mentioned earlier in this report, both buses and trains operate in close vicinity of the site and connect residents to a number of destinations throughout Storrington and beyond. The TPC could aim to champion these measures to the residents of the site, with emphasis on the potential for multi-modal journeys due to the ease of accessing local bus stops and the railway station via both walking and cycling.

10.8.2 Public transport information will be actively disseminated amongst users of the site, both through resident household welcome packs and other means. This information will include information on all the public transport options available in the vicinity of the site, including rail. In order to promote the use of bus / rail to residents, the following shall be undertaken:

- a) The TPC shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus and rail interchanges are properly maintained;
- b) Plans showing safe walk routes between the site and relevant bus and rail interchanges, as well as up-to-date timetable information, shall be provided to residents;
- c) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.
- d) TPC to investigate provision of real-time bus information display boards for the communal areas.
- e) An annual sustainable travel event will include the promotion of bus travel in partnership with local bus companies.

10.9 TP7 - Promotion, Communication and Events Measures

10.9.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is understandably comprehensive in nature and so residents may not choose to read the document in full in the format submitted.

10.9.2 Therefore, information will be made available to residents through multiple different outlets, with the purpose of presenting the salient elements of the Travel Plan in a user-friendly and appealing way that will draw their interest and encourage engagement.

10.9.3 The principal method of disseminating information will be through the Travel Plan Welcome Packs, which will be distributed to each household upon their move-in to the property. These will contain the following information:

- Details of online journey planning and a link to the local cycle map.
- Bespoke local catchment maps for walking, cycling and buses, produced by Calibro using TRACC software. These will be accompanied by other useful information, including the details of local bike shops, for example.
- Information about local amenities which are easily accessible by sustainable modes of transport.
- Details of the Street Tag, Borrow a Bike Scheme, and Horsham Cycle Events and Challenges.
- Car share and rail travel information.
- Information on bus travel in the vicinity of the site, to include timetables, ticketing options and smartcard details.
- Details of the Travel Plan Co-ordinator and how they can be contacted should residents have any queries.

10.9.4 The Welcome Pack should be reviewed annually and updated as necessary so that residents are being presented with the latest and most accurate information. This will also allow any changes in strategy to be reflected which are brought about through analysis of the travel survey results. Additional copies will be available from the TPC upon request.

10.9.5 If required, a leaflet can also be produced to contain a condensed version of the information presented in the Welcome Pack. This may be of use when conducting site visits and interacting with large numbers of residents.

10.9.6 Thirdly, sustainable travel information will be made available online, both on the development's website and potentially elsewhere as appropriate.

10.9.7 In addition to the above sources of information, promotion of the Travel Plan will be furthered through a series of events run by the TPC, which will complement the information residents are already receiving about sustainable travel. These events may be held to coincide with national initiatives such as Cycle to Work Day or Liftshare Week.

10.10 TP8 - Increased Home Working

10.10.1 Following the impact of the 2020-2021 COVID-19 pandemic, the restrictions placed on society at the time resulted in an increase in home working across the country. This has proven to remain popular in some industries, with a significant proportion of people whose roles allow for it working remotely for at least one day per week. This hybrid approach to home working reduces the number of journeys people make and therefore also impacts on carbon emissions.

10.10.2 Therefore, it is crucial that the Travel Plan process is viewed and assessed in this context and the travel patterns of future residents over the course of a typical week are considered rather than any single day.

10.11 TP9 – Community Website

10.11.1 To ensure residents have continual access to up-to-date travel information, a community website shall be created prior to first occupation of the site. The primary objective of the website shall be to instil a sense of living and being part of a sustainable and active community.

10.11.2 The website shall show the site in the context of wider amenities and shall cater for the needs of residents. The website shall include the following type of information: -

- a) Maps identifying the nearest local amenities, including shops, schools, healthcare;
- b) Cycle maps;
- c) Details of bus timetables & bus maps;
- d) Links to transport operators;
- e) Links to company and regional car share databases;
- f) Upcoming travel events;
- g) Information on upcoming competitions and previous competition winners / prizes;
- h) Local bicycle retailers and maintenance services; and
- i) Feedback and contact page.

10.12 TP10 – Electric Vehicle Charging Points

10.12.1 Whilst the provision of electric vehicle charging points will not necessarily reduce single occupancy vehicle trips, journeys made by electric vehicles will have a reduced environmental impact. This in turn will contribute to a more attractive environment in which active travel journeys can be undertaken in the long term.

10.12.2 Electric charging infrastructure comprising 13-amp slow trickle points will be provided to each dwelling. Additionally, one electric charging point per 10 unallocated parking spaces shall be provided.

10.13 Anticipated Likely Outcomes of Measures

10.13.1 This section covers the anticipated likely outcomes in relation to transport modal choices with a focus on car trips in particular. Whilst a detailed review of travel choices is required to identify the percentage of users travelling via all possible transport modes, a range of studies have been adopted within this section to provide sufficient evidence of the impacts of implementing Travel Plans.

10.13.2 The Making Residential Travel Plans Work document prepared by the Department for Transport in 2007, suggests that an intensive smarter choices programme over a 10-year period could cut peak hour traffic by 21% and off-peak traffic by 13%.

10.13.3 These findings are further strengthened by the results of the Sustainable Towns Initiative, which concentrated spending on raising awareness of sustainable modes of travel and the introduction of smarter choice measures. The 2009 DfT document, Effects of Smarter Choice Programme in Sustainable Travel Towns, found that the measures introduced produced an average reduction in car use of 7% over the study programme.

10.13.4 The evidence presented in this section clearly demonstrates the strength of Travel Plans as an intervention tool that produces tangible decreases in car use. Therefore, they can be seen as a vital tool in combatting the climate emergency and cultivating healthier communities.

11 MONITORING AND REVIEW

11.1 Introduction

- 11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated, as some policies and incentives will be more effective than others. Monitoring and review will be the responsibility of the appointed TPC, who will be expected to report findings back to the developer and WSCC, and act if targets are failing to be met.
- 11.1.2 The major objective of the Plan, as stated previously, is to reduce single occupancy private car use in favour of more sustainable modes of travel, an objective that is naturally aided by the sustainability credentials of the site and the wider area. A suitable indicator is therefore to review the modal split of residents over time, demonstrating the share of trips occurring by each mode.
- 11.1.3 It is essential that Travel Plans are monitored closely and reviewed regularly throughout early stages of occupation and at subsequent intervals so that the plans are still relevant and up to date.

11.2 Programme of Monitoring

- 11.2.1 Formal monitoring will be undertaken in accordance with the TRICS UK Standard Assessment Methodology (SAM) for Travel Plans.
- 11.2.2 Alongside this formal process, monitoring will also be undertaken informally outside of the stated formal Plan Review process. Its purpose is to enable the TPC the opportunity to track the broad performance of the Plan without the need for time-consuming questionnaires and official reporting. On this basis, the measures outlined below have been designed within the intention that they can be undertaken quickly and effectively.
- 11.2.3 Information acquired through the informal monitoring process would be recorded for input into the review process to be undertaken every second year. It will be made available to the Council's travel plan representative upon request.
- 11.2.4 During the formal review process, the TPC will formally monitor the travel behaviour of residents using an on-line travel questionnaire designed in line with local and national best practice. A hard copy shall also be posted to each dwelling, with further copies being made available upon request to the TPC.

11.3 Programme of Review

- 11.3.1 The objective of the review will be to measure the success of the Plan against the specified targets and to identify if further refinement of the initiatives is required.

- 11.3.2 A primary element of the review process will be to re-issue a travel questionnaire. This will afford an opportunity to evaluate current travel patterns and consider overall awareness amongst residents and visitors.
- 11.3.3 The results of the formal review will be collated by the TPC and a Travel Plan Review report shall be prepared and issued to the Council's travel plan representative after each review (identified above).
- 11.3.4 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan.

12 ACTION PLAN

12.1 Introduction

- 12.1.1 The suggested measures outlined in the previous chapters will be determined via S106 agreements and the final version of this Travel Plan is yet to be determined. It is recommended to summarise all actions required in an Action Plan, with clear indication of key persons responsible to deliver each action.
- 12.1.2 Naturally, this Action Plan is likely to evolve through the process of creating the full Travel Plan, so is subject to change.
- 12.1.3 This section sets out short, medium and long-term actions associated with the Plan. The individual actions shall be expanded following completion of the baseline travel study.

12.2 Short-Term Actions

- a) Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.
- b) Ensure that all hard measures, such as cycle parking and facilities, have been constructed by the developer.
- c) Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel plan representative for approval. This process to be completed by Month 2 following first occupation.
- d) Roll out travel survey and manage the process in line with that identified under [Section 5](#) of this Plan for the Baseline Travel Survey.
- e) Action Travel Plan Measures, as outlined in [Section 10](#) above.

12.3 Medium-Term Actions

- a) Analyse the results of the baseline travel survey and identify suitable mode share targets at biennial intervals.
- b) Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.
- c) Update the travel plan documents to reflect the results of the baseline travel survey.
- d) Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

12.4 Long-Term Actions

- a) Update Travel Plan Welcome Packs and Leaflets annually, in response to travel survey results.
- b) Issue updated Plan documents to residents and the Local Authority within 3 months of completing each travel survey.

13 TRAVEL PLAN FUNDING

- 13.1.1 Funding the Travel Plan initiatives will form part of the normal development budget of the proposal.
- 13.1.2 It is envisaged that the Travel Plan would be secured by way of a planning condition or Section 106 Agreement where appropriate.

APPENDICES

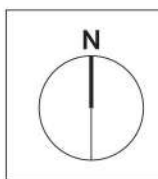
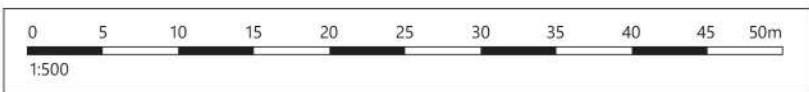
APPENDIX A

Illustrative Masterplan



PRIVATE				
House Type	No of Bedrooms	SqFt	No	Total SqFt
1BF	1	538	4	2152
1BM	1	538	2	1076
2BM	2	657	2	1314
2B FOG	2	769	1	769
2B	2	753	32	24096
3B1	3	904	15	13560
3B2	3	1001	16	16016
3B3	3	1070	22	23540
3B4	3	1100	2	2200
4B1	4	1250	2	2500
4B2	4	1350	8	10800
4B4	4	1650	2	3300
TOTALS			108	101323
SITE TOTALS			108	101323

— Site Boundary
26 Plot Number
382 House Type



Romsey T: 01794 367703
Portsmouth T: 01275 407000
London T: 01794 367703

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Rev Description
A Issued for Planning

Date Au Ch
10.09.25 CH/HP --/--

Project Land at Thakeham Tiles, Storrington
Drawing Illustrative Masterplan - 04

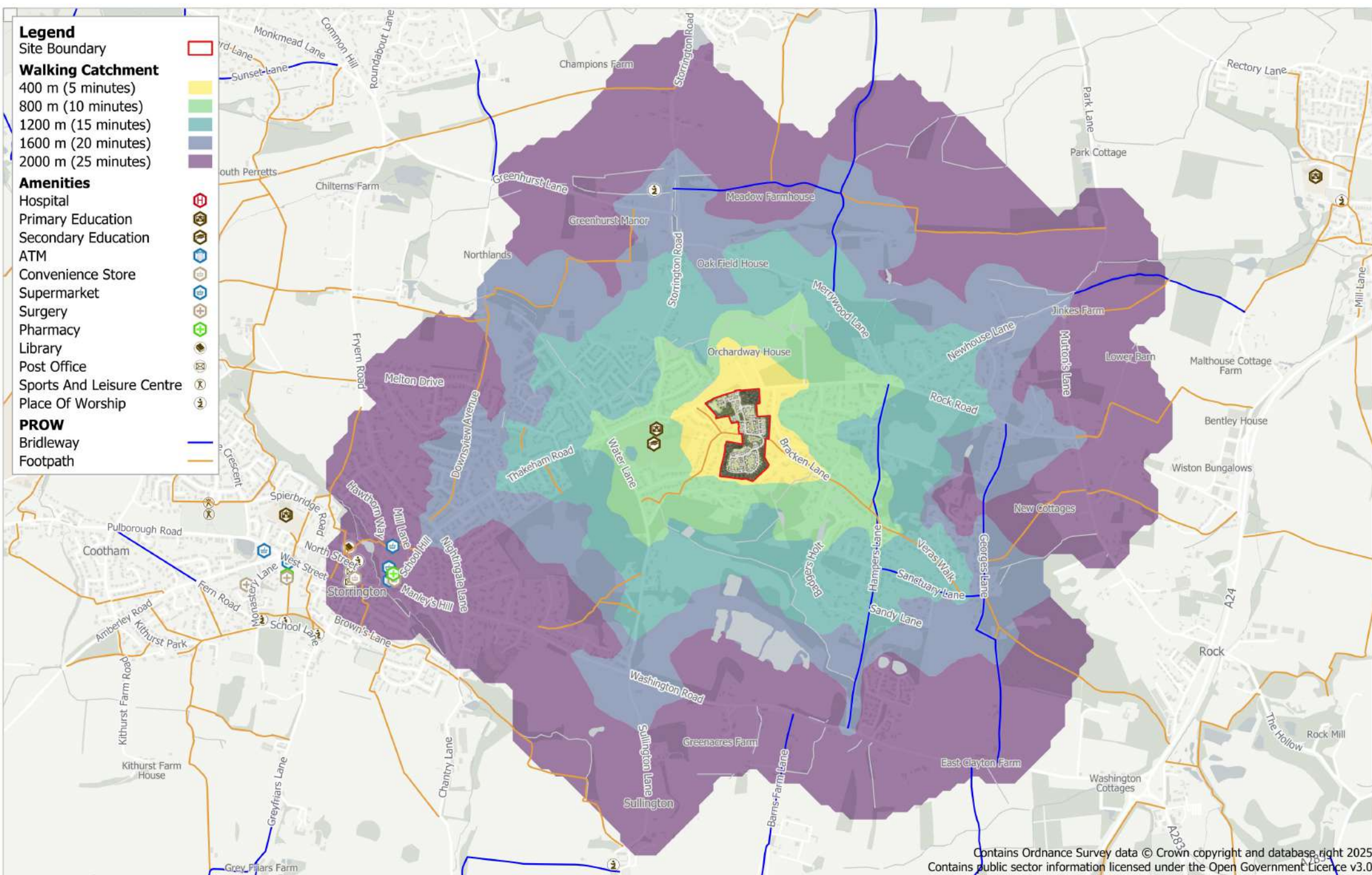
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Job no.	THAK230417	Rev.	A
Dwg no.	IMP-04	Scale	1:500@A0
Author	CI/HP	Checked	-/-
Status	PLANNING	Office	Romsey
Client ref.	-		



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APPENDIX B

Walking Accessibility Catchment

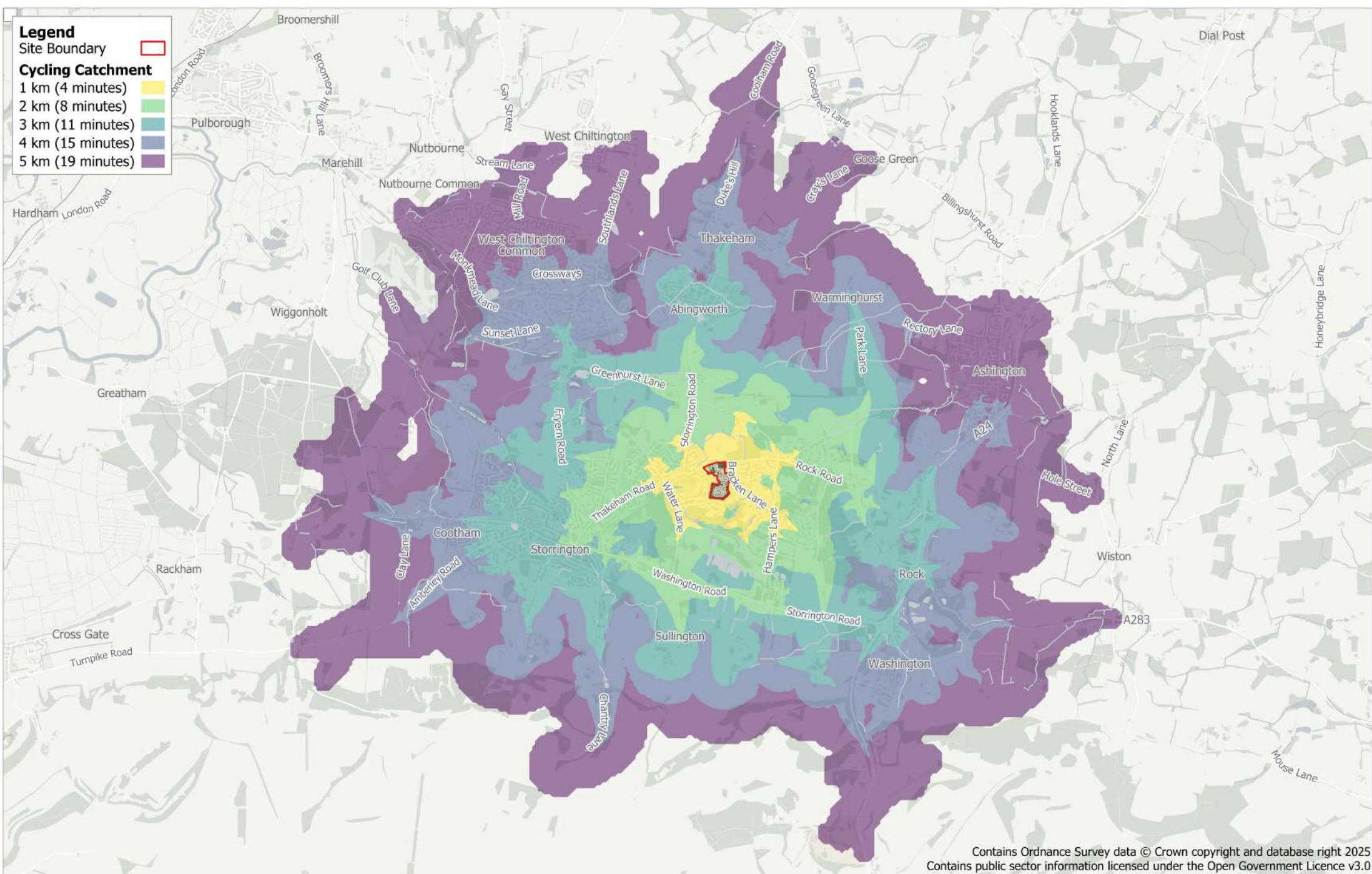


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24-428 Thakeham Tiles, Rock Road, Horsham
Walking Catchment

APPENDIX C

Cycle Accessibility Catchment

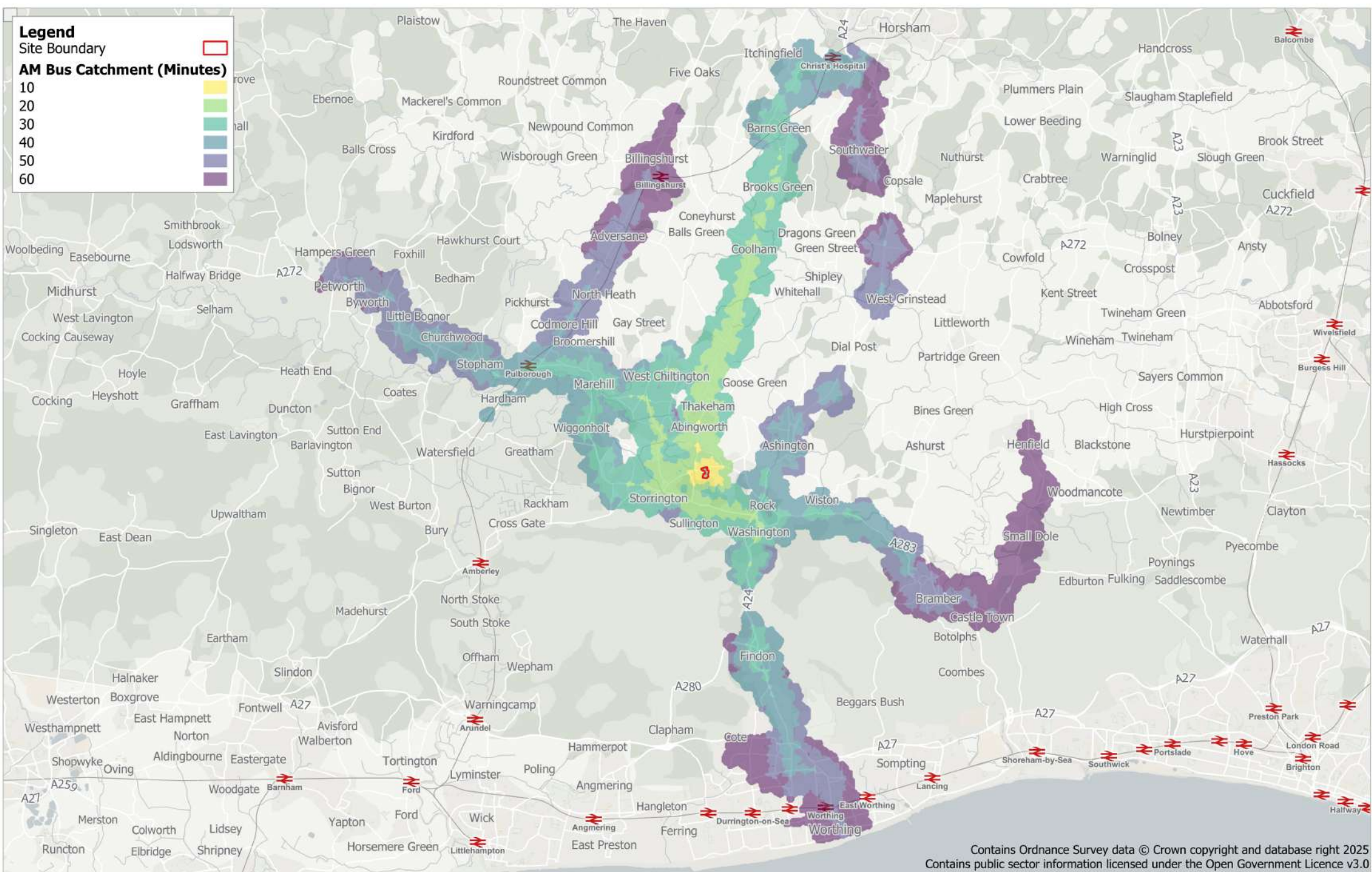


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24-428 Thakeham Tiles, Rock Road, Horsham
Cycling Catchment

Appendix D

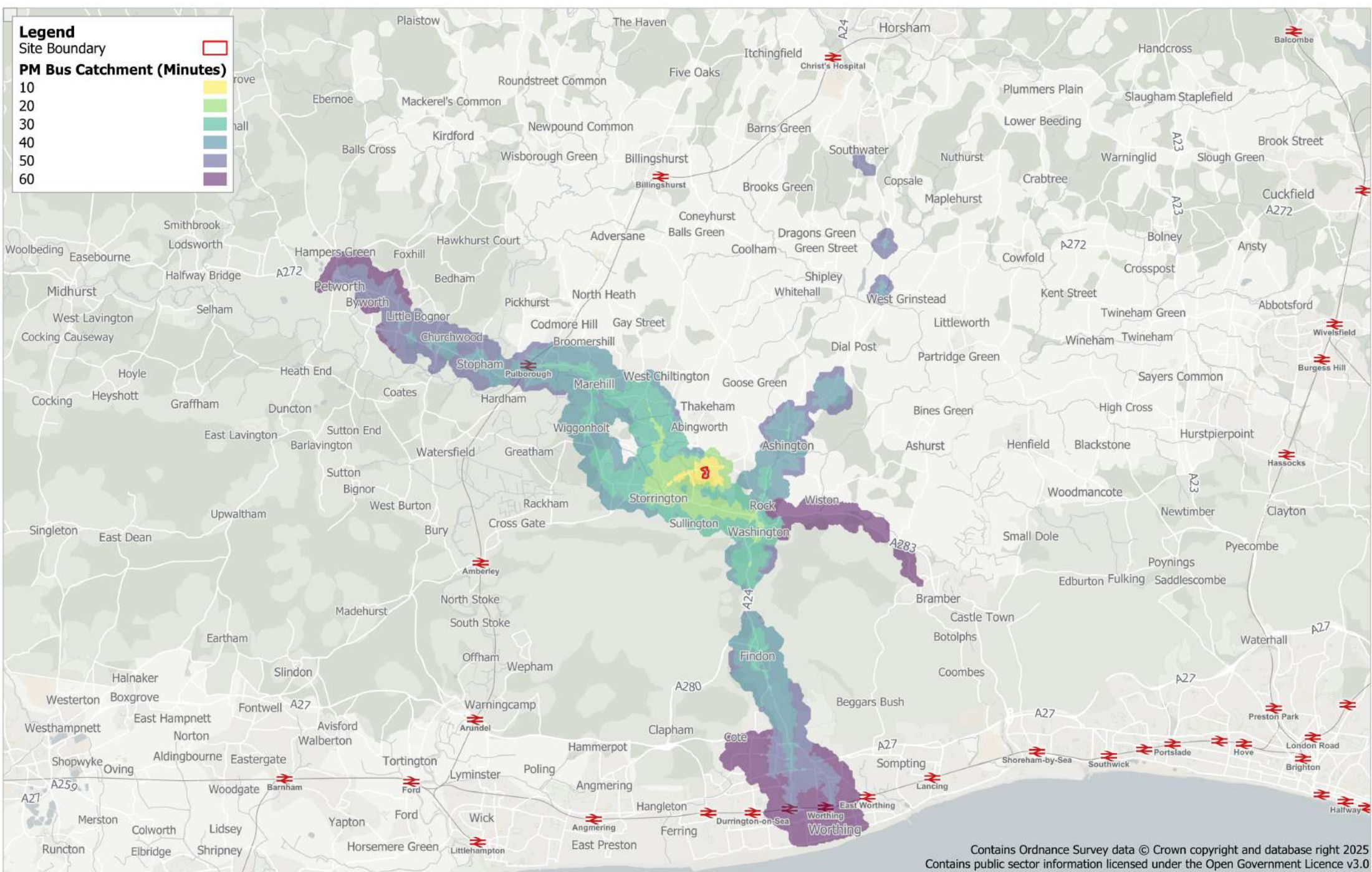
Bus Accessibility Catchments



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AM Bus Catchment





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PM Bus Catchment



APPENDIX E

Example Travel Survey Questionnaire

Rock Road Resident Travel Survey Questionnaire	
Question	Response Options (if applicable)
Please provide your contact details	
	Name
	House Name/Number
	Street
	City/Town
	County
	Postal Code
	Email Address
	Phone Number
Your age:	
	18-25
	25-34
	35-44
	45-54
	55-64
	65+
Your gender:	
	Male
	Female
	Non-Binary
	Prefer not to say
	Other (please specify)
Your employment status:	
	Full Time Employed
	Part Time Employed
	Self employed/business owner
	Unemployed
	Retired
	Other (please specify)
How many cars/vans does your household own?	
	0
	1
	2
	3
	4+
Please specify the postcode of your workplace	Open response
On Mondays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Tuesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Wednesdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Thursdays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
On Fridays what time do you typically leave your house in the morning for your daily commute? (Please leave blank if you do not leave on this day)	Time
Does your journey to work include any additional stops? (such as going to the gym, taking children to/from school etc)	
	Yes (please specify)
	No
What is your usual main mode of travel to/from your place of work? (main mode means the mode which you travel furthest on during your journey)	
	Walk
	Cycle

	Bus
	Train
	Driving a car/van (alone)
	Driving a car/van (with passengers)
	Riding a car/van (as passenger) (incl. Taxi)
	Motorcycle/Moped
	Work from home
	Other (please specify)
What are your main reasons for using your main mode? (Tick up to three reasons that are most important to you)	
	More flexible than other modes
	More reliable than other modes
	Takes the quickest amount of time
	Easiest option
	No direct public transport near me
	Direct public transport near me
	Distance from home too far to walk/cycle
	Additional stop off on the way e.g. taking children to school/going to the gym
	Carrying large or heavy items to and from the car
	Positive health reason e.g. improves fitness
	Negative health reasons e.g. mobility difficulties
	Lack of facilities at work e.g. showers/changing facilities
	Personal safety concerns with other modes
	Cheapest option
	Prefer to travel alone
	Disability
	Other (please specify)
What is the main mode of travel for additional journeys that you make?	
	Employment (please specify)
	Leisure/Social (please specify)
	Other (please specify)
Do you own a bicycle?	
	Yes
	No
What are the main reasons why you don't walk to work? If you already walk, are there any barriers? (Please choose up to 3 reasons that are most important)	
	It's too far
	It takes too long
	It's too physical
	I'm not sure how I would walk to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accidents / lack of crossing points)
	I worry about my personal safety (i.e. risk of personal attacks)
	Inadequate changing/showing facilities at my destination
	I have other commitments
	I already walk
	Other (please specify)
To what extent would you say you would be receptive to travelling by foot?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes would encourage you to walk for journeys in the local area? If you already walk what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better maintained footpaths / Improved lighting on footpaths
	Lockers / drying areas to store clothes at destination
	Improved lighting on footpaths

	Slower speed limits
	Better/more shower changing facilities at destination
	Improved pedestrian security
	More information on walking routes e.g. maps
	None
	Other (please specify)
What are the main reasons you don't cycle? If you already cycle, are they any barriers? (Please choose up to 3 reasons which are most important to you)	
	I already cycle
	It's too expensive to buy a bike
	I don't know how to ride a bike
	It's too far to travel
	It takes too long
	It's too physical
	I'm not sure how I would get to my destination
	The route I would take is unpleasant
	The route I would take is unsafe (i.e. risk of accident)
	I worry about my personal safety (i.e. personal attacks)
	Inadequate changing / showering facilities at my destination
	Inadequate parking facilities at my destination
	I have other commitments (i.e. school drop-off/collection)
	Disability
	I don't own a bike
	Other (please specify)
To what extent would you say you would be receptive to travelling by bike?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes/measures might encourage you to cycle for journeys in the local area? If you already cycle what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Cycle Training
	Improved / more secure cycle parking facilities
	Improved road safety
	Availability of public cycle repair and pump station(s)
	Better / more shower and changing facilities
	Availability of bike hire
	Incentive schemes
	Cycle training
	Bike buddy schemes
	None
	Other (please specify)
What are the main reasons you don't use public transport? If you already use public transport, are there any barriers? (Choose up to 3 reasons which are most important to you)	
	I use public transport
	Disability
	I have other commitments (i.e. school drop-off/collection)
	I worry about my personal safety (i.e. personal attacks)
	The journey takes too long
	They don't go where I need them to
	They don't operate at the right times of day
	They're dirty
	They're either too cold or too hot
	They're not frequent enough
	They're too full / lack of seating
	They're unreliable
	They're too expensive
	Other (please specify)

To what extent would you say you would be receptive to travelling by public transport?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Which of the following changes/measures might encourage you to use public transport for journeys in the local area? If you already use public transport what changes would you like to see? (Choose up to 3 reasons which are most important to you)	
	Better lighting/footway maintenance between bus stops and your home
	More public transport information e.g. real time information available
	Better quality vehicles
	Discounts
	None
	Other (please specify)
To what extent would you say you would be receptive to car sharing?	
	Very likely
	Likely
	Possibly
	Unlikely
	Very unlikely
Are there any other changes that would make it easier to reduce the number of journeys you make by car?	Open-Ended Response
Do you have any other comments, questions or suggestions that may be relevant?	Open-Ended Response



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