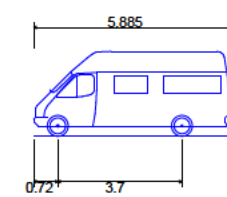


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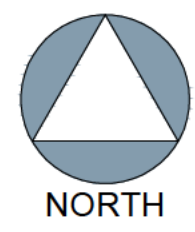
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VEHICLE PROFILE

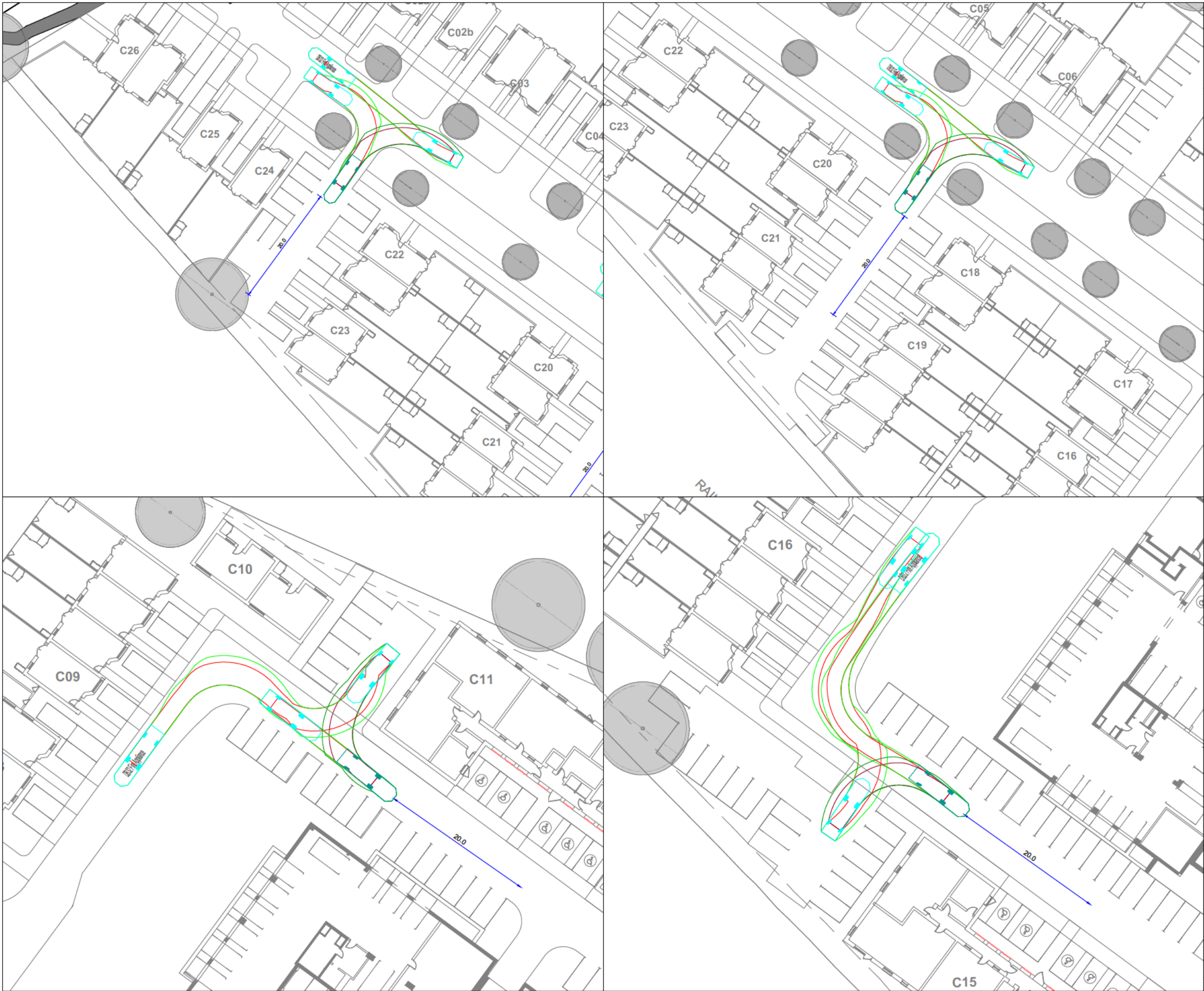


4.6t Light Van
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.885m
2.000m
2.526m
0.299m
1.765m
4.00s
6.000m



<div>Project Name</div> <div>HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM</div>		<div>Title</div> <div>DELIVERY VEHICLE TRACKING</div>	<div><div>Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com</div></div>	<div>Client</div> <div>LOVELL</div>	<div>Date Created</div> <div>03.03.25</div>	<div>Drawn By</div> <div>TNP</div>	<div>Approved By</div> <div>SKB</div>	<div>Suitability Code</div> <div>-</div>	
<div>Project Phase</div> <div>PRELIMINARY</div>					<div>PBA Project Number</div> <div>183.0009</div>		<div>Scale</div> <div>1:500</div> <div>(AT A3)</div>		
					<div>PBA Drawing No:</div> <div>183.0009-0007</div>			<div>Revision</div> <div>P01</div>	



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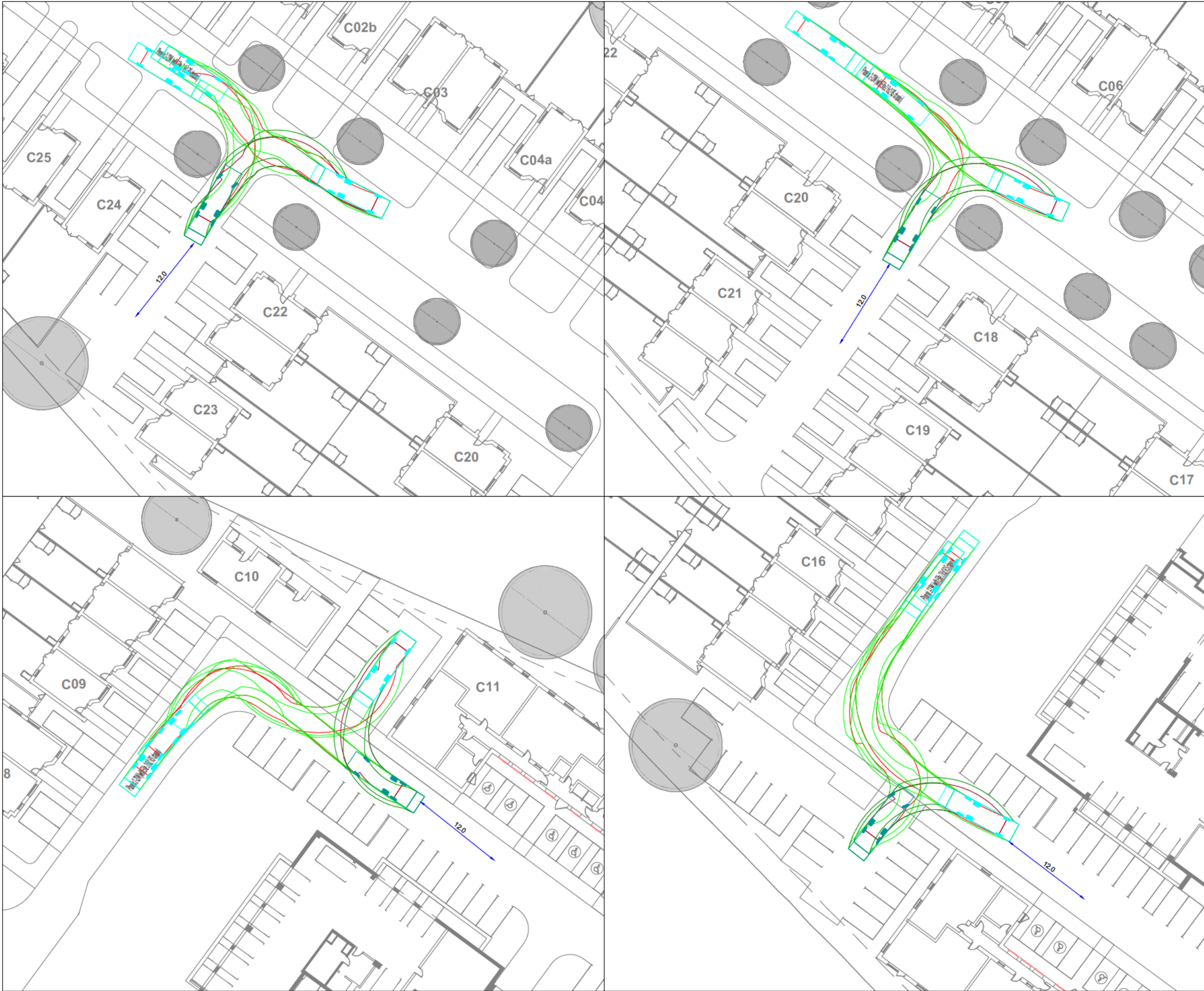
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VEHICLE PROFILE

DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

NORTH

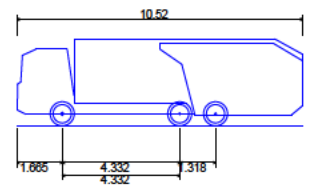
<div>Project Name</div> <div>HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM</div>		<div>Title</div> <div>FIRE TENDER TRACKING</div>	<div><div><div><div></div></div><div>paulbasham</div><div>associates</div></div><div><div>Paul Basham Associates Ltd</div><div>The Bothy, Cams Hall Estate, Fareham, PO16 8UT</div><div>01329 711 000</div><div>info@paulbashamassociates.com www.paulbashamassociates.com</div></div></div>	<div>Client</div> <div>LOVELL</div>	<div>Date Created</div> <div>03.03.25</div>	<div>Drawn By</div> <div>TNP</div>	<div>Approved By</div> <div>SKB</div>	<div>Suitability Code</div> <div>-</div>	
<div>Project Phase</div> <div>PRELIMINARY</div>					<div>PBA Project Number</div> <div>183.0009</div>		<div>Scale</div> <div>1:500</div> <div>(AT A3)</div>		
					<div>PBA Drawing No:</div> <div>183.0009-0004</div>			<div>Revision</div> <div>P01</div>	



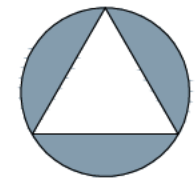
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VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m



NORTH

<div>Project Name</div> <div>HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM</div>	<div>Title</div> <div>REFUSE VEHICLE TRACKING</div>	<div><p>Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com</p></div>	<div>Client</div> <div></div>	<div>Date Created</div> <div>03.03.25</div>	<div>Drawn By</div> <div>TNP</div>	<div>Approved By</div> <div>SKB</div>	<div>Suitability Code</div> <div>-</div>
<div>Project Phase</div> <div>PRELIMINARY</div>				<div>PBA Project Number</div> <div>183.0009</div>	<div>Scale</div> <div>1:500</div> <div>(AT A3)</div>		
<div>PBA Drawing No:</div> <div>183.0009-0003</div>				<div>Revision</div> <div>P01</div>			

Calculation Reference: AUDIT-247601-241004-1012

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 104 to 371 (units:)
 Range Selected by User: 100 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/04/24

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:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	5 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	5

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-03-K-03 YORK STREET CAMBRIDGE	FLATS & TERRACED	CAMBRIDGESHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:	178	
	Survey date: WEDNESDAY	20/09/17	Survey Type: MANUAL
2	HC-03-K-02 DAIRY ROAD ANDOVER	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	270	
	Survey date: TUESDAY	11/10/22	Survey Type: MANUAL
3	HC-03-K-07 MINLEY ROAD FARNBOROUGH BLACKWATER	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	313	
	Survey date: THURSDAY	12/05/22	Survey Type: MANUAL
4	NG-03-K-02 CASTLE BRIDGE ROAD NOTTINGHAM	MIXED HOUSES	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	132	
	Survey date: MONDAY	07/11/16	Survey Type: MANUAL
5	SC-03-K-02 STOMPOND LANE WALTON-ON-THAMES	MIXED HOUSES & FLATS	SURREY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	104	
	Survey date: THURSDAY	25/04/24	Survey Type: MANUAL
6	TW-03-K-01 SHELLEY DRIVE GATESHEAD	MIXED HOUSES & FLATS	TYNE & WEAR
	Edge of Town Centre No Sub Category Total No of Dwellings:	131	
	Survey date: THURSDAY	23/05/19	Survey Type: MANUAL
7	WS-03-K-01 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	336	
	Survey date: WEDNESDAY	05/07/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

- | | | | |
|---|--|-------------|----------------------------|
| 8 | WS-03-K-03 MIXED HOUSES & FLATS
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 111
<i>Survey date: THURSDAY 12/05/16</i> | WEST SUSSEX | <i>Survey Type: MANUAL</i> |
| 9 | WS-03-K-04 MIXED HOUSES & FLATS
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 371
<i>Survey date: THURSDAY 28/06/18</i> | WEST SUSSEX | <i>Survey Type: MANUAL</i> |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-K-02	Unsuitable location
WS-03-K-04	Unsuitable location

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.084	9	216	0.265	9	216	0.349
08:00 - 09:00	9	216	0.128	9	216	0.321	9	216	0.449
09:00 - 10:00	9	216	0.133	9	216	0.177	9	216	0.310
10:00 - 11:00	9	216	0.132	9	216	0.144	9	216	0.276
11:00 - 12:00	9	216	0.114	9	216	0.123	9	216	0.237
12:00 - 13:00	9	216	0.152	9	216	0.128	9	216	0.280
13:00 - 14:00	9	216	0.151	9	216	0.153	9	216	0.304
14:00 - 15:00	9	216	0.152	9	216	0.196	9	216	0.348
15:00 - 16:00	9	216	0.244	9	216	0.168	9	216	0.412
16:00 - 17:00	9	216	0.242	9	216	0.181	9	216	0.423
17:00 - 18:00	9	216	0.281	9	216	0.162	9	216	0.443
18:00 - 19:00	9	216	0.293	9	216	0.162	9	216	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.106			2.180			4.286

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

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

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Parameter summary

Trip rate parameter range selected:

104 - 371 (units:)

Survey date date range:

01/01/16 - 25/04/24

Number of weekdays (Monday-Friday):

9

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

-2

Surveys manually removed from selection:

2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.004	9	216	0.005	9	216	0.009
08:00 - 09:00	9	216	0.006	9	216	0.006	9	216	0.012
09:00 - 10:00	9	216	0.002	9	216	0.003	9	216	0.005
10:00 - 11:00	9	216	0.004	9	216	0.003	9	216	0.007
11:00 - 12:00	9	216	0.003	9	216	0.003	9	216	0.006
12:00 - 13:00	9	216	0.004	9	216	0.004	9	216	0.008
13:00 - 14:00	9	216	0.002	9	216	0.003	9	216	0.005
14:00 - 15:00	9	216	0.004	9	216	0.004	9	216	0.008
15:00 - 16:00	9	216	0.005	9	216	0.005	9	216	0.010
16:00 - 17:00	9	216	0.003	9	216	0.003	9	216	0.006
17:00 - 18:00	9	216	0.004	9	216	0.003	9	216	0.007
18:00 - 19:00	9	216	0.003	9	216	0.003	9	216	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.045			0.089

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.002	9	216	0.001	9	216	0.003
08:00 - 09:00	9	216	0.000	9	216	0.000	9	216	0.000
09:00 - 10:00	9	216	0.001	9	216	0.001	9	216	0.002
10:00 - 11:00	9	216	0.004	9	216	0.004	9	216	0.008
11:00 - 12:00	9	216	0.001	9	216	0.002	9	216	0.003
12:00 - 13:00	9	216	0.002	9	216	0.002	9	216	0.004
13:00 - 14:00	9	216	0.002	9	216	0.003	9	216	0.005
14:00 - 15:00	9	216	0.002	9	216	0.002	9	216	0.004
15:00 - 16:00	9	216	0.001	9	216	0.001	9	216	0.002
16:00 - 17:00	9	216	0.001	9	216	0.001	9	216	0.002
17:00 - 18:00	9	216	0.000	9	216	0.000	9	216	0.000
18:00 - 19:00	9	216	0.000	9	216	0.000	9	216	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.017			0.033

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.002	9	216	0.002	9	216	0.004
08:00 - 09:00	9	216	0.002	9	216	0.002	9	216	0.004
09:00 - 10:00	9	216	0.003	9	216	0.003	9	216	0.006
10:00 - 11:00	9	216	0.003	9	216	0.003	9	216	0.006
11:00 - 12:00	9	216	0.002	9	216	0.002	9	216	0.004
12:00 - 13:00	9	216	0.003	9	216	0.003	9	216	0.006
13:00 - 14:00	9	216	0.002	9	216	0.002	9	216	0.004
14:00 - 15:00	9	216	0.002	9	216	0.002	9	216	0.004
15:00 - 16:00	9	216	0.003	9	216	0.003	9	216	0.006
16:00 - 17:00	9	216	0.003	9	216	0.003	9	216	0.006
17:00 - 18:00	9	216	0.002	9	216	0.002	9	216	0.004
18:00 - 19:00	9	216	0.003	9	216	0.003	9	216	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.006	9	216	0.015	9	216	0.021
08:00 - 09:00	9	216	0.010	9	216	0.028	9	216	0.038
09:00 - 10:00	9	216	0.007	9	216	0.010	9	216	0.017
10:00 - 11:00	9	216	0.008	9	216	0.007	9	216	0.015
11:00 - 12:00	9	216	0.005	9	216	0.010	9	216	0.015
12:00 - 13:00	9	216	0.010	9	216	0.007	9	216	0.017
13:00 - 14:00	9	216	0.008	9	216	0.008	9	216	0.016
14:00 - 15:00	9	216	0.005	9	216	0.010	9	216	0.015
15:00 - 16:00	9	216	0.017	9	216	0.013	9	216	0.030
16:00 - 17:00	9	216	0.013	9	216	0.006	9	216	0.019
17:00 - 18:00	9	216	0.013	9	216	0.010	9	216	0.023
18:00 - 19:00	9	216	0.012	9	216	0.006	9	216	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.130			0.244

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.092	9	216	0.336	9	216	0.428
08:00 - 09:00	9	216	0.159	9	216	0.488	9	216	0.647
09:00 - 10:00	9	216	0.162	9	216	0.232	9	216	0.394
10:00 - 11:00	9	216	0.165	9	216	0.184	9	216	0.349
11:00 - 12:00	9	216	0.142	9	216	0.155	9	216	0.297
12:00 - 13:00	9	216	0.180	9	216	0.163	9	216	0.343
13:00 - 14:00	9	216	0.187	9	216	0.188	9	216	0.375
14:00 - 15:00	9	216	0.195	9	216	0.239	9	216	0.434
15:00 - 16:00	9	216	0.378	9	216	0.208	9	216	0.586
16:00 - 17:00	9	216	0.344	9	216	0.230	9	216	0.574
17:00 - 18:00	9	216	0.375	9	216	0.209	9	216	0.584
18:00 - 19:00	9	216	0.399	9	216	0.219	9	216	0.618
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.778			2.851			5.629

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.026	9	216	0.054	9	216	0.080
08:00 - 09:00	9	216	0.052	9	216	0.127	9	216	0.179
09:00 - 10:00	9	216	0.033	9	216	0.044	9	216	0.077
10:00 - 11:00	9	216	0.030	9	216	0.044	9	216	0.074
11:00 - 12:00	9	216	0.033	9	216	0.040	9	216	0.073
12:00 - 13:00	9	216	0.051	9	216	0.040	9	216	0.091
13:00 - 14:00	9	216	0.048	9	216	0.036	9	216	0.084
14:00 - 15:00	9	216	0.026	9	216	0.054	9	216	0.080
15:00 - 16:00	9	216	0.133	9	216	0.076	9	216	0.209
16:00 - 17:00	9	216	0.065	9	216	0.037	9	216	0.102
17:00 - 18:00	9	216	0.077	9	216	0.051	9	216	0.128
18:00 - 19:00	9	216	0.073	9	216	0.039	9	216	0.112
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.647			0.642			1.289

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.001	9	216	0.015	9	216	0.016
08:00 - 09:00	9	216	0.005	9	216	0.019	9	216	0.024
09:00 - 10:00	9	216	0.007	9	216	0.013	9	216	0.020
10:00 - 11:00	9	216	0.009	9	216	0.013	9	216	0.022
11:00 - 12:00	9	216	0.008	9	216	0.005	9	216	0.013
12:00 - 13:00	9	216	0.008	9	216	0.009	9	216	0.017
13:00 - 14:00	9	216	0.011	9	216	0.012	9	216	0.023
14:00 - 15:00	9	216	0.009	9	216	0.007	9	216	0.016
15:00 - 16:00	9	216	0.015	9	216	0.009	9	216	0.024
16:00 - 17:00	9	216	0.015	9	216	0.007	9	216	0.022
17:00 - 18:00	9	216	0.017	9	216	0.005	9	216	0.022
18:00 - 19:00	9	216	0.016	9	216	0.003	9	216	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.117			0.238

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.000	9	216	0.025	9	216	0.025
08:00 - 09:00	9	216	0.001	9	216	0.016	9	216	0.017
09:00 - 10:00	9	216	0.004	9	216	0.008	9	216	0.012
10:00 - 11:00	9	216	0.003	9	216	0.007	9	216	0.010
11:00 - 12:00	9	216	0.003	9	216	0.002	9	216	0.005
12:00 - 13:00	9	216	0.003	9	216	0.002	9	216	0.005
13:00 - 14:00	9	216	0.004	9	216	0.002	9	216	0.006
14:00 - 15:00	9	216	0.004	9	216	0.001	9	216	0.005
15:00 - 16:00	9	216	0.004	9	216	0.002	9	216	0.006
16:00 - 17:00	9	216	0.004	9	216	0.001	9	216	0.005
17:00 - 18:00	9	216	0.010	9	216	0.002	9	216	0.012
18:00 - 19:00	9	216	0.017	9	216	0.001	9	216	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.069			0.126

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.000	9	216	0.002	9	216	0.002
08:00 - 09:00	9	216	0.000	9	216	0.000	9	216	0.000
09:00 - 10:00	9	216	0.000	9	216	0.000	9	216	0.000
10:00 - 11:00	9	216	0.000	9	216	0.000	9	216	0.000
11:00 - 12:00	9	216	0.000	9	216	0.000	9	216	0.000
12:00 - 13:00	9	216	0.000	9	216	0.000	9	216	0.000
13:00 - 14:00	9	216	0.000	9	216	0.000	9	216	0.000
14:00 - 15:00	9	216	0.000	9	216	0.000	9	216	0.000
15:00 - 16:00	9	216	0.002	9	216	0.000	9	216	0.002
16:00 - 17:00	9	216	0.000	9	216	0.000	9	216	0.000
17:00 - 18:00	9	216	0.000	9	216	0.000	9	216	0.000
18:00 - 19:00	9	216	0.000	9	216	0.000	9	216	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.001	9	216	0.041	9	216	0.042
08:00 - 09:00	9	216	0.006	9	216	0.035	9	216	0.041
09:00 - 10:00	9	216	0.010	9	216	0.021	9	216	0.031
10:00 - 11:00	9	216	0.011	9	216	0.020	9	216	0.031
11:00 - 12:00	9	216	0.010	9	216	0.007	9	216	0.017
12:00 - 13:00	9	216	0.011	9	216	0.011	9	216	0.022
13:00 - 14:00	9	216	0.015	9	216	0.013	9	216	0.028
14:00 - 15:00	9	216	0.013	9	216	0.008	9	216	0.021
15:00 - 16:00	9	216	0.020	9	216	0.011	9	216	0.031
16:00 - 17:00	9	216	0.019	9	216	0.008	9	216	0.027
17:00 - 18:00	9	216	0.028	9	216	0.007	9	216	0.035
18:00 - 19:00	9	216	0.033	9	216	0.004	9	216	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.186			0.363

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.125	9	216	0.446	9	216	0.571
08:00 - 09:00	9	216	0.226	9	216	0.678	9	216	0.904
09:00 - 10:00	9	216	0.212	9	216	0.307	9	216	0.519
10:00 - 11:00	9	216	0.214	9	216	0.254	9	216	0.468
11:00 - 12:00	9	216	0.191	9	216	0.212	9	216	0.403
12:00 - 13:00	9	216	0.252	9	216	0.221	9	216	0.473
13:00 - 14:00	9	216	0.257	9	216	0.245	9	216	0.502
14:00 - 15:00	9	216	0.239	9	216	0.311	9	216	0.550
15:00 - 16:00	9	216	0.547	9	216	0.308	9	216	0.855
16:00 - 17:00	9	216	0.441	9	216	0.281	9	216	0.722
17:00 - 18:00	9	216	0.492	9	216	0.277	9	216	0.769
18:00 - 19:00	9	216	0.516	9	216	0.268	9	216	0.784
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.712			3.808			7.520

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.063	9	216	0.221	9	216	0.284
08:00 - 09:00	9	216	0.108	9	216	0.294	9	216	0.402
09:00 - 10:00	9	216	0.107	9	216	0.154	9	216	0.261
10:00 - 11:00	9	216	0.100	9	216	0.110	9	216	0.210
11:00 - 12:00	9	216	0.090	9	216	0.094	9	216	0.184
12:00 - 13:00	9	216	0.120	9	216	0.106	9	216	0.226
13:00 - 14:00	9	216	0.116	9	216	0.121	9	216	0.237
14:00 - 15:00	9	216	0.127	9	216	0.165	9	216	0.292
15:00 - 16:00	9	216	0.209	9	216	0.137	9	216	0.346
16:00 - 17:00	9	216	0.203	9	216	0.148	9	216	0.351
17:00 - 18:00	9	216	0.247	9	216	0.138	9	216	0.385
18:00 - 19:00	9	216	0.271	9	216	0.145	9	216	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.761			1.833			3.594

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.013	9	216	0.033	9	216	0.046
08:00 - 09:00	9	216	0.012	9	216	0.016	9	216	0.028
09:00 - 10:00	9	216	0.021	9	216	0.016	9	216	0.037
10:00 - 11:00	9	216	0.022	9	216	0.023	9	216	0.045
11:00 - 12:00	9	216	0.015	9	216	0.020	9	216	0.035
12:00 - 13:00	9	216	0.021	9	216	0.012	9	216	0.033
13:00 - 14:00	9	216	0.025	9	216	0.021	9	216	0.046
14:00 - 15:00	9	216	0.016	9	216	0.023	9	216	0.039
15:00 - 16:00	9	216	0.025	9	216	0.021	9	216	0.046
16:00 - 17:00	9	216	0.030	9	216	0.025	9	216	0.055
17:00 - 18:00	9	216	0.022	9	216	0.015	9	216	0.037
18:00 - 19:00	9	216	0.015	9	216	0.011	9	216	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.237			0.236			0.473

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

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

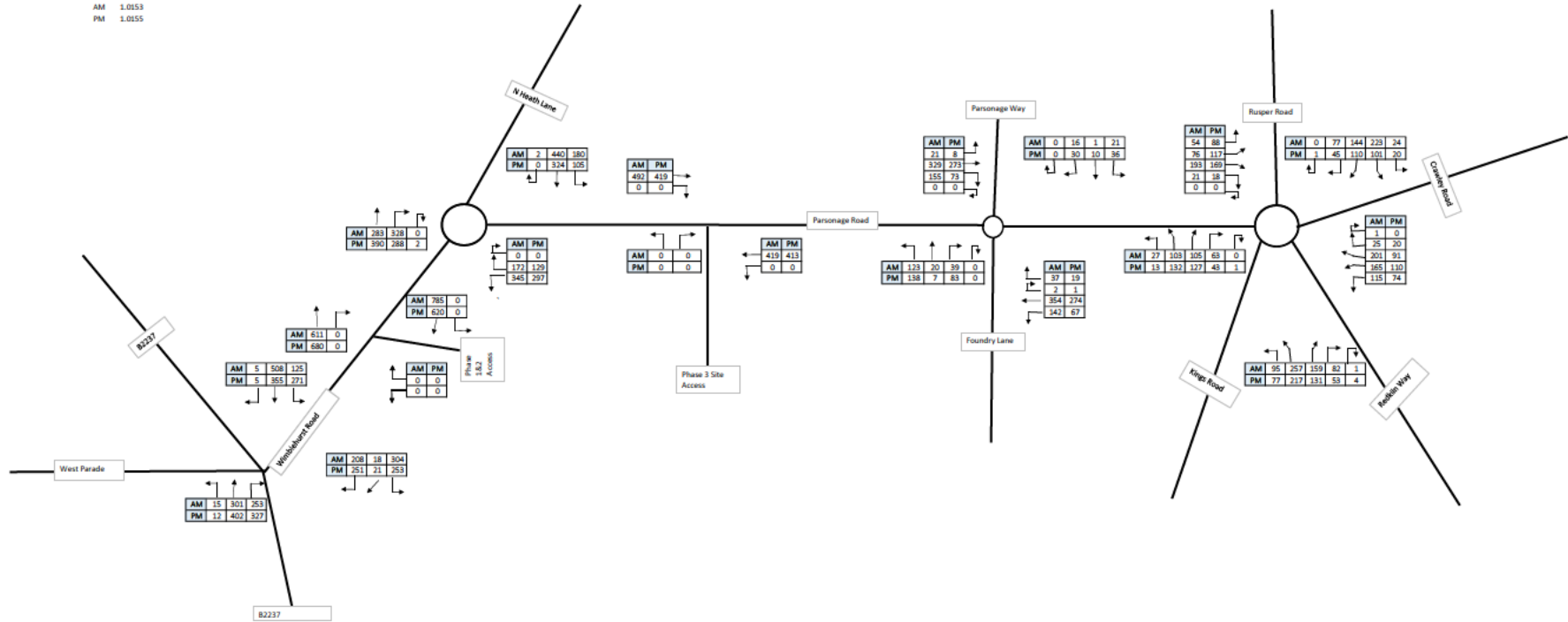
TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	216	0.001	9	216	0.003	9	216	0.004
08:00 - 09:00	9	216	0.001	9	216	0.002	9	216	0.003
09:00 - 10:00	9	216	0.000	9	216	0.000	9	216	0.000
10:00 - 11:00	9	216	0.000	9	216	0.002	9	216	0.002
11:00 - 12:00	9	216	0.002	9	216	0.002	9	216	0.004
12:00 - 13:00	9	216	0.001	9	216	0.002	9	216	0.003
13:00 - 14:00	9	216	0.004	9	216	0.004	9	216	0.008
14:00 - 15:00	9	216	0.001	9	216	0.001	9	216	0.002
15:00 - 16:00	9	216	0.002	9	216	0.002	9	216	0.004
16:00 - 17:00	9	216	0.002	9	216	0.001	9	216	0.003
17:00 - 18:00	9	216	0.007	9	216	0.004	9	216	0.011
18:00 - 19:00	9	216	0.001	9	216	0.000	9	216	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.023			0.045

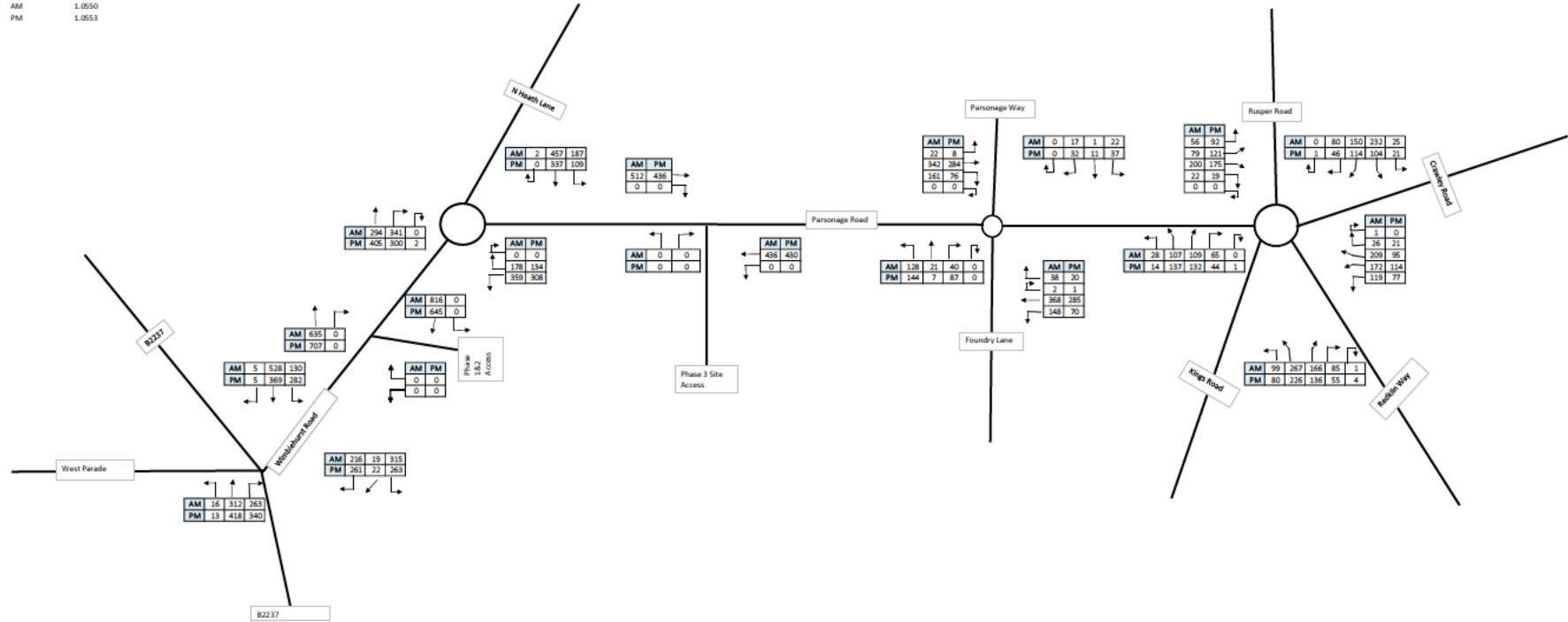
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

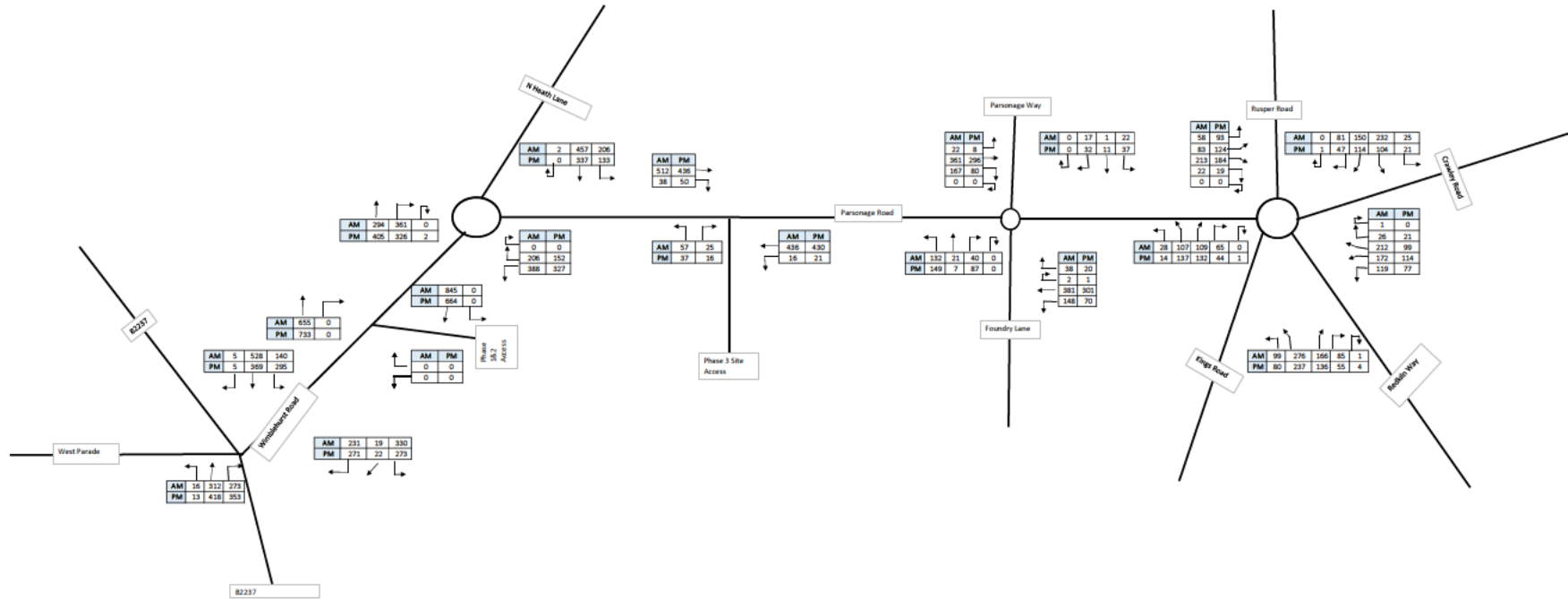
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

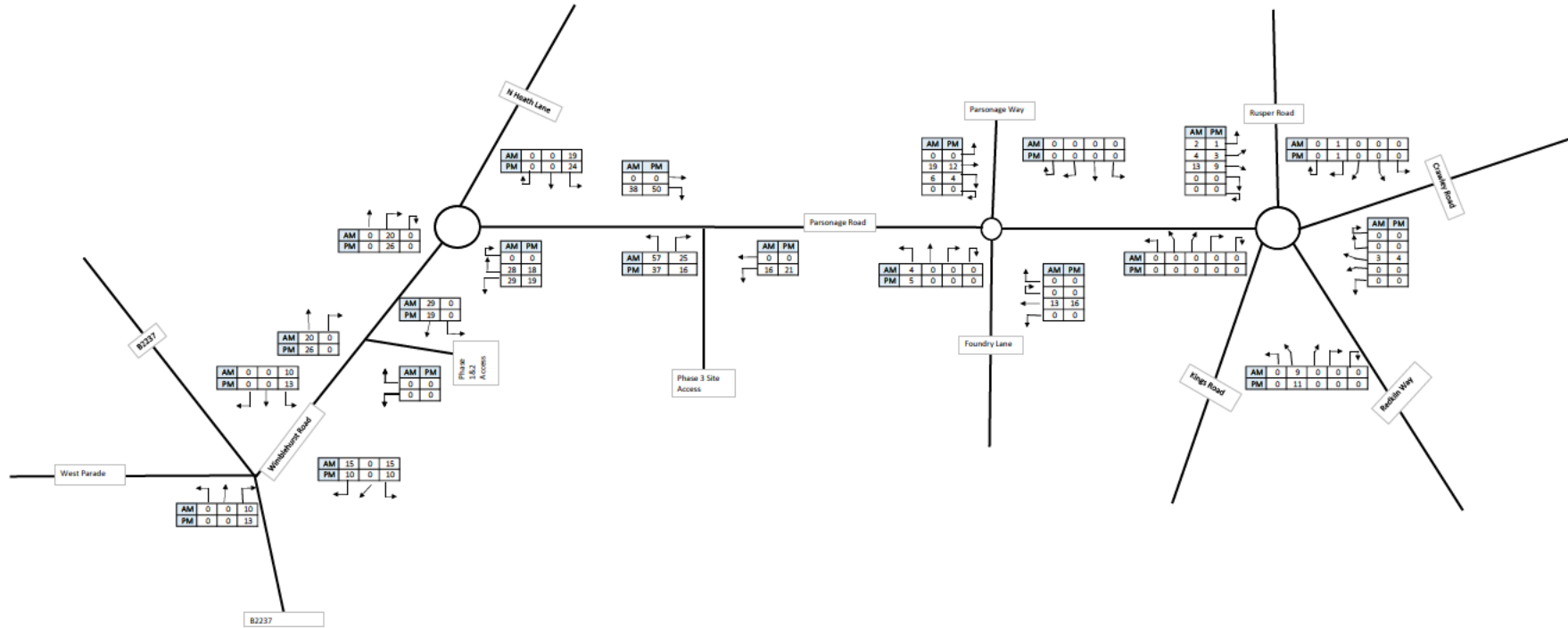
2024 - 2025
AM 1.0153
PM 1.0355



2024 - 2031
AM 1.0550
PM 1.0553

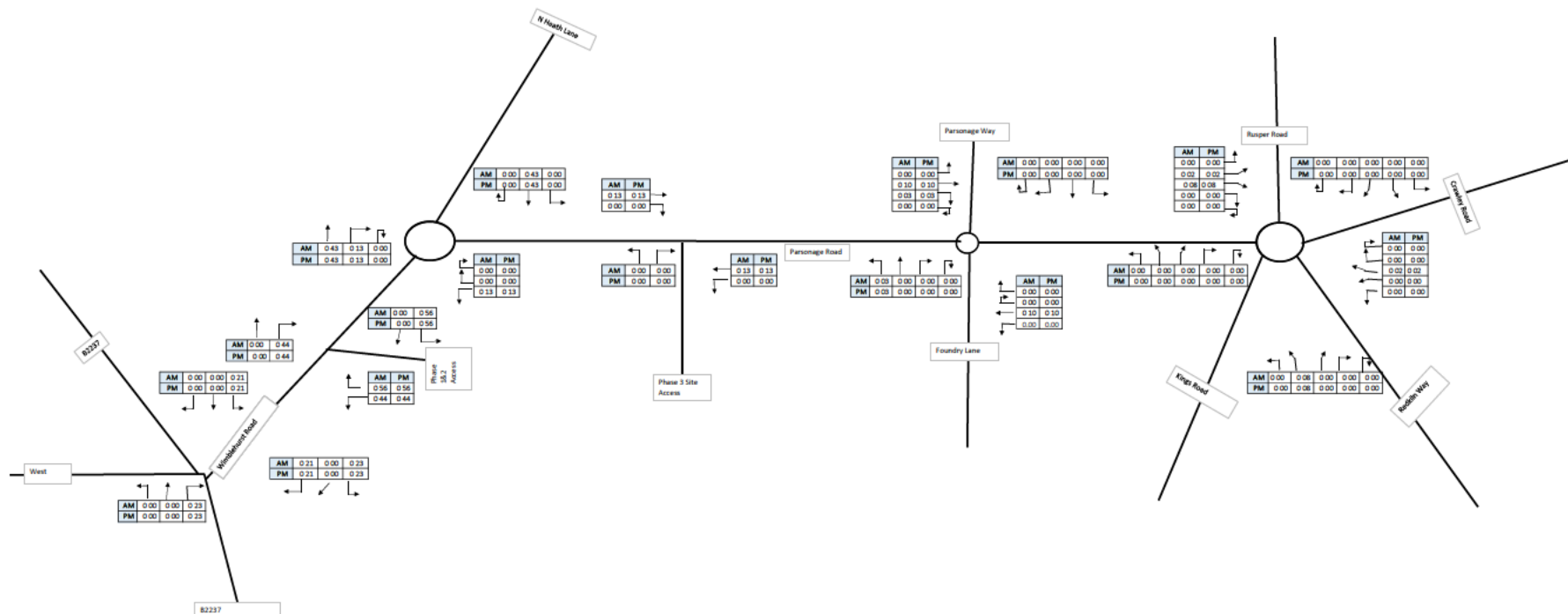




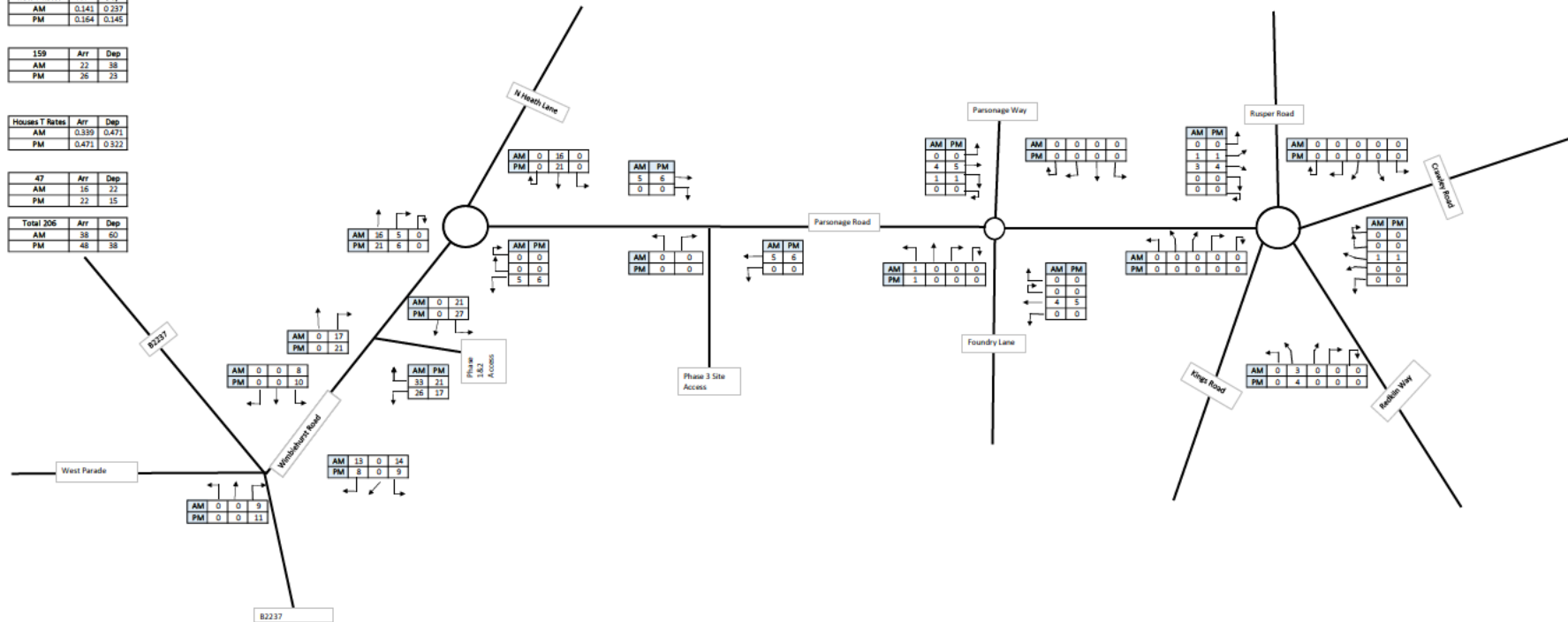


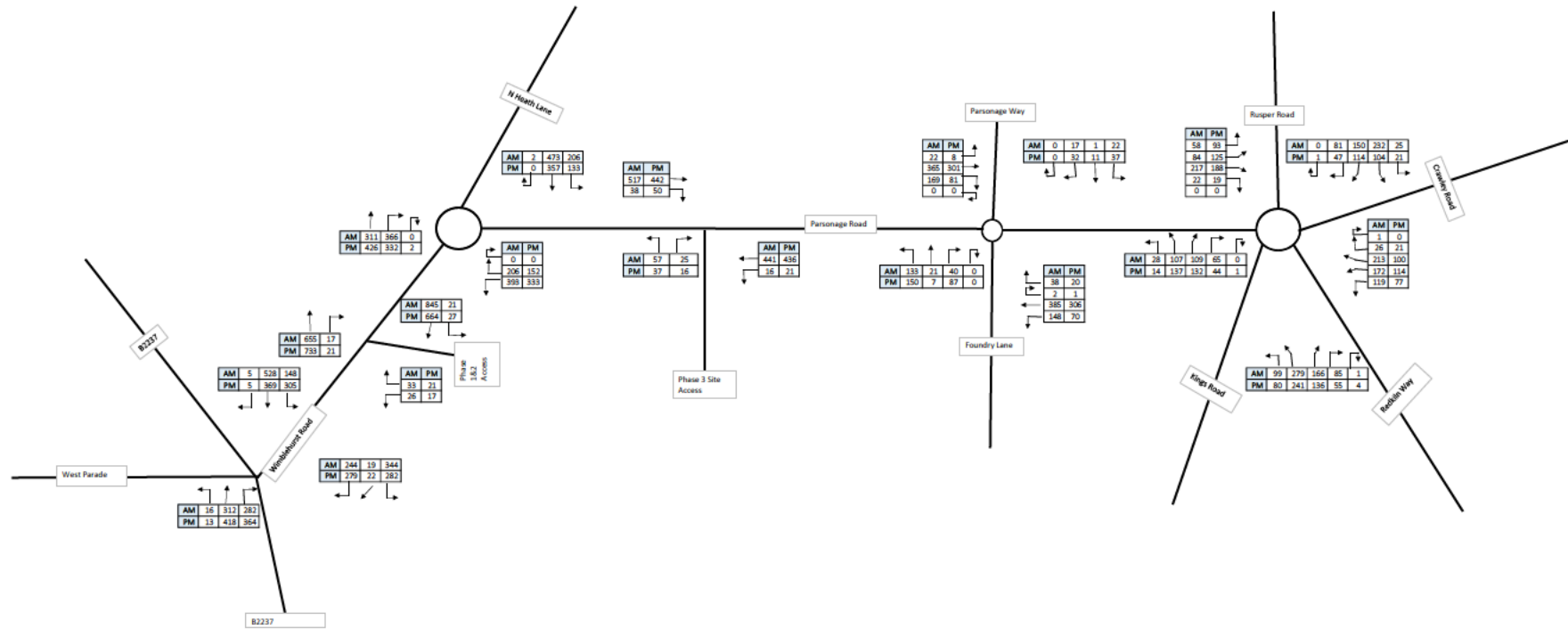


Project Name: Phases 1 and 2
Project Number: 183 0009
Drawn By: TNP
Approved By: SKB
Scenario: Distribution Percentages



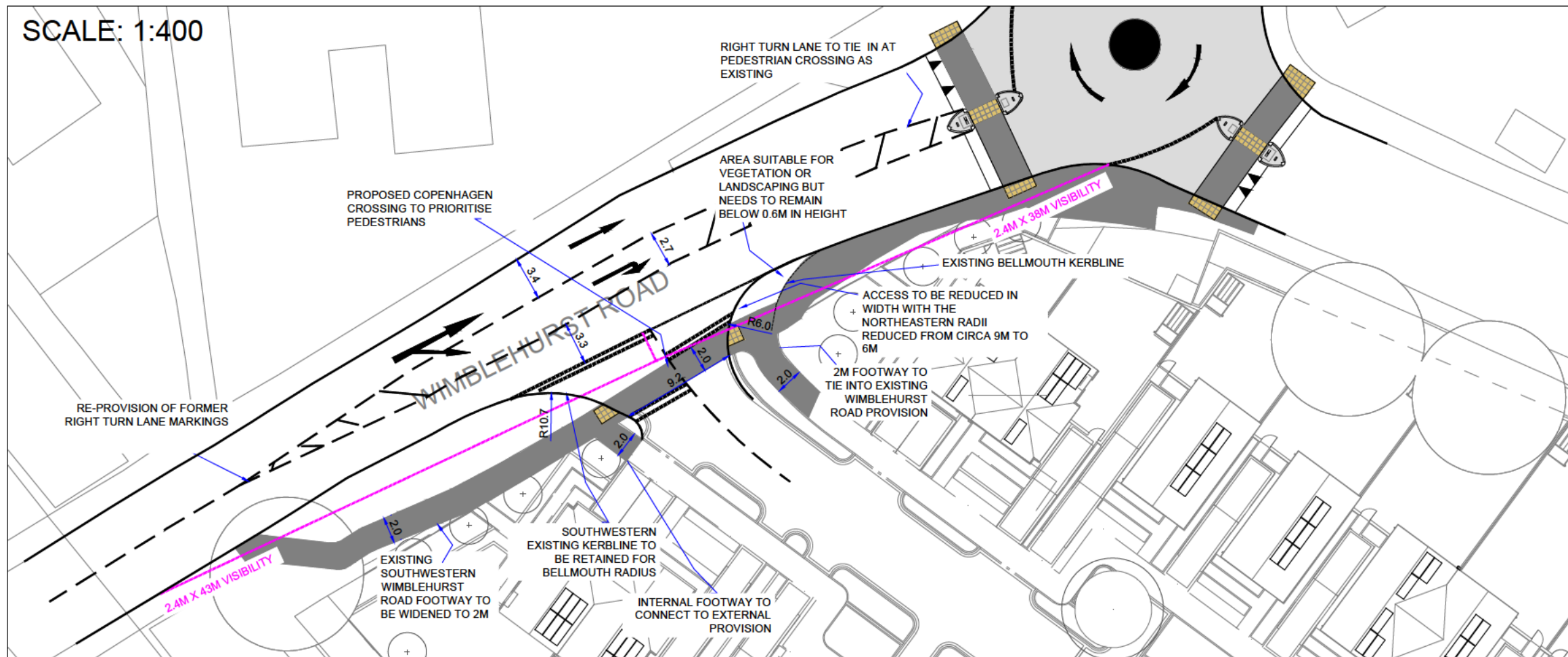
Total 206	Arr	Dep
AM	38	60
PM	48	38





Appendix I

SCALE: 1:400

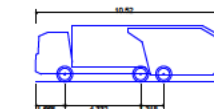


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GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VISIBILITY SPLAYS DRAWN TO 43M IN THE SECONDARY DIRECTION TO THE POSTED 30MPH SPEED LIMIT AND TO PARSONAGE ROAD GIVE-WAY LINE IN THE PRIMARY DIRECTION.

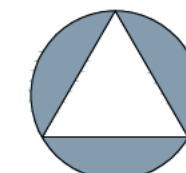
VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 8x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m



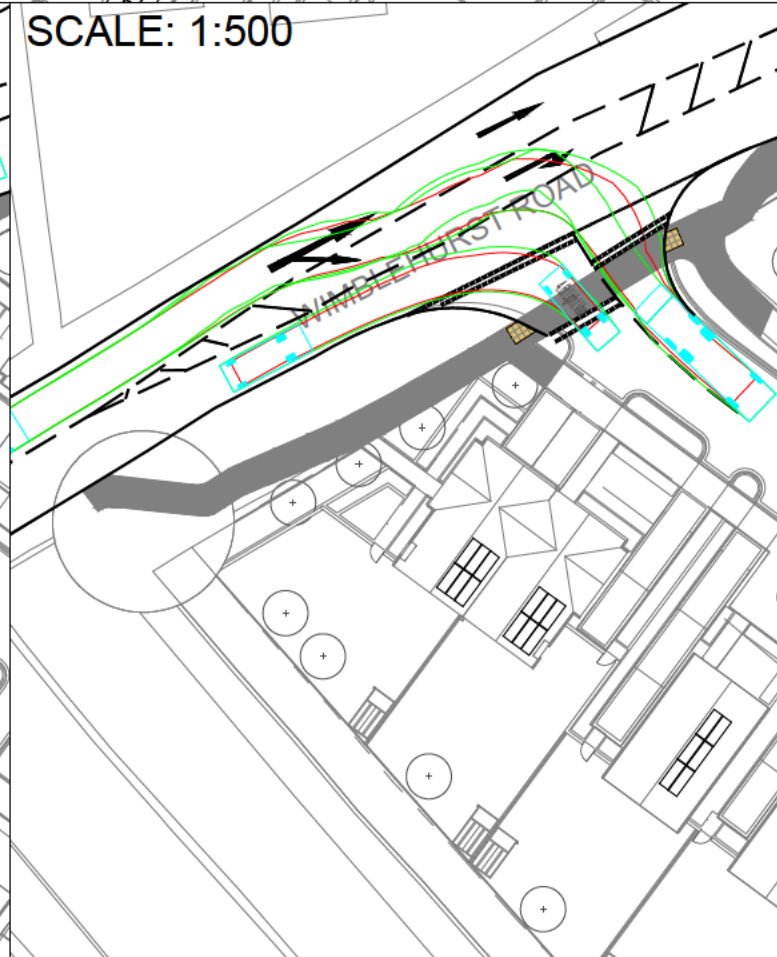
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.528m
Min Body Ground Clearance	0.298m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



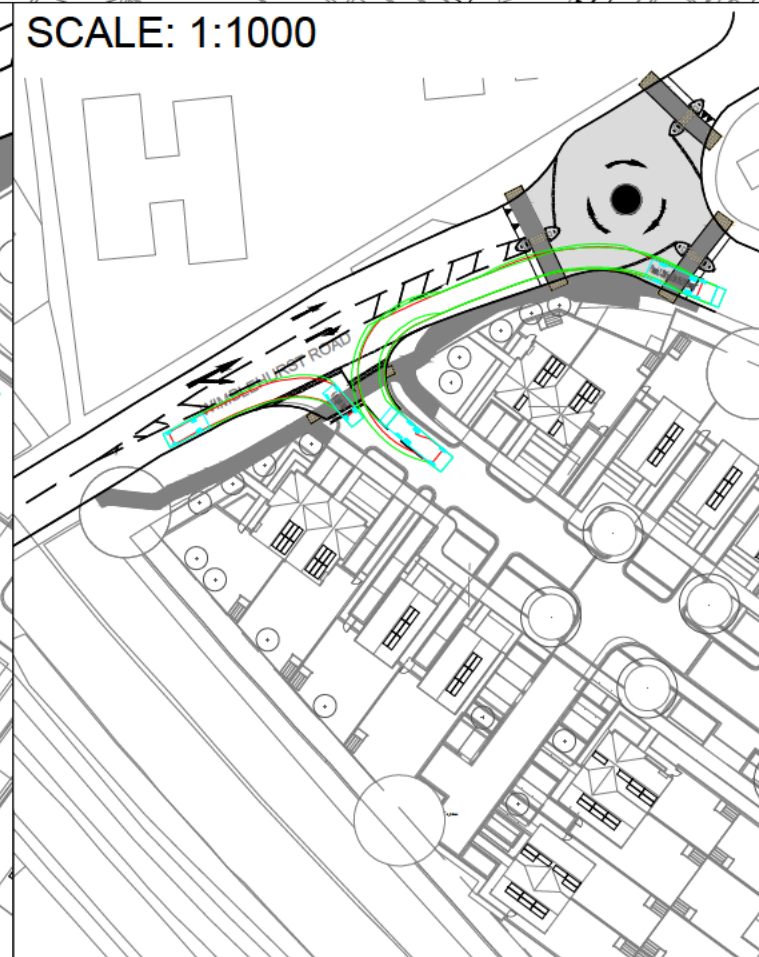
NORTH



SCALE: 1:500



SCALE: 1:500



SCALE: 1:1000

P02	REVISED LAYOUT	03.03.25	TNP	SKB
P01	FIRST ISSUE	11.02.25	TNP	SKB
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
11.02.25	TNP	SKB	-	
PBA Project Number		Scale		
183.0009		AS SHOWN (AT A3)		
PBA Drawing No.			Revision	
183.0009-0002			P02	

Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

ACCESS DESIGN, VISIBILITY AND VEHICLE TRACKING



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Client	
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LOVELL



M & S Traffic

Road Safety Audit Stage 1
Proposed Access Arrangements
Wimblehurst Road
Horsham
West Sussex

Date: 13th February 2025

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

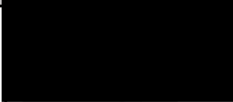
M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Horsham Enterprise Park, Wimblehurst Road, Horsham

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/25/183.0009/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision 1	Bryan Shawyer	Martin Morris		13 th February 2025
Designers Response	Tom Purnell	Shannon Betteridge	S. Betteridge	10 th March 2025
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Tom Purnell	-
Paul Basham Associates	Shannon Betteridge	-

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2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	9
5 Auditors Statement	10

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 211-unit residential development off Wimblehurst Road, Horsham, as below:

- Realignment of existing access on Wimblehurst Road with tactile paving to be provided at the crossing point.
- Introduction of proposed Copenhagen crossing to prioritise pedestrians at the access.
- Upgrading of pedestrian facilities at the Wimblehurst Road roundabout junction with North Heath Lane and Parsonage Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

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

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

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in February 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 12th February 2025 between 09:30 and 10:00. Weather conditions at the time were overcast and the road surfaces were dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows, and no cycle movements observed during the site visit.

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

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

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

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout, southeastern side of the carriageway.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to vehicle to pedestrian collisions.



Figure 1: Hedgerow restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.

3.4.2 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout.

Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.

On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.



Figure 2: Ponding and detritus at crossing point.



Figure 3: Blocked gully to the northeast of the crossing point.

RECOMMENDATION

It is recommended that the gully be cleared, and the detritus removed.

3.4.3 PROBLEM

Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout.

Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions.

The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk

revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.



Figure 4: Wall restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

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

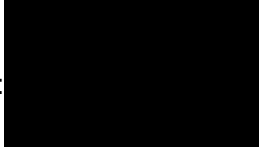
- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

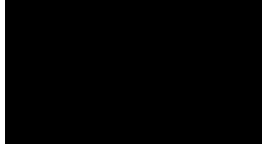
Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

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contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
183.0009-0002 P01	ACCESS DESIGN, VISIBILITY AND VEHICLE TRACKING
HOR-ACG-XX-XX-DR-A-1060 P3	SITE PLAN - OVERALL - LOVELL SITE

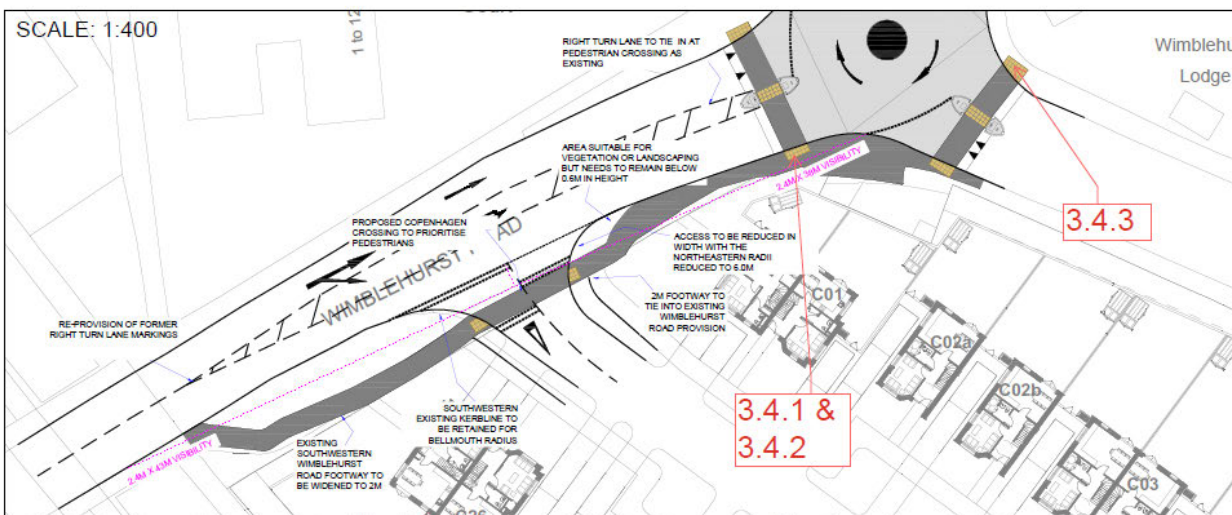
Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

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

SCALE: 1:400



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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VISIBILITY SPLAYS DRAWN TO 43M IN THE SECONDARY DIRECTION TO THE POSTED 30MPH SPEED LIMIT AND TO PARSONAGE ROAD GIVE-WAY LINE IN THE PRIMARY DIRECTION.

VEHICLE PROFILE



Overall Length 12.0m
Overall Width 2.5m (with 0.5m overhang)
Overall Height 4.0m
Max. Wheelbase 4.0m
Max. Ground Clearance 1.0m
Max. Tyre Radius 1.0m



Overall Length 4.5m
Overall Width 1.8m
Overall Height 1.5m
Max. Wheelbase 2.5m
Max. Ground Clearance 0.1m
Max. Tyre Radius 0.1m

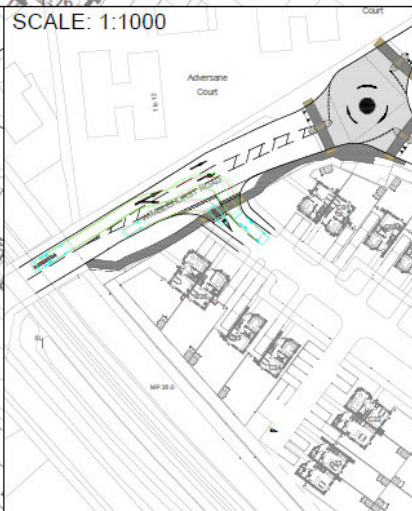


NORTH

SCALE: 1:1000



SCALE: 1:1000



SCALE: 1:1000



Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

Title
ACCESS DESIGN, VISIBILITY
AND VEHICLE TRACKING

Paul Basham Associates Ltd
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Client
LOVELL

P01 FIRST ISSUE		11.02.25	TNP	SKB
Rev	Description	Date	By	App'd
1	11.02.25	TNP	SKB	
PBA Project Number		Scale		Revision
183.0009		AS SHOWN		(AT A3)
PBA Drawing No.		183.0009-0002		P01

QMS0011/05210723JAM

APPENDIX C: Road Safety Audit Decision Log.

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

Scheme: Horsham Enterprise Park, Wimbleshurst Road, Horsham

Date Audit Completed: 13th February 2025

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

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
<p>3.4.1 Location: Proposed pedestrian crossing point on the Wimbleshurst Road arm of the roundabout, southeastern side of the carriageway.</p> <p>Summary: Restricted visibility could lead to vehicle to pedestrian collisions.</p> <p>No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to</p>	<p>It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.</p>	<p>Noted and agreed. Any existing vegetation (within the highway or clients ownership) will be cleared and periodically maintained to ensure visibility splays remain clear.</p>		

vehicle to pedestrian collisions.				
<p>3.4.2 Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout.</p> <p>Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.</p> <p>On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.</p>	<p>It is recommended that the gully be cleared, and the detritus removed.</p>	<p>Noted and agreed. Gullies will be cleared and periodically maintained to prevent ponding and ensure there are no drainage issues.</p> <p>The proposed improvements to the junction will also be subject to further detailed design works which would suitably assess levels and drainage once a permission is granted.</p>		

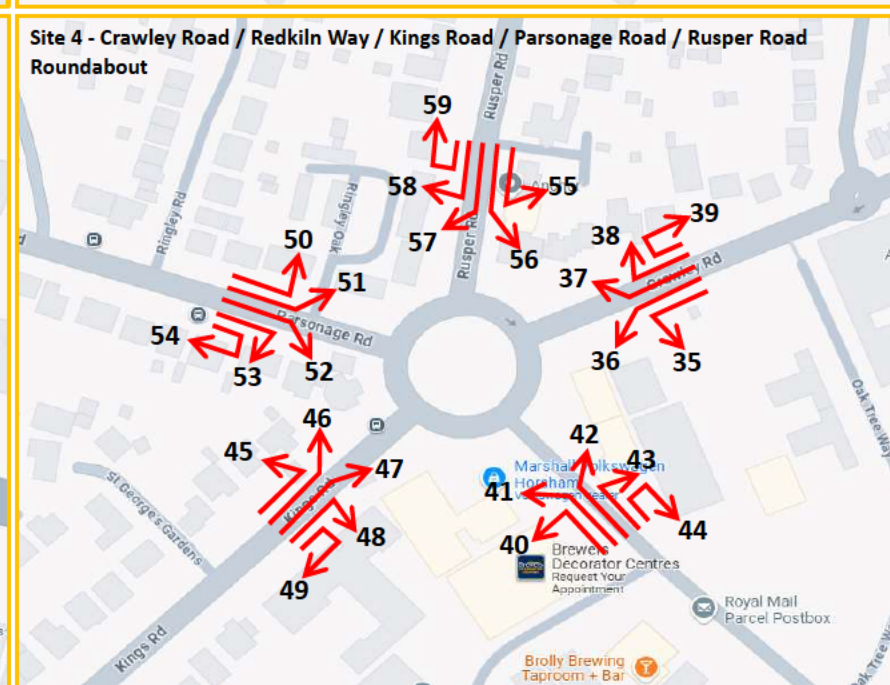
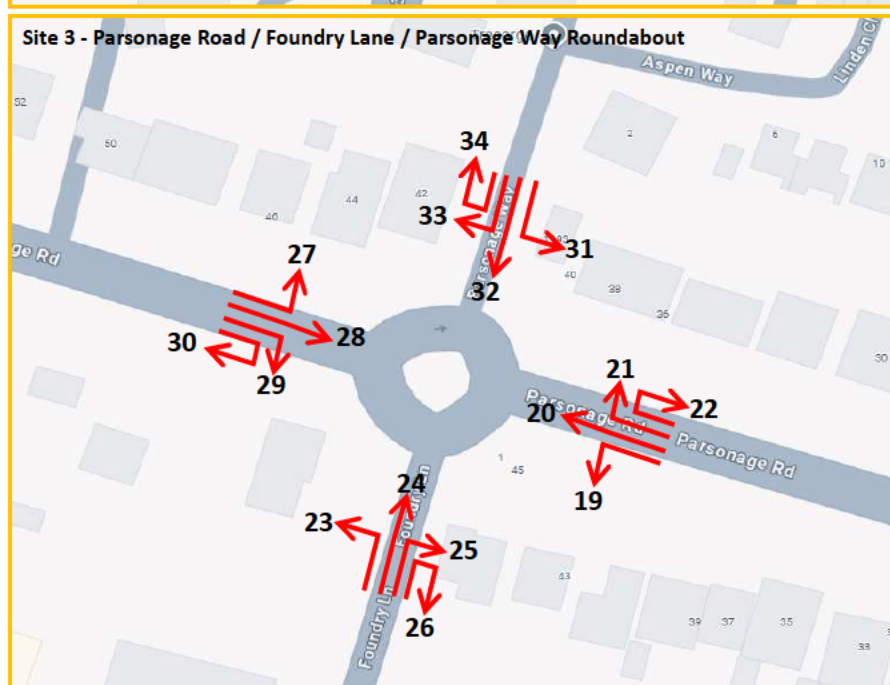
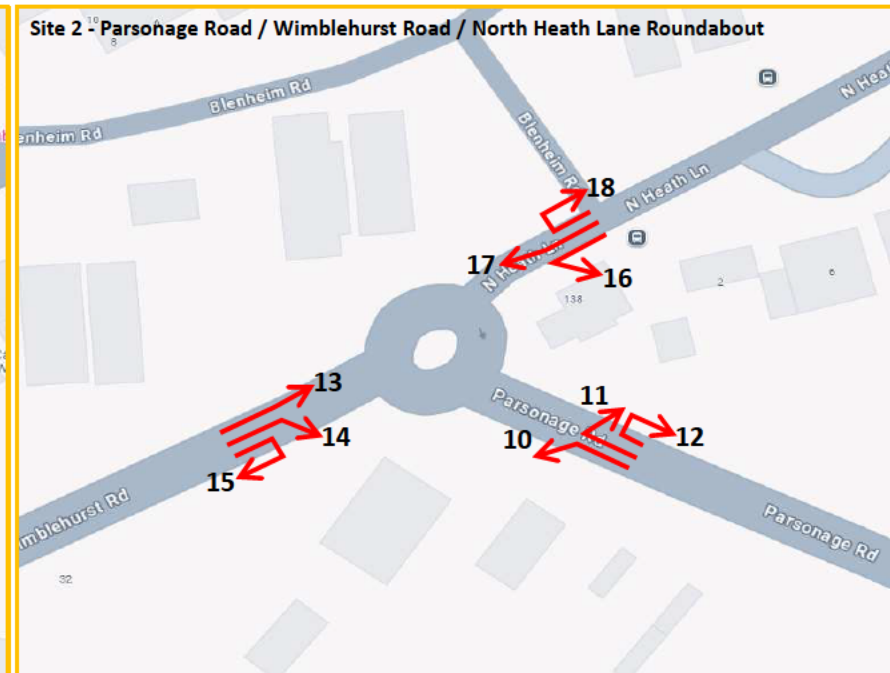
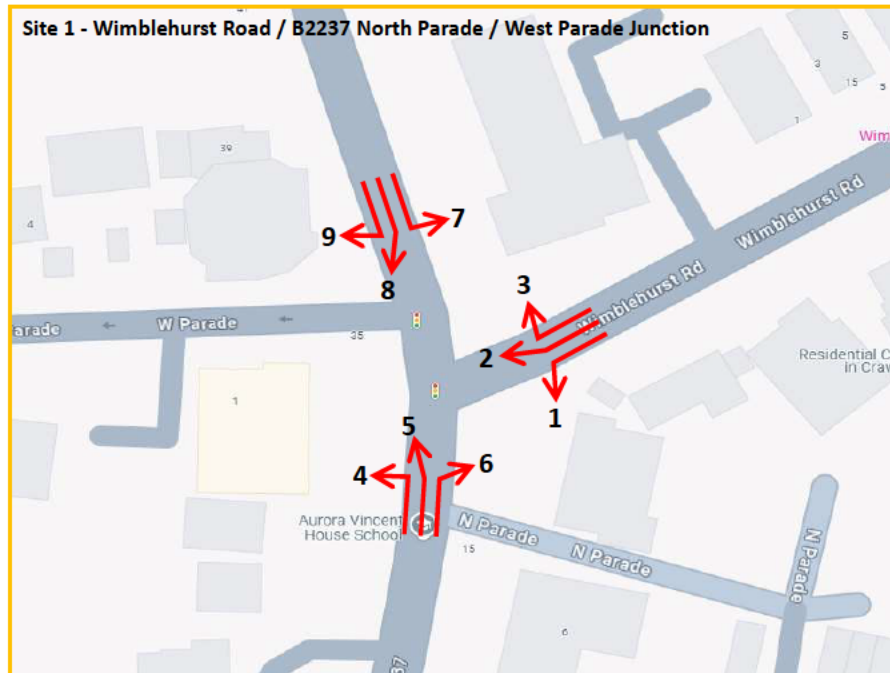
<p>3.4.3 Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout.</p> <p>Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions.</p> <p>The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.</p>	<p>Noted. The vegetation falls within land ownership of Wimblehurst Lodge. Encroachment of vegetation into highway land will be monitored periodically and maintained when required in line with Section 154 of the Highways Act 1980.</p> <p>Should the Stage 4 audit flag any concerns, these can be further reviewed.</p>		
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimblehurst Road, Horsham	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	S. Betteridge
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	10 th March 2025

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimblehurst Road, Horsham	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	



Site 1 - Wimbleshurst Road / B2237 North Parade / West Parade Junction (07:00-10:00) AM Peak

MOVEMENT 1										MOVEMENT 2										MOVEMENT 3									
FROM WIMBLEHURST ROAD LEFT TURN TO B2237 NORTH PARADE (SOUTH)										FROM WIMBLEHURST ROAD STRAIGHT AHEAD TO WEST PARADE										FROM WIMBLEHURST ROAD RIGHT TURN TO B2237 NORTH PARADE (NORTH)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	14	1	0	0	2	0	0	17	19.00	1	0	0	0	0	0	0	1	1.00		27	8	1	0	0	0	0	36	36.50	
0715-0730	22	5	0	0	0	0	0	27	27.00	1	0	0	0	0	0	0	1	1.00		36	10	1	0	0	0	0	47	47.50	
0730-0745	24	3	0	0	1	0	0	28	29.00	2	0	0	0	0	0	0	2	2.00		45	18	2	0	0	0	0	65	66.00	
0745-0800	54	2	0	0	1	0	0	57	58.00	3	0	0	0	0	0	0	3	3.00		55	14	3	1	0	1	0	74	76.20	
0800-0815	52	3	0	0	1	0	0	56	57.00	4	0	0	0	0	0	0	4	4.00		57	17	1	0	0	0	1	76	75.90	
0815-0830	69	3	1	0	0	0	0	73	73.50	4	0	0	0	0	0	0	4	4.00		37	13	1	0	0	0	0	51	51.50	
0830-0845	61	6	0	0	2	0	0	69	71.00	4	0	0	0	0	0	0	4	4.00		43	12	2	0	0	0	0	57	58.00	
0845-0900	67	4	0	0	1	0	0	72	73.00	7	1	0	0	0	0	0	8	8.00		45	6	1	0	0	0	0	52	52.50	
0900-0915	73	8	0	0	0	0	0	81	81.00	2	0	0	0	0	0	0	2	2.00		32	11	0	0	0	0	0	43	43.00	
0915-0930	53	6	0	0	2	0	0	61	63.00	2	1	0	0	0	0	0	3	3.00		39	11	1	0	0	0	0	51	51.50	
0930-0945	49	2	0	0	2	0	0	53	55.00	2	0	0	0	0	0	0	2	2.00		40	11	1	0	0	0	0	52	52.50	
0945-1000	46	7	0	0	0	1	0	54	53.40	5	0	0	0	0	0	0	5	5.00		31	9	1	0	0	0	0	41	41.50	
0700-1000	584	50	1	0	12	1	0	648	659.90	37	2	0	0	0	0	0	39	39.00		487	140	15	1	0	2	0	645	652.60	

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	114	11	0	0	4	0	0	129	133.00	7	0	0	0	0	0	0	7	7.00		163	50	7	1	0	1	0	222	226.20	
0715-0815	152	13	0	0	3	0	0	168	171.00	10	0	0	0	0	0	0	10	10.00		193	59	7	1	0	2	0	262	265.60	
0730-0830	199	11	1	0	3	0	0	214	217.50	13	0	0	0	0	0	0	13	13.00		194	62	7	1	0	2	0	266	269.60	
0745-0845	236	14	1	0	4	0	0	255	259.50	15	0	0	0	0	0	0	15	15.00		192	56	7	1	0	2	0	258	261.60	
0800-0900	249	16	1	0	4	0	0	270	274.50	19	1	0	0	0	0	0	20	20.00		182	48	5	0	0	1	0	236	237.90	
0815-0915	270	21	1	0	3	0	0	295	298.50	17	1	0	0	0	0	0	18	18.00		157	42	4	0	0	0	0	203	205.00	
0830-0930	254	24	0	0	5	0	0	283	288.00	15	2	0	0	0	0	0	17	17.00		150	40	4	0	0	0	0	203	205.00	
0845-0945	242	20	0	0	5	0	0	267	272.00	13	2	0	0	0	0	0	15	15.00		156	39	3	0	0	0	0	198	199.50	
0900-1000	221	23	0	0	4	1	0	249	252.40	11	1	0	0	0	0	0	12	12.00		142	42	3	0	0	0	0	187	188.50	

Site 1 - Wimbleshurst Road / B2237 North Parade / West Parade Junction (16:00-19:00) PM Peak

MOVEMENT 1										MOVEMENT 2										MOVEMENT 3									
FROM WIMBLEHURST ROAD LEFT TURN TO B2237 NORTH PARADE (SOUTH)										FROM WIMBLEHURST ROAD STRAIGHT AHEAD TO WEST PARADE										FROM WIMBLEHURST ROAD RIGHT TURN TO B2237 NORTH PARADE (NORTH)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	29	8	0	0	2	0	1	40	41.20	7	0	0	0	0	0	0	7	7.00		57	12	1	0	0	0	0	70	70.50	
1615-1630	33	3	0	0	1	1	0	38	38.40	6	1	0	0	0	0	0	7	7.00		35	3	0	0	0	1	0	39	38.40	
1630-1645	51	3	0	0	0	0	0	54	54.00	1	1	0	0	0	0	1	3	2.20		58	9	0	0	0	1	0	68	67.40	
1645-1700	55	3	0	0	0	1	0	59	58.40	3	0	0	0	0	0	0	3	3.00		65	8	1	0	0	0	0	74	74.50	
1700-1715	56	0	0	0	2	1	0	59	60.40	4	2	0	0	0	0	0	6	6.00		80	7	0	0	0	1	0	88	87.40	
1715-1730	57	1	1	0	1	0	0	60	61.50	3	1	0	0	0	0	0	4	4.00		49	2	0	0	0	0	0	51	51.00	
1730-1745	63	3	0	0	0	0	0	66	66.00	4	1	0	0	0	0	0	5	5.00		57	4	0	0	0	0	0	61	61.00	
1745-1800	57	0	0	0	2	0	0	59	61.00	5	1	0	0	0	0	0	6	6.00		45	3	0	0	0	0	0	48	48.00	
1800-1815	43	2	0	0	0	1	2	48	45.80	2	1	0	0	0	1	0	4	3.40		39	3	0	0	0	0	0	42	42.00	
1815-1830	55	3	0	0	2	0	0	60	62.00	3	0	0	0	0	0	0	3	3.00		42	2	0	0	0	0	0	44	44.00	
1830-1845	41	4	0	0	2	0	1	48	49.20	7	0	0	0	0	0	0	7	7.00		33	1	0	0	0	0	0	34	34.00	
1845-1900	40	1	0	0	0	2	0	43	41.80	1	0	0	0	0	0	0	1	1.00		30	3	0	0	0	0	0	33	33.00	
1600-1900	580	31	1	0	12	6	4	634	639.70	46	8	0	0	0	1	1	56	54.60		590	57	2	0	0	3	0	652	651.20	

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	168	17	0	0	3	2	1	191	192.00	17	2	0	0	0	0	1	20	19.20		215	32	2	0	0	2	0	251	250.80	
1615-1715	195	9	0	0	3	3	0	210	211.20	14	4	0	0	0	0	1	19	18.20		238	27	1	0	0	3	0	269	267.70	
1630-1730	219	7	1	0	3	2	0	232	234.30	11	4	0	0	0	0	1	16	15.20		252	28	1	0	0	2	0	281	280.30	
1645-1745	231	7	1	0	3	2	0	244	246.30	14	4	0	0	0	0	0	18	18.00		251	21	1	0	0	1	0	274	273.90	
1700-1800	233	4	1	0	5	1	0	244	248.90	16	5	0	0	0	0	0	21	21.00		231	16	0	0	0	1	0	248	247.40	
1715-1815	220	6	1	0	3	1	2	233	234.30	14	4	0	0	0	1	0	19	18.40		190	12	0	0	0	0	0	202	202.00	
1730-1830	218	8	0	0	4	1	2	233	234.80	14	3	0	0	0	1	0	18	17.40		183	12	0	0	0	0	0	195	195.00	
1745-1845	196	9	0	0	6	1	3	215	218.00	17	2	0	0	0	1	0	20	19.40		159	9	0	0	0	0	0	168	168.00	
1800-1900	179	10	0	0	4	3	3	199	198.80	13	1	0	0	0	1	0	15	14.40		144	9	0	0	0	0	0	153	153.00	

Site 1 - Wimblehurst Road / B2237 North Parade / West Parade Junction (07:00-10:00) AM Peak

MOVEMENT 4										MOVEMENT 5										MOVEMENT 6									
FROM B2237 NORTH PARADE (SOUTH)										FROM B2237 NORTH PARADE (SOUTH)										FROM B2237 NORTH PARADE (SOUTH)									
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
WEST PARADE										B2237 NORTH PARADE (NORTH)										WIMBLEHURST ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	1	0	0	0	0	0	0	1	1.00	57	6	2	0	0	0	0	65	66.00		19	0	0	0	1	0	1	21	21.20	
0715-0730	2	0	0	0	0	0	0	2	2.00	41	7	1	0	0	0	0	49	49.50		19	2	1	0	1	0	0	23	24.50	
0730-0745	4	0	0	0	0	0	0	4	4.00	48	13	4	0	0	0	0	65	67.00		41	0	0	0	2	0	0	43	45.00	
0745-0800	1	1	0	0	0	0	0	2	2.00	55	4	0	0	0	1	0	60	59.40		41	3	1	0	1	0	0	46	47.50	
0800-0815	3	1	0	0	0	0	0	4	4.00	47	7	0	1	0	0	0	55	56.30		49	5	0	0	2	0	0	56	58.00	
0815-0830	5	0	0	0	0	0	0	5	5.00	58	3	1	0	1	1	1	65	65.10		54	4	0	0	0	0	0	58	58.00	
0830-0845	2	0	0	0	0	0	0	2	2.00	64	9	1	0	0	0	0	74	74.50		59	7	0	0	0	0	0	66	66.00	
0845-0900	3	0	0	0	0	0	0	3	3.00	73	7	1	2	1	0	0	84	88.10		62	4	0	0	0	0	0	66	66.00	
0900-0915	3	2	0	0	0	0	0	5	5.00	58	7	2	0	0	0	0	67	68.00		49	6	0	0	2	0	0	57	59.00	
0915-0930	0	0	0	0	0	0	0	0	0.00	57	10	0	0	1	0	0	68	69.00		48	5	0	0	1	0	0	52	53.00	
0930-0945	2	2	0	0	0	0	0	4	4.00	52	8	1	0	0	0	0	61	61.50		45	5	0	0	0	0	0	50	50.00	
0945-1000	2	1	0	0	0	0	0	3	3.00	53	10	0	0	0	0	1	64	63.20		45	5	0	0	1	0	0	51	52.00	
0700-1000	28	7	0	0	0	0	0	35	35.00	663	91	13	3	3	2	2	777	787.60		529	46	2	0	11	0	1	589	600.20	

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	8	1	0	0	0	0	0	9	9.00	201	30	7	0	0	1	0	239	241.90		120	5	2	0	5	0	1	133	138.20	
0715-0815	10	2	0	0	0	0	0	12	12.00	191	31	5	1	0	1	0	229	232.20		150	10	2	0	6	0	0	168	175.00	
0730-0830	13	2	0	0	0	0	0	15	15.00	208	27	5	1	1	2	1	245	247.80		185	12	1	0	5	0	0	203	208.50	
0745-0845	11	2	0	0	0	0	0	13	13.00	224	23	2	1	1	2	1	254	255.30		203	19	1	0	3	0	0	226	229.50	
0800-0900	13	1	0	0	0	0	0	14	14.00	242	26	3	3	2	1	1	278	284.00		224	20	0	0	2	0	0	246	248.00	
0815-0915	13	2	0	0	0	0	0	15	15.00	253	26	5	2	2	1	1	290	295.70		224	21	0	0	2	0	0	247	249.00	
0830-0930	8	2	0	0	0	0	0	10	10.00	252	33	4	2	2	0	0	293	299.60		216	22	0	0	3	0	0	241	244.00	
0845-0945	8	4	0	0	0	0	0	12	12.00	240	32	4	2	2	0	0	280	286.60		202	20	0	0	3	0	0	225	228.00	
0900-1000	7	5	0	0	0	0	0	12	12.00	220	35	3	0	1	0	1	260	261.70		185	21	0	0	4	0	0	210	214.00	

Site 1 - Wimblehurst Road / B2237 North Parade / West Parade Junction (16:00-19:00) PM Peak

MOVEMENT 4										MOVEMENT 5										MOVEMENT 6									
FROM B2237 NORTH PARADE (SOUTH)										FROM B2237 NORTH PARADE (SOUTH)										FROM B2237 NORTH PARADE (SOUTH)									
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO									
WEST PARADE										B2237 NORTH PARADE (NORTH)										WIMBLEHURST ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	3	0	0	0	0	0	0	3	3.00	90	12	2	0	1	0	0	105	107.00		61	4	1	0	3	0	0	69	72.50	
1615-1630	5	0	0	0	0	0	0	5	5.00	106	9	1	0	0	0	0	116	116.50		71	3	1	0	2	0	0	77	79.50	
1630-1645	4	0	0	0	0	0	0	4	4.00	95	3	0	0	1	0	0	99	100.00		63	7	0	0	0	1	1	72	70.60	
1645-1700	0	0	0	0	0	0	0	0	0.00	95	6	0	0	1	0	0	102	103.00		51	2	0	0	1	0	1	55	55.20	
1700-1715	5	0	0	0	0	0	0	5	5.00	107	9	0	0	0	0	0	116	116.00		82	1	0	0	0	1	0	84	83.40	
1715-1730	2	0	0	0	0	0	1	3	2.20	86	3	0	0	2	0	0	91	93.00		69	5	0	0	1	0	0	75	76.00	
1730-1745	3	0	0	0	0	0	0	3	3.00	91	1	0	0	0	0	1	93	92.20		82	2	0	0	1	0	0	85	86.00	
1745-1800	2	0	0	0	0	0	0	2	2.00	92	3	0	0	1	0	0	96	97.00		69	5	0	0	1	1	1	77	76.60	
1800-1815	2	0	0	0	0	0	0	2	2.00	81	3	0	0	0	0	0	84	84.00		73	7	0	0	0	1	0	81	80.40	
1815-1830	3	0	0	0	0	0	0	3	3.00	99	5	0	0	1	0	1	106	106.20		46	1	0	0	2	0	1	50	51.20	
1830-1845	1	0	0	0	0	0	0	1	1.00	41	0	0	0	0	1	0	42	41.40		51	1	0	0	2	0	1	55	56.20	
1845-1900	1	1	0	0	0	0	0	2	2.00	65	2	1	0	1	0	1	70	70.70		54	0	0	0	1	1	0	56	56.40	
1600-1900	31	1	0	0	0	0	1	33	32.20	1048	56	4	0	8	1	3	1120	1127.00		772	38	2	0	14	5	5	836	844.00	

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	12	0	0	0	0	0	0	12	12.00	386	30	3	0	3	0	0	422	426.50	248	16	2	0	6	1	2	273	277.80
1615-1715	14	0	0	0	0	0	0	14	14.00	403	27	1	0	2	0	0	433	435.50	267	13	1	0	3	2	2	288	288.70
1630-1730	11	0	0	0	0	0	1	12	11.20	383	21	0	0	4	0	0	408	412.00	265	15	0	0	2	2	2	286	285.20
1645-1745	10	0	0	0	0	0	1	11	10.20	379	19	0	0	3	0	1	402	404.20	284	10	0	0	3	1	1	299	300.60
1700-1800	12	0	0	0	0	0	1	13	12.20	376	16	0	0	3	0	1	396	398.20	302	13	0	0	3	2	1	321	322.00
1715-1815	9	0	0	0	0	0	1	10	9.20	350	10	0	0	3	0	1	364	366.20	293	19	0	0	3	2	1	318	319.00
1730-1830	10	0	0	0	0	0	0	10	10.00	363	12	0	0	2	0	2	379	379.40	270	15	0	0	4	2	2	293	294.20
1745-1845	8	0	0	0	0	0	0	8	8.00	313	11	0	0	2	1	1	328	328.60	239	14	0	0	5	2	3	263	264.40
1800-1900	7	1	0	0	0	0	0	8	8.00	286	10	1	0	2	1	2	302	302.30	224	9	0	0	5	2	2	242	244.20

Site 1 - Wimblehurst Road / B2237 North Parade / West Parade Junction (07:00-10:00) AM Peak

MOVEMENT 7										MOVEMENT 8										MOVEMENT 9										#VALUE!
FROM B2237 NORTH PARADE (NORTH)										FROM B2237 NORTH PARADE (NORTH)										FROM B2237 NORTH PARADE (NORTH)										
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										
WIMBLEHURST ROAD										B2237 NORTH PARADE (SOUTH)										WEST PARADE										
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		
0700-0715	31	5	0	0	0	0	0	36	36.00	68	11	0	0	0	0	0	79	79.00		0	0	0	0	0	0	0	0	0	0.00	259.70
0715-0730	43	11	0	0	0	0	0	54	54.00	60	10	0	0	1	0	0	71	72.00		0	0	0	0	0	0	0	0	0	0.00	277.50
0730-0745	49	9	0	0	1	0	0	59	60.00	72	9	0	0	0	0	0	81	81.00		0	1	0	0	0	0	0	0	1	1.00	355
0745-0800	47	9	0	0	0	0	0	56	56.00	94	16	1	1	0	0	0	112	113.80		1	0	0	0	0	0	0	0	1	1.00	416.90
0800-0815	23	8	0	0	1	0	0	32	33.00	99	9	4	0	0	0	0	112	114.00		0	0	0	0	0	0	0	0	0	0.00	402.20
0815-0830	32	9	0	0	1	1	0	43	43.40	94	14	0	0	0	0	1	109	108.20		0	1	0	0	0	0	0	0	1	1.00	409.70
0830-0845	27	3	0	0	0	0	0	30	30.00	130	7	2	0	0	0	0	139	140.00		2	0	0	0	0	0	0	0	2	2.00	447.50
0845-0900	17	7	0	0	0	0	0	24	24.00	112	6	0	1	0	1	0	120	120.70		0	0	0	0	0	0	0	0	0	0.00	435.30
0900-0915	22	4	0	0	0	0	0	26	26.00	119	7	1	0	2	0	0	129	131.50		1	1	0	0	0	0	0	0	2	2.00	417.50
0915-0930	24	2	1	0	0	0	0	27	27.50	122	9	1	1	1	0	0	134	136.80		1	0	0	0	0	0	0	0	1	1.00	404.80
0930-0945	32	4	0	0	0	0	0	36	36.00	131	10	2	0	0	1	0	144	144.40		0	0	0	0	0	0	0	0	0	0.00	405.40
0945-1000	29	2	0	0	0	0	0	31	31.00	117	9	0	1	0	0	0	127	128.30		0	0	0	0	0	0	0	0	0	0.00	377.4
0700-1000	376	73	1	0	3	1	0	454	456.90	1218	117	11	4	4	2	1	1357	1369.70		5	3	0	0	0	0	0	0	8	8.00	4608.90
HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										
0700-0800	170	34	0	0	1	0	0	205	206.00	294	46	1	1	1	0	0	343	345.80		1	1	0	0	0	0	0	0	2	2.00	1309.10
0715-0815	162	37	0	0	2	0	0	201	203.00	325	44	5	1	1	0	0	376	380.80		1	1	0	0	0	0	0	0	2	2.00	1451.60
0730-0830	151	35	0	0	3	1	0	190	192.40	359	48	5	1	0	0	1	414	417.00		1	2	0	0	0	0	0	0	3	3.00	1583.80
0745-0845	129	29	0	0	2	1	0	161	162.40	417	48	7	1	0	0	1	472	476.00		3	1	0	0	0	0	0	0	4	4.00	1676.30
0800-0900	99	27	0	0	2	1	0	129	130.40	435	36	6	1	0	1	1	480	482.90		2	1	0	0	0	0	0	0	3	3.00	1694.70
0815-0915	98	23	0	0	1	1	0	123	123.40	455	34	3	1	2	1	1	497	500.40		3	2	0	0	0	0	0	0	5	5.00	1710.00
0830-0930	90	16	1	0	0	0	0	107	107.50	483	29	4	2	3	1	0	522	529.00		4	1	0	0	0	0	0	0	5	5.00	1705.10
0845-0945	95	17	1	0	0	0	0	113	113.50	494	32	4	2	3	2	0	527	533.40		2	1	0	0	0	0	0	0	3	3.00	1663.00
0900-1000	107	12	1	0	0	0	0	120	120.50	489	35	4	2	3	1	0	534	541.00		2	1	0	0	0	0	0	0	3	3.00	1605.10

Site 1 - Wimblehurst Road / B2237 North Parade / West Parade Junction (16:00-19:00) PM Peak

MOVEMENT 7										MOVEMENT 8										MOVEMENT 9										#VALUE!	
FROM B2237 NORTH PARADE (NORTH)										FROM B2237 NORTH PARADE (NORTH)										FROM B2237 NORTH PARADE (NORTH)											
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO											
WIMBLEHURST ROAD										B2237 NORTH PARADE (SOUTH)										WEST PARADE											
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL			
1600-1615	42	9	0	0	1	0	0	52	53.00	69	9	0	0	0	0	0	78	78.00		1	0	0	0	0	0	0	0	1	1.00	433.20	
1615-1630	49	9	1	0	0	0	0	59	59.50	72	9	1	0	0	0	1	83	82.70		1	0	0	0	0	0	0	0	1	1.00	428.00	
1630-1645	57	1	1	0	0	0	0	59	59.50	84	7	1	0	0	0	0	72	72.50		1	0	0	0	0	0	0	0	1	1.00	431.20	
1645-1700	54	10	1	0	0	1	0	66	65.90	80	2	0	0	1	1	0	84	84.40		0	0	0	0	0	0	0	0	0	0.00	444.40	
1700-1715	46	12	0	0	0	0	0	58	58.00	82	6	0	0	0	1	0	69	68.40		2	0	0	0	0	0	1	0	3	2.40	487.00	
1715-1730	71	10	0	0	0	0	0	81	81.00	71	7	0	1	0	0	0	79	80.30		1	0	0	0	0	0	0	0	1	1.00	450.00	
1730-1745	49	6	2	0	0	0	0	57	58.00	82	10	0	0	0	1	0	93	92.40		0	0	0	0	0	0	0	0	0	0.00	463.60	
1745-1800	63	4	2	0	0	0	0	69	70.00	95	13	0	0	0	0	1	0	109	108.40		2	0	0	0	0	0	0	0	2	2.00	471.00
1800-1815	51	3	1	0	0	0	0	55	55.50	63	4	0	0	0	0	0	67	67.00		3	0	0	0	0	0	0	0	3	3.00	383.10	
1815-1830	49	3	0	0	0	1	0	53	52.40	75	3	0	0	0	0	1	79	78.20		2	0	0	0	0	0	0	0	2	2.00	402.00	
1830-1845	34	3	0	0	0	0	0	37	37.00	66	1	1	0	0	0	0	68	68.50		0	0	0	0	0	0	0	0	0	0.00	294.30	
1845-1900	43	4	0	0	0	0	0	47	47.00	67	1	0	0	0	0	0	68	68.00		1	0	0	0	0	0	0	0	1	1.00	320.90	
1600-1900	608	74	8	0	1	2	0	693	696.80	866	72	3	1	1	4	2	949	948.80		14	0	0	0	0	0	1	0	15	14.40	5008.70	
HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS											
1600-1700	202	29	3	0	1	1	0	236	237.90	285	27	2	0	1	1	1	317	317.60		3	0	0	0	0	0	0	0	3	3.00	1736.80	
1615-1715	206	32	3	0	0	1	0	242	242.90	278	24	2	0	1	2	1	308	308.00		4	0	0	0	0	0	1	0	5	4.40	1790.60	
1630-1730	228	33	2	0	0	1	0	264	264.40	277	22	1	1	1	2	0	304	305.60		4	0	0	0	0	0	1	0	5	4.40	1812.60	
1645-1745	220	38	3	0	0	1	0	262	262.90	296	26	0	1	1	3	0	325	325.50		3	0	0	0	0	0	1	0	4	3.40	1845.00	
1700-1800	229	32	4	0	0	0	0	265	267.00	310	36	0	1	0	3	0	350	349.50		5	0	0	0	0	0	1	0	6	5.40	1871.60	
1715-1815	234	23	5	0	0	0	0	262	264.50	311	34	0	1	0	2	0	348	348.10		6	0	0	0	0	0	0	0	6	6.00	1767.70	
1730-1830	212	16	5	0	0	1	0	234	235.90	315	30	0	0	0	2	1	348	346.00		7	0	0	0	0	0	0	0	7	7.00	1719.70	
1745-1845	197	13	3	0	0	1	0	214	214.90	299	21	1	0	0	1	1	323	322.10		7	0	0	0	0	0	0	0	7	7.00	1550.40	
1800-1900	177	13	1	0	0	1	0	192	191.90	271	9	1	0	0	0	0	282	281.70		6	0	0	0	0	0	0	0	6	6.00	1400.30	

QUEUES - Site 1 - Wimblehurst Road / B2237 North Parade / West Parade Junction
Queue Length Survey

Junction 1 of 4
Wimblehurst Road
B2237 North Parade (South)
B2237 North Parade (North)

Date
Wednesday 27th November 2024

Wimblehurst Road

B2237 North Parade (South)

B2237 North Parade (North)

07:00 - 10:00 (Weekday AM Peak)

07:00 - 10:00 (Weekday AM Peak)

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	1
07:10	1
07:15	4
07:20	5
07:25	8
07:30	2
07:35	10
07:40	7
07:45	7
07:50	25
07:55	18
08:00	6
08:05	13
08:10	23
08:15	10
08:20	17
08:25	8
08:30	31
08:35	32
08:40	47
08:45	24
08:50	28
08:55	13
09:00	46
09:05	20
09:10	14
09:15	34
09:20	24
09:25	5
09:30	5
09:35	6
09:40	7
09:45	4
09:50	7
09:55	7
10:00	11

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	1	0
07:15	1	0
07:20	1	0
07:25	1	2
07:30	0	1
07:35	2	2
07:40	1	1
07:45	4	4
07:50	2	2
07:55	8	6
08:00	1	2
08:05	9	13
08:10	2	7
08:15	7	2
08:20	0	9
08:25	2	6
08:30	0	6
08:35	0	2
08:40	9	6
08:45	5	13
08:50	0	8
08:55	2	7
09:00	4	3
09:05	7	3
09:10	1	1
09:15	5	4
09:20	2	7
09:25	0	2
09:30	2	4
09:35	2	1
09:40	5	6
09:45	2	2
09:50	0	8
09:55	2	0
10:00	0	4

TIME	INSIDE LANE	OUTSIDE LANE
07:05	3	1
07:10	7	1
07:15	2	1
07:20	8	0
07:25	3	0
07:30	6	1
07:35	0	4
07:40	8	2
07:45	7	3
07:50	11	5
07:55	18	1
08:00	26	2
08:05	22	6
08:10	11	5
08:15	32	9
08:20	28	4
08:25	29	7
08:30	9	9
08:35	16	3
08:40	22	8
08:45	46	10
08:50	47	7
08:55	45	8
09:00	42	7
09:05	43	3
09:10	47	5
09:15	39	4
09:20	41	5
09:25	11	8
09:30	25	4
09:35	30	4
09:40	48	9
09:45	28	1
09:50	39	0
09:55	25	4
10:00	15	8

Wimblehurst Road

B2237 North Parade (South)

B2237 North Parade (North)

16:00 - 19:00 (Weekday PM Peak)

16:00 - 19:00 (Weekday PM Peak)

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	2
16:10	13
16:15	11
16:20	11
16:25	9
16:30	7
16:35	12
16:40	34
16:45	7
16:50	3
16:55	5
17:00	3
17:05	10
17:10	14
17:15	29
17:20	14
17:25	13
17:30	7
17:35	20
17:40	6
17:45	21
17:50	11
17:55	6
18:00	10
18:05	11
18:10	14
18:15	2
18:20	24
18:25	5
18:30	9
18:35	3
18:40	6
18:45	2
18:50	4
18:55	11
19:00	3

TIME	INSIDE LANE	OUTSIDE LANE
16:05	6	0
16:10	1	5
16:15	6	3
16:20	9	6
16:25	0	3
16:30	1	5
16:35	6	3
16:40	7	5
16:45	5	3
16:50	8	6
16:55	3	3
17:00	2	1
17:05	5	11
17:10	10	4
17:15	9	2
17:20	4	13
17:25	3	3
17:30	6	10
17:35	0	11
17:40	7	4
17:45	3	1
17:50	9	2
17:55	9	3
18:00	1	3
18:05	2	3
18:10	0	3
18:15	3	1
18:20	4	1
18:25	1	0
18:30	3	1
18:35	2	1
18:40	0	3
18:45	0	4
18:50	5	0
18:55	0	4
19:00	0	3

TIME	INSIDE LANE	OUTSIDE LANE
16:05	4	3
16:10	1	3
16:15	2	2
16:20	15	1
16:25	7	3
16:30	8	2
16:35	4	2
16:40	11	3
16:45	18	2
16:50	12	0
16:55	4	2
17:00	7	7
17:05	7	3
17:10	9	2
17:15	9	0
17:20	22	6
17:25	9	4
17:30	4	3
17:35	2	4
17:40	4	4
17:45	12	7
17:50	11	4
17:55	10	8
18:00	9	1
18:05	7	5
18:10	2	2
18:15	2	2
18:20	11	2
18:25	4	3
18:30	3	3
18:35	3	0
18:40	4	0
18:45	2	4
18:50	8	2
18:55	1	4
19:00	4	3

Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (07:00-10:00) AM Peak

MOVEMENT 10										MOVEMENT 11										MOVEMENT 12									
FROM PARSONAGE ROAD LEFT TURN TO WIMBLEHURST ROAD										FROM PARSONAGE ROAD RIGHT TURN TO NORTH HEATH LANE										FROM PARSONAGE ROAD U-TURN BACK TO PARSONAGE ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	16	7	0	0	0	0	23	23.00		6	2	0	0	0	0	0	8	8.00		0	0	0	0	0	0	0	0	0	0.00
0715-0730	15	8	1	0	0	0	24	24.50		5	2	0	0	0	0	0	7	7.00		0	0	0	0	0	0	0	0	0	0.00
0730-0745	39	14	6	0	0	0	59	62.00		10	2	0	0	0	0	0	12	12.00		0	0	0	0	0	0	0	0	0	0.00
0745-0800	49	19	4	1	0	1	74	76.70		15	3	1	0	0	0	0	19	19.50		0	0	0	0	0	0	0	0	0	0.00
0800-0815	68	16	1	1	1	1	88	90.20		23	3	2	0	0	0	0	28	29.00		0	0	0	0	0	0	0	0	0	0.00
0815-0830	68	13	3	0	0	0	84	85.50		51	6	0	0	0	0	0	57	57.00		0	0	0	0	0	0	0	0	0	0.00
0830-0845	72	16	0	0	0	0	88	88.00		59	2	0	0	1	0	0	62	63.00		0	0	0	0	0	0	0	0	0	0.00
0845-0900	65	10	1	0	0	0	76	76.50		18	3	0	0	0	0	0	21	21.00		0	0	0	0	0	0	0	0	0	0.00
0900-0915	49	21	1	0	0	0	71	71.50		25	1	0	0	0	0	0	26	26.00		0	0	0	0	0	0	0	0	0	0.00
0915-0930	40	14	1	0	0	0	55	55.50		22	2	0	0	1	0	0	25	26.00		0	0	0	0	0	0	0	0	0	0.00
0930-0945	48	9	1	0	0	0	58	58.50		22	5	0	0	0	0	0	27	27.00		0	0	0	0	0	0	0	0	0	0.00
0945-1000	35	12	1	0	0	0	48	48.50		9	6	0	0	0	1	0	16	15.40		0	0	0	0	0	0	0	0	0	0.00
0700-1000	564	159	20	2	1	2	748	760.40		265	37	3	0	2	1	0	308	310.90		0	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	119	48	11	1	0	1	180	186.20		36	9	1	0	0	0	0	46	46.50		0	0	0	0	0	0	0	0	0	0.00
0715-0815	171	57	12	2	1	2	245	253.40		53	10	3	0	0	0	0	66	67.50		0	0	0	0	0	0	0	0	0	0.00
0730-0830	224	82	14	2	1	2	305	314.40		99	14	3	0	0	0	0	116	117.50		0	0	0	0	0	0	0	0	0	0.00
0745-0845	257	64	8	2	1	2	334	340.40		148	14	3	0	1	0	0	166	168.50		0	0	0	0	0	0	0	0	0	0.00
0800-0900	273	55	5	1	1	1	336	340.20		151	14	2	0	1	0	0	168	170.00		0	0	0	0	0	0	0	0	0	0.00
0815-0915	254	60	5	0	0	0	319	321.50		153	12	0	0	1	0	0	166	167.00		0	0	0	0	0	0	0	0	0	0.00
0830-0930	226	61	3	0	0	0	290	291.50		124	8	0	0	2	0	0	134	136.00		0	0	0	0	0	0	0	0	0	0.00
0845-0945	202	54	4	0	0	0	260	262.00		87	11	0	0	1	0	0	99	100.00		0	0	0	0	0	0	0	0	0	0.00
0900-1000	172	56	4	0	0	0	232	234.00		78	14	0	0	1	1	0	94	94.40		0	0	0	0	0	0	0	0	0	0.00

Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (16:00-19:00) PM Peak

MOVEMENT 10										MOVEMENT 11										MOVEMENT 12									
FROM PARSONAGE ROAD LEFT TURN TO WIMBLEHURST ROAD										FROM PARSONAGE ROAD RIGHT TURN TO NORTH HEATH LANE										FROM PARSONAGE ROAD U-TURN BACK TO PARSONAGE ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	65	12	1	0	0	0	78	78.70		30	1	0	0	0	1	0	32	31.40		0	0	0	0	0	0	0	0	0	0.00
1615-1630	38	5	0	0	0	2	45	43.80		13	7	0	0	0	0	1	21	20.20		0	0	0	0	0	0	0	0	0	0.00
1630-1645	66	9	1	0	0	0	77	76.70		35	4	0	0	0	0	1	40	39.20		0	0	0	0	0	0	0	0	0	0.00
1645-1700	59	8	1	0	0	0	68	68.50		31	2	0	0	0	0	0	33	33.00		0	0	0	0	0	0	0	0	0	0.00
1700-1715	98	7	3	0	0	1	109	109.90		30	6	0	0	0	0	1	37	36.20		0	0	0	0	0	0	0	0	0	0.00
1715-1730	48	5	0	0	0	0	53	53.00		25	3	0	0	0	0	0	28	28.00		0	0	0	0	0	0	0	0	0	0.00
1730-1745	58	5	0	0	0	0	63	61.00		29	1	0	0	0	0	0	30	30.00		0	0	0	0	0	0	0	0	0	0.00
1745-1800	56	2	0	0	0	0	58	58.00		25	0	0	0	0	0	0	25	25.00		0	0	0	0	0	0	0	0	0	0.00
1800-1815	43	5	0	0	0	2	51	49.00		23	2	0	0	0	0	0	25	25.00		0	0	0	0	0	0	0	0	0	0.00
1815-1830	53	4	0	0	1	0	59	59.20		36	2	0	0	0	0	0	38	38.00		0	0	0	0	0	0	0	0	0	0.00
1830-1845	32	2	0	0	0	0	34	34.00		18	2	0	0	0	0	0	20	20.00		0	0	0	0	0	0	0	0	0	0.00
1845-1900	25	3	0	0	0	0	28	28.00		23	2	0	0	0	1	0	26	25.40		0	0	0	0	0	0	0	0	0	0.00
1600-1900	639	67	6	0	1	5	722	719.80		318	32	0	0	0	2	3	355	351.40		0	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	228	34	3	0	0	2	269	267.70		109	14	0	0	0	1	2	126	123.80		0	0	0	0	0	0	0	0	0	0.00
1615-1715	261	29	5	0	0	3	299	298.90		109	19	0	0	0	0	3	131	128.60		0	0	0	0	0	0	0	0	0	0.00
1630-1730	271	29	5	0	0	1	307	308.10		121	15	0	0	0	0	2	138	136.40		0	0	0	0	0	0	0	0	0	0.00
1645-1745	261	25	4	0	0	1	291	292.40		115	12	0	0	0	0	1	128	127.20		0	0	0	0	0	0	0	0	0	0.00
1700-1800	258	19	3	0	0	1	281	281.90		109	10	0	0	0	0	1	120	119.20		0	0	0	0	0	0	0	0	0	0.00
1715-1815	203	17	0	0	0	2	223	221.00		102	6	0	0	0	0	0	108	108.00		0	0	0	0	0	0	0	0	0	0.00
1730-1830	208	16	0	0	1	2	229	227.20		113	5	0	0	0	0	0	118	118.00		0	0	0	0	0	0	0	0	0	0.00
1745-1845	184	13	0	0	1	2	202	200.20		102	6	0	0	0	0	0	108	108.00		0	0	0	0	0	0	0	0	0	0.00
1800-1900	153	14	0	0	1	2	172	170.20		100	8	0	0	0	1	0	109	108.40		0	0	0	0	0	0	0	0	0	0.00

Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (07:00-10:00) AM Peak

MOVEMENT 13										MOVEMENT 14										MOVEMENT 15									
FROM WIMBLEHURST ROAD STRAIGHT AHEAD TO NORTH HEATH LANE										FROM WIMBLEHURST ROAD RIGHT TURN TO PARSONAGE ROAD										FROM WIMBLEHURST ROAD U-TURN BACK TO WIMBLEHURST ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	33	1	0	0	1	0	0	35	36.00	27	4	0	0	0	0	1	32	31.20		0	0	0	0	0	0	0	0	0	0.00
0715-0730	42	3	1	0	1	0	0	47	48.50	30	12	0	0	0	0	0	42	42.00		1	0	0	0	0	0	0	0	1	1.00
0730-0745	58	2	0	0	1	0	0	61	62.00	49	10	1	0	1	0	0	61	62.50		0	0	0	0	0	0	0	0	0	0.00
0745-0800	46	5	0	0	1	0	0	52	53.00	72	14	2	0	1	0	0	89	91.00		0	0	0	0	0	0	0	0	0	0.00
0800-0815	46	5	0	0	1	0	0	52	53.00	57	14	0	0	1	0	0	72	73.00		0	0	0	0	0	0	0	0	0	0.00
0815-0830	62	1	0	0	1	0	0	64	65.00	70	18	0	0	1	1	0	90	90.40		0	0	0	0	0	0	0	0	0	0.00
0830-0845	99	9	0	0	0	0	0	108	108.00	61	8	0	0	0	0	0	69	69.00		0	0	0	0	0	0	0	0	0	0.00
0845-0900	68	5	0	0	0	0	1	74	73.20	38	10	1	0	0	0	1	50	49.70		0	0	0	0	0	0	0	0	0	0.00
0900-0915	52	5	0	0	2	0	0	59	61.00	42	14	0	0	0	0	0	56	56.00		0	0	0	0	0	0	0	0	0	0.00
0915-0930	52	3	0	0	1	0	0	56	57.00	51	6	1	0	0	0	0	58	58.50		0	0	0	0	0	0	0	0	0	0.00
0930-0945	50	6	0	0	0	0	0	56	56.00	61	7	0	0	0	0	0	68	68.00		0	0	0	0	0	0	0	0	0	0.00
0945-1000	56	5	0	0	1	0	0	62	63.00	38	7	1	0	0	0	0	46	46.50		0	0	0	0	0	0	0	0	0	0.00
0700-1000	664	50	1	0	10	0	1	726	735.70	596	124	6	0	4	1	2	733	737.80		1	0	0	0	0	0	0	0	1	1.00

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	179	11	1	0	4	0	0	195	199.50	178	40	3	0	2	0	1	224	226.70		1	0	0	0	0	0	0	1	1.00	
0715-0815	192	15	1	0	4	0	0	212	216.50	208	50	3	0	3	0	0	264	268.50		1	0	0	0	0	0	0	1	1.00	
0730-0830	212	13	0	0	4	0	0	229	233.00	248	58	3	0	4	1	0	312	316.90		0	0	0	0	0	0	0	0	0	0.00
0745-0845	253	20	0	0	3	0	0	276	279.00	260	54	2	0	3	1	0	320	323.40		0	0	0	0	0	0	0	0	0	0.00
0800-0900	275	20	0	0	2	0	1	298	299.20	226	50	1	0	2	1	1	281	282.10		0	0	0	0	0	0	0	0	0	0.00
0815-0915	281	20	0	0	3	0	1	305	307.20	211	50	1	0	1	1	1	265	265.10		0	0	0	0	0	0	0	0	0	0.00
0830-0930	271	22	0	0	3	0	1	297	299.20	192	38	2	0	0	0	1	233	233.20		0	0	0	0	0	0	0	0	0	0.00
0845-0945	222	19	0	0	3	0	1	245	247.20	192	37	2	0	0	0	1	232	232.20		0	0	0	0	0	0	0	0	0	0.00
0900-1000	210	19	0	0	4	0	0	233	237.00	192	34	2	0	0	0	0	228	229.00		0	0	0	0	0	0	0	0	0	0.00

Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (16:00-19:00) PM Peak

MOVEMENT 13										MOVEMENT 14										MOVEMENT 15									
FROM WIMBLEHURST ROAD STRAIGHT AHEAD TO NORTH HEATH LANE										FROM WIMBLEHURST ROAD RIGHT TURN TO PARSONAGE ROAD										FROM WIMBLEHURST ROAD U-TURN BACK TO WIMBLEHURST ROAD									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	78	5	0	0	2	0	0	85	87.00	50	9	1	0	1	0	0	61	62.50		0	0	0	0	0	0	0	0	0	0.00
1615-1630	80	6	0	0	1	0	0	87	88.00	55	13	2	0	2	0	2	74	75.40		0	0	0	0	0	0	0	0	0	0.00
1630-1645	86	4	1	0	0	1	1	93	92.10	52	15	0	0	0	0	0	67	67.00		1	1	0	0	0	0	0	2	2.00	
1645-1700	75	3	0	0	1	0	2	81	80.40	59	12	1	0	0	1	0	73	72.90		1	0	0	0	0	0	0	1	1.00	
1700-1715	93	7	0	0	0	1	0	101	100.40	54	8	0	0	0	0	0	62	62.00		0	0	0	0	0	0	0	0	0	0.00
1715-1730	98	9	0	0	1	0	1	100	100.20	70	10	0	0	0	0	0	80	80.00		0	0	0	0	0	0	0	0	0	0.00
1730-1745	98	3	0	0	1	0	0	102	103.00	61	7	1	0	0	0	0	69	69.50		1	0	0	0	0	0	0	1	1.00	
1745-1800	108	5	0	0	1	0	2	116	115.40	53	5	1	0	0	0	1	60	59.70		0	0	0	0	0	0	0	0	0	0.00
1800-1815	77	8	0	0	0	1	0	86	85.40	60	2	0	0	0	0	0	62	62.00		0	0	0	0	0	0	0	0	0	0.00
1815-1830	64	2	0	0	2	0	2	70	70.40	45	3	0	0	0	1	0	49	48.40		0	0	0	0	0	0	0	0	0	0.00
1830-1845	70	2	0	0	2	0	0	74	76.00	28	4	0	0	0	0	0	32	32.00		0	0	0	0	0	0	0	0	0	0.00
1845-1900	81	2	0	0	1	1	0	85	85.40	28	2	0	0	0	0	0	30	30.00		1	0	0	0	0	0	0	1	1.00	
1600-1900	999	56	1	0	12	4	8	1080	1083.70	615	90	6	0	3	2	3	719	721.40		4	1	0	0	0	0	0	5	5.00	
HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	319	18	1	0	4	1	3	346	347.50	216	49	4	0	3	1	2	275	277.80		2	1	0	0	0	0	0	3	3.00	
1615-1715	334	20	1	0	2	2	3	362	360.90	220	48	3	0	2	1	2	276	277.30		2	1	0	0	0	0	0	3	3.00	
1630-1730	343	23	1	0	2	2	4	375	373.10	235	45	1	0	0	1	0	282	281.90		2	1	0	0	0	0	0	3	3.00	
1645-1745	355	22	0	0	3	1	3	384	384.00	244	37	2	0	0	1	0	284	284.40		2	0	0	0	0	0	0	2	2.00	
1700-1800	388	24	0	0	3	1	3	419	419.00	238	30	2	0	0	0	1	271	271.20		1	0	0	0	0	0	0	1	1.00	
1715-1815	372	25	0	0	3	1	3	404	404.00	244	24	2	0	0	0	1	271	271.20		1	0	0	0	0	0	0	1	1.00	
1730-1830	347	18	0	0	4	1	4	374	374.20	219	17	2	0	0	1	1	240	239.60		1	0	0	0	0	0	0	1	1.00	
1745-1845	319	17	0	0	5	1	4	346	347.20	188	14	1	0	0	1	1	203	202.10		0	0	0	0	0	0	0	0	0	0.00
1800-1900	292	14	0	0	5	2	2	315	317.20	161	11	0	0	0	1	0	173	172.40		1	0	0	0	0	0	0	1	1.00	

Location: Horsham RH12 4AN

Date: Wednesday 27th November 2024

Time: 07:00-10:00 & 16:00-19:00

Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (07:00-10:00) AM Peak

MOVEMENT 16									MOVEMENT 17									MOVEMENT 18								
FROM NORTH HEATH LANE LEFT TURN TO PARSONAGE ROAD									FROM NORTH HEATH LANE STRAIGHT AHEAD TO WIMBLEHURST ROAD									FROM NORTH HEATH LANE U-TURN BACK TO NORTH HEATH LANE								
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	7	5	0	0	0	0	12	12.00	33	3	2	0	2	0	0	40	43.00	0	0	0	0	0	0	0	0	0.00
0715-0730	18	4	0	0	0	0	22	22.00	63	9	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00
0730-0745	25	4	0	0	1	0	30	31.00	58	6	0	0	2	0	0	66	68.00	0	0	0	0	0	0	0	0	0.00
0745-0800	52	7	0	0	0	1	62	59.80	108	6	0	0	0	0	0	114	114.00	1	0	0	0	0	0	0	1	1.00
0800-0815	54	6	0	0	0	0	60	60.00	91	2	1	0	0	0	0	94	94.50	1	0	0	0	0	0	0	1	1.00
0815-0830	33	5	0	0	0	0	38	38.00	97	6	2	0	0	0	2	107	106.40	0	0	0	0	0	0	0	0	0.00
0830-0845	17	2	0	0	0	0	19	19.00	108	8	0	0	2	0	0	116	118.00	0	0	0	0	0	0	0	0	0.00
0845-0900	41	4	0	0	0	1	46	45.40	137	9	0	0	1	0	1	148	148.20	0	0	0	0	0	0	0	0	0.00
0900-0915	19	1	0	0	0	0	20	20.00	85	6	0	0	0	0	0	91	91.00	0	0	0	0	0	0	0	0	0.00
0915-0930	12	4	0	0	0	0	16	16.00	67	2	0	0	2	0	2	73	73.40	1	0	0	0	0	0	0	1	1.00
0930-0945	13	1	1	0	0	0	15	15.50	79	4	0	0	2	0	0	85	87.00	0	0	0	0	0	0	0	0	0.00
0945-1000	15	1	0	0	0	0	16	16.00	76	6	0	0	0	1	0	83	82.40	0	0	0	0	0	0	0	0	0.00
0700-1000	306	44	1	0	1	2	356	354.70	1000	67	5	0	11	1	5	1089	1097.90	3	0	0	0	0	0	0	3	3.00

HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									
0700-0800	102	20	0	0	1	1	2	126	124.80	262	24	2	0	4	0	0	292	297.00	1	0	0	0	0	0	0	1	1.00
0715-0815	149	21	0	0	1	1	2	174	172.80	320	23	1	0	2	0	0	346	348.50	2	0	0	0	0	0	0	2	2.00
0730-0830	164	22	0	0	1	1	2	190	188.80	354	20	3	0	2	0	2	381	382.90	2	0	0	0	0	0	0	2	2.00
0745-0845	156	20	0	0	0	1	2	179	176.80	402	22	3	0	2	0	2	431	432.90	2	0	0	0	0	0	0	2	2.00
0800-0900	145	17	0	0	0	1	0	163	162.40	431	25	3	0	3	0	3	465	467.10	1	0	0	0	0	0	0	1	1.00
0815-0915	110	12	0	0	0	1	0	123	122.40	425	29	2	0	3	0	3	462	463.60	0	0	0	0	0	0	0	0	0.00
0830-0930	89	11	0	0	0	1	0	101	100.40	395	25	0	0	5	0	3	428	430.60	1	0	0	0	0	0	0	1	1.00
0845-0945	85	10	1	0	0	1	0	97	96.90	368	21	0	0	5	0	3	397	399.60	1	0	0	0	0	0	0	1	1.00
0900-1000	59	7	1	0	0	0	0	67	67.50	307	18	0	0	4	1	2	332	333.80	1	0	0	0	0	0	0	1	1.00

153.20	217.00	297.50	415.00	400.70	442.30	465.00	414.00	325.50	287.40	312.00	271.80	4001.40
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Site 2 - Parsonage Road / Wimblehurst Road / North Heath Lane Roundabout (16:00-19:00) PM Peak

MOVEMENT 16										MOVEMENT 17										MOVEMENT 18										
FROM NORTH HEATH LANE LEFT TURN TO PARSONAGE ROAD										FROM NORTH HEATH LANE STRAIGHT AHEAD TO WIMBLEHURST ROAD										FROM NORTH HEATH LANE U-TURN BACK TO NORTH HEATH LANE										
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		
1600-1615	28	1	0	0	1	0	0	30	31.00		63	5	1	0	2	0	0	71	73.50		0	0	0	0	0	0	0	0	0.00	364.10
1615-1630	19	3	0	0	0	0	0	22	22.00		83	4	0	0	1	0	0	68	69.00		0	0	0	0	0	0	0	0	0.00	318.40
1630-1645	11	5	0	0	0	0	0	16	16.00		65	5	0	0	0	1	0	71	70.40		0	0	0	0	0	0	0	0	0.00	363.40
1645-1700	27	1	0	0	0	0	0	28	28.00		80	3	0	0	0	1	0	84	83.40		0	0	0	0	0	0	0	0	0.00	367.20
1700-1715	18	0	0	0	0	0	0	18	18.00		66	5	0	0	2	1	0	74	75.40		0	0	0	0	0	0	0	0	0.00	401.90
1715-1730	20	1	0	0	0	0	0	21	21.00		69	1	0	0	1	0	0	71	72.00		0	0	0	0	0	0	0	0	0.00	354.20
1730-1745	30	4	1	0	0	0	0	35	35.50		84	4	0	0	0	0	0	88	88.00		0	0	0	0	0	0	0	0	0.00	388.00
1745-1800	17	2	0	0	0	0	0	19	19.00		77	1	0	0	2	0	0	80	82.00		0	0	0	0	0	0	0	0	0.00	359.10
1800-1815	13	1	0	0	0	1	0	15	14.40		49	5	0	0	0	0	3	57	54.60		0	0	0	0	0	0	0	0	0.00	290.40
1815-1830	17	3	0	0	0	0	0	20	20.00		56	5	1	0	1	0	0	63	64.50		0	0	0	0	0	0	0	0	0.00	300.50
1830-1845	25	0	0	0	0	0	0	25	25.00		61	1	0	0	2	0	1	65	66.20		0	0	0	0	0	0	0	0	0.00	253.20
1845-1900	20	1	0	0	0	1	0	22	21.40		61	0	0	0	0	1	2	64	61.80		0	0	0	0	0	0	0	0	0.00	253.00
1600-1900	245	22	1	0	1	2	0	271	271.30		794	39	2	0	11	4	6	856	860.80		0	0	0	0	0	0	0	0	0.00	4013.40

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										
1600-1700	85	10	0	0	1	0	0	96	97.00		271	17	1	0	3	2	0	294	296.30		0	0	0	0	0	0	0	0	0.00	1413.10
1615-1715	75	9	0	0	0	0	0	84	84.00		274	17	0	0	3	3	0	297	298.20		0	0	0	0	0	0	0	0	0.00	1450.90
1630-1730	76	7	0	0	0	0	0	83	83.00		280	14	0	0	3	3	0	300	301.20		0	0	0	0	0	0	0	0	0.00	1486.70
1645-1745	95	6	1	0	0	0	0	102	102.50		299	13	0	0	3	2	0	317	318.80		0	0	0	0	0	0	0	0	0.00	1511.30
1700-1800	85	7	1	0	0	0	0	93	93.50		296	11	0	0	5	1	0	313	317.40		0	0	0	0	0	0	0	0	0.00	1503.20
1715-1815	80	8	1	0	0	1	0	90	89.90		279	11	0	0	3	3	0	296	296.60		0	0	0	0	0	0	0	0	0.00	1391.70
1730-1830	77	10	1	0	0	1	0	89	88.90		266	15	1	0	3	0	3	268	289.10		0	0	0	0	0	0	0	0	0.00	1338.00
1745-1845	72	6	0	0	0	1	0	79	78.40		243	12	1	0	5	0	4	265	267.30		0	0	0	0	0	0	0	0	0.00	1203.20
1800-1900	75	5	0	0	0	2	0	82	80.80		227	11	1	0	3	1	6	249	247.10		0	0	0	0	0	0	0	0	0.00	1097.10

QUEUES - Site 2 - Parsonage Road / Wimblerhurst Road / North Heath Lane Roundabout
Queue Length Survey

Junction 2 of 4
Parsonage Road
Wimblerhurst Road
North Heath Lane

Date
Wednesday 27th November 2024

Parsonage Road

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	0	0
07:15	1	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	4	0
07:40	1	0
07:45	2	0
07:50	5	1
07:55	2	0
08:00	8	0
08:05	8	0
08:10	6	2
08:15	3	0
08:20	6	0
08:25	3	0
08:30	5	0
08:35	39	1
08:40	6	2
08:45	7	0
08:50	13	1
08:55	0	0
09:00	14	1
09:05	3	0
09:10	1	0
09:15	2	0
09:20	3	0
09:25	4	0
09:30	0	0
09:35	3	0
09:40	0	0
09:45	1	0
09:50	1	0
09:55	0	0
10:00	1	0

Wimblerhurst Road

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	0
07:40	1
07:45	0
07:50	6
07:55	8
08:00	3
08:05	1
08:10	5
08:15	4
08:20	2
08:25	3
08:30	4
08:35	5
08:40	10
08:45	0
08:50	0
08:55	0
09:00	2
09:05	0
09:10	0
09:15	2
09:20	1
09:25	1
09:30	3
09:35	0
09:40	3
09:45	1
09:50	2
09:55	0
10:00	0

North Heath Lane

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	2
07:30	1
07:35	0
07:40	1
07:45	2
07:50	16
07:55	3
08:00	2
08:05	4
08:10	8
08:15	0
08:20	4
08:25	5
08:30	9
08:35	2
08:40	2
08:45	13
08:50	17
08:55	6
09:00	5
09:05	1
09:10	0
09:15	1
09:20	0
09:25	0
09:30	3
09:35	0
09:40	0
09:45	1
09:50	1
09:55	0
10:00	0

Parsonage Road

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
16:05	0	0
16:10	8	0
16:15	2	0
16:20	1	0
16:25	6	1
16:30	0	0
16:35	14	0
16:40	0	0
16:45	14	0
16:50	4	0
16:55	8	0
17:00	0	0
17:05	19	0
17:10	0	0
17:15	2	0
17:20	4	0
17:25	1	0
17:30	0	0
17:35	1	0
17:40	8	0
17:45	0	0
17:50	24	1
17:55	1	0
18:00	0	0
18:05	4	0
18:10	0	0
18:15	0	0
18:20	1	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	5	0
18:45	0	0
18:50	0	0
18:55	8	0
19:00	0	0

Wimblerhurst Road

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	5
16:10	0
16:15	1
16:20	1
16:25	1
16:30	0
16:35	1
16:40	5
16:45	2
16:50	5
16:55	7
17:00	0
17:05	1
17:10	1
17:15	0
17:20	1
17:25	0
17:30	24
17:35	0
17:40	6
17:45	3
17:50	5
17:55	4
18:00	0
18:05	1
18:10	0
18:15	1
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	3
18:55	4
19:00	1

North Heath Lane

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	3
16:10	0
16:15	1
16:20	4
16:25	2
16:30	1
16:35	2
16:40	4
16:45	0
16:50	5
16:55	6
17:00	0
17:05	4
17:10	0
17:15	1
17:20	0
17:25	7
17:30	3
17:35	5
17:40	3
17:45	2
17:50	3
17:55	5
18:00	0
18:05	0
18:10	2
18:15	0
18:20	0
18:25	1
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	2
19:00	0

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (07:00-10:00) AM Peak

MOVEMENT 19											MOVEMENT 20											MOVEMENT 21											MOVEMENT 22										
FROM PARSONAGE ROAD (EAST)											FROM PARSONAGE ROAD (EAST)											FROM PARSONAGE ROAD (EAST)											FROM PARSONAGE ROAD (EAST)										
LEFT TURN TO FOUNDRY LANE											STRAIGHT AHEAD TO PARSONAGE ROAD (WEST)											RIGHT TURN TO PARSONAGE WAY											U-TURN BACK TO PARSONAGE ROAD (EAST)										
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL					
0700-0715	6	2	0	0	0	0	8	8.00		16	3	0	0	0	0	0	19	19.00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0715-0730	13	4	0	0	0	0	17	17.00		24	5	1	0	0	0	0	30	30.50		5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0730-0745	11	10	0	0	0	0	21	21.00		38	7	2	0	0	0	0	47	48.00		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0745-0800	21	13	0	0	0	0	34	34.00		48	8	2	0	0	1	0	59	59.40		8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.00						
0800-0815	27	10	1	0	0	0	38	38.50		74	9	1	0	1	1	0	86	86.90		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0815-0830	21	9	0	0	0	0	30	30.00		82	10	0	0	0	0	0	92	92.00		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0830-0845	29	8	0	0	0	0	37	37.00		105	4	0	0	0	1	0	110	111.00		7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1.00						
0845-0900	34	8	1	0	0	0	43	43.50		65	11	1	0	0	0	0	77	77.50		6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0900-0915	19	7	0	0	0	0	27	26.20		49	10	1	0	0	0	0	60	60.50		3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2.00							
0915-0930	13	4	0	0	0	0	17	17.00		48	9	0	0	1	0	0	58	59.00		6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0930-0945	16	4	0	0	0	1	21	20.40		45	9	0	0	0	0	1	55	54.20		2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0945-1000	17	10	2	0	0	0	29	30.00		27	7	1	0	0	0	0	35	35.50		4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0700-1000	227	89	4	0	0	1	322	322.60		621	92	9	0	3	2	1	728	733.50		53	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4.00						
HOURLY TOTALS											HOURLY TOTALS											HOURLY TOTALS											HOURLY TOTALS										
0700-0800	51	29	0	0	0	0	80	80.00		126	23	5	0	0	1	0	155	156.90		15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0715-0815	72	37	1	0	0	0	110	110.50		184	29	6	0	1	2	0	222	224.80		19	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0730-0830	80	42	1	0	0	0	123	123.50		242	34	5	0	1	2	0	284	286.30		20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0745-0845	98	40	1	0	0	0	139	139.50		309	31	3	0	2	2	0	347	349.30		25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0800-0900	111	35	2	0	0	0	148	149.00		326	34	2	0	2	1	0	365	367.40		23	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0815-0915	103	32	1	0	0	0	137	136.70		301	35	2	0	1	0	0	339	341.00		22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0830-0930	95	27	1	0	0	0	124	123.70		267	34	2	0	2	0	0	305	308.00		22	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0845-0945	82	23	1	0	0	1	108	107.10		207	39	2	0	1	0	1	250	251.20		17	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						
0900-1000	65	25	2	0	0	1	94	93.60		169	35	2	0	1	0	1	208	209.20		15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00						

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (16:00-19:00) PM Peak

MOVEMENT 19											MOVEMENT 20											MOVEMENT 21											MOVEMENT 22										
FROM PARSONAGE ROAD (EAST) LEFT TURN TO FOUNDRY LANE											FROM PARSONAGE ROAD (EAST) STRAIGHT AHEAD TO PARSONAGE ROAD (WEST)											FROM PARSONAGE ROAD (EAST) RIGHT TURN TO PARSONAGE WAY											FROM PARSONAGE ROAD (EAST) U-TURN BACK TO PARSONAGE ROAD (EAST)										
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL								
1600-1615	10	5	1	1	0	0	17	18.80	58	7	1	0	0	0	1	67	66.70	5	1	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00							
1615-1630	10	7	1	0	0	0	18	18.50	48	4	0	0	0	2	1	55	53.00	5	2	0	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00							
1630-1645	9	4	1	0	0	0	14	14.50	73	8	0	0	0	0	0	81	81.00	3	0	1	0	0	0	0	0	4	4.50	0	0	0	0	0	0	0	0	0.00							
1645-1700	10	5	0	0	0	0	15	15.00	59	11	1	0	0	0	0	71	71.50	2	1	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00							
1700-1715	12	6	0	0	0	0	18	18.00	55	8	1	0	0	1	0	65	64.90	3	1	0	0	0	0	0	0	4	4.00	1	0	0	0	0	0	0	1	1.00							
1715-1730	7	2	0	0	0	0	9	9.00	40	6	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00							
1730-1745	7	0	0	0	0	0	7	7.00	67	3	0	0	0	0	0	70	70.00	0	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00							
1745-1800	6	1	0	0	0	0	7	7.00	46	2	0	0	0	0	0	48	48.00	1	1	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00							
1800-1815	4	2	0	0	0	0	6	6.00	40	6	0	0	0	1	0	47	46.40	1	1	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00							
1815-1830	4	0	0	0	0	0	4	4.00	56	1	0	0	0	0	1	58	57.20	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00							
1830-1845	5	1	0	0	0	0	6	6.00	33	1	0	0	0	0	0	34	34.00	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00							
1845-1900	1	1	0	0	0	0	2	2.00	36	4	0	0	0	0	1	41	40.20	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00							
1600-1900	85	34	3	1	0	0	123	125.80	611	61	3	0	0	4	4	683	678.90	21	9	1	0	0	0	0	0	31	31.50	1	1	0	0	0	0	0	2	2.00							

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	39	21	3	1	0	0	0	64	66.80	238	30	2	0	0	2	2	274	272.20	15	4	1	0	0	0	0	20	20.50	0	0	0	0	0	0	0	0	0.00			
1615-1715	41	22	2	0	0	0	0	65	66.00	235	31	2	0	0	3	1	272	270.40	13	4	1	0	0	0	0	18	18.50	1	0	0	0	0	0	0	1	1.00			
1630-1730	38	17	1	0	0	0	0	56	56.50	227	33	2	0	0	1	0	263	263.40	8	2	1	0	0	0	0	11	11.50	1	1	0	0	0	0	0	2	2.00			
1645-1745	36	13	0	0	0	0	0	49	49.00	221	28	2	0	0	1	0	252	252.40	5	4	0	0	0	0	0	9	9.00	1	1	0	0	0	0	0	2	2.00			
1700-1800	32	9	0	0	0	0	0	41	41.00	208	19	1	0	0	1	0	229	228.90	4	4	0	0	0	0	0	8	8.00	1	1	0	0	0	0	0	2	2.00			
1715-1815	24	5	0	0	0	0	0	29	29.00	193	17	0	0	0	1	0	211	210.40	2	4	0	0	0	0	0	6	6.00	0	1	0	0	0	0	0	1	1.00			
1730-1830	21	3	0	0	0	0	0	24	24.00	209	12	0	0	0	1	1	223	221.60	2	4	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00			
1745-1845	19	4	0	0	0	0	0	23	23.00	175	10	0	0	0	1	1	187	185.60	3	2	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00			
1800-1900	14	4	0	0	0	0	0	18	18.00	165	12	0	0	0	1	2	180	177.80	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00			

[illegible]

	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS											
1600-1700	83	20	1	0	0	1	1	106	105.10	5	1	1	1	0	0	0	8	9.80	54	20	1	0	0	0	0	75	75.50	0	0	0	0	0	0	0	0.00	
1615-1715	116	17	2	0	0	0	1	136	136.20	3	2	1	0	0	2	0	8	7.30	63	17	1	0	0	0	0	81	81.50	0	0	0	0	0	0	0	0.00	
1630-1730	121	13	2	0	0	0	1	137	137.20	3	2	1	0	0	2	0	8	7.30	68	19	1	0	0	0	1	89	88.90	0	0	0	0	0	0	0	0.00	
1645-1745	118	10	1	0	0	0	0	129	129.50	1	2	0	0	0	2	0	5	3.80	72	17	0	0	0	0	1	91	89.60	0	0	0	0	0	0	0	0.00	
1700-1800	125	9	1	0	0	0	0	135	135.50	0	2	0	0	0	2	0	4	2.80	75	16	0	0	0	0	1	94	91.80	0	0	0	0	0	0	0	0.00	
1715-1815	95	8	0	0	1	1	1	106	105.60	1	1	0	0	0	0	0	2	2.00	62	12	0	0	0	0	1	78	75.00	0	0	0	0	0	0	0	0.00	
1730-1830	96	6	0	0	1	1	1	105	104.60	2	1	0	0	0	0	0	3	3.00	49	6	0	0	0	0	0	58	55.60	0	0	0	0	0	0	0	0.00	
1745-1845	91	7	0	0	1	1	1	101	100.60	2	0	0	0	0	0	0	2	2.00	34	5	0	0	0	0	0	41	39.40	0	0	0	0	0	0	0	0.00	
1800-1900	76	6	0	0	1	2	1	86	85.00	2	0	0	0	0	0	0	2	2.00	27	5	0	0	0	0	0	1	33	32.20	0	0	0	0	0	0	0	0.00

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (07:00-10:00) AM Peak

MOVEMENT 27										MOVEMENT 28										MOVEMENT 29										MOVEMENT 30									
FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)									
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										U-TURN BACK TO									
PARSONAGE WAY										PARSONAGE ROAD (EAST)										FOUNDRY LANE										PARSONAGE ROAD (WEST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	2	0	0	0	0	0	2	2.00		23	3	0	0	0	0	0	26	26.00		17	4	0	0	0	0	0	1	22	21.20	0	0	0	0	0	0	0	0.00		
0715-0730	2	0	0	0	0	0	2	2.00		21	5	0	0	0	0	0	26	26.00		8	4	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0.00		
0730-0745	7	6	0	0	0	0	13	13.00		59	9	0	0	1	1	0	70	70.40		21	5	1	0	1	0	0	0	28	29.50	0	0	0	0	0	0	0	0.00		
0745-0800	9	2	0	0	0	0	11	11.00		92	7	1	0	1	0	1	102	102.70		25	9	1	0	0	0	1	1	37	36.10	0	0	0	0	0	0	0	0.00		
0800-0815	2	1	0	0	0	0	3	3.00		81	12	0	0	1	0	0	94	95.00		36	8	0	0	0	0	0	0	44	44.00	0	0	0	0	0	0	0	0.00		
0815-0830	4	0	0	0	0	1	5	4.40		63	12	0	0	1	0	0	76	77.00		37	9	0	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0.00		
0830-0845	2	1	0	0	0	0	3	3.00		44	5	0	0	0	0	0	49	49.00		21	6	0	0	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0.00		
0845-0900	7	1	0	0	0	0	8	8.00		43	8	1	0	0	0	0	52	52.50		23	5	0	0	0	0	1	1	30	28.60	0	0	0	0	0	0	0	0.00		
0900-0915	5	1	0	0	0	0	6	6.00		37	4	0	0	0	0	0	41	41.00		20	9	0	0	0	0	0	0	29	29.00	0	0	0	0	0	0	0	0.00		
0915-0930	6	1	1	0	0	0	8	8.50		41	4	0	0	0	0	0	45	45.00		12	2	0	0	0	0	0	0	14	14.00	0	0	0	0	0	0	0	0.00		
0930-0945	7	1	0	0	0	0	8	8.00		49	3	1	0	0	0	0	53	53.50		22	5	0	0	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0.00		
0945-1000	3	0	0	0	0	0	3	3.00		38	6	1	0	0	0	0	45	45.50		17	3	0	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0.00		
0700-1000	56	14	1	0	0	1	72	71.90		591	78	4	0	4	1	1	679	683.60		259	69	2	0	1	2	3	336	334.40	0	0	0	0	0	0	0	0	0.00		
HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	20	8	0	0	0	0	28	28.00		195	24	1	0	2	1	1	224	225.10		71	22	2	0	1	1	2	99	98.80	0	0	0	0	0	0	0	0.00			
0715-0815	20	9	0	0	0	0	29	29.00		253	33	1	0	3	1	1	292	294.10		90	26	2	0	1	1	1	121	121.60	0	0	0	0	0	0	0	0.00			
0730-0830	22	9	0	0	0	1	32	31.40		295	40	1	0	4	1	1	342	345.10		119	31	2	0	1	1	1	155	155.60	0	0	0	0	0	0	0	0.00			
0745-0845	17	4	0	0	0	1	22	21.40		280	36	1	0	3	0	1	321	323.70		119	32	1	0	0	0	1	154	153.10	0	0	0	0	0	0	0	0.00			
0800-0900	15	3	0	0	0	1	19	18.40		231	37	1	0	2	0	0	271	273.50		117	28	0	0	0	0	1	147	145.60	0	0	0	0	0	0	0	0.00			
0815-0915	18	3	0	0	0	1	22	21.40		187	29	1	0	1	0	0	218	219.50		101	29	0	0	0	0	1	132	130.60	0	0	0	0	0	0	0	0.00			
0830-0930	20	4	1	0	0	0	25	25.50		165	21	1	0	0	0	0	187	187.50		76	22	0	0	0	0	1	100	98.60	0	0	0	0	0	0	0	0.00			
0845-0945	25	4	1	0	0	0	30	30.50		170	19	2	0	0	0	0	191	192.00		77	21	0	0	0	0	1	100	98.60	0	0	0	0	0	0	0	0.00			
0900-1000	21	3	1	0	0	0	25	25.50		165	17	2	0	0	0	0	184	185.00		71	19	0	0	0	0	0	90	90.00	0	0	0	0	0	0	0	0.00			

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (16:00-19:00) PM Peak

MOVEMENT 27										MOVEMENT 28										MOVEMENT 29										MOVEMENT 30									
FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)										FROM PARSONAGE ROAD (WEST)									
LEFT TURN TO										STRAIGHT AHEAD TO										RIGHT TURN TO										U-TURN BACK TO									
PARSONAGE WAY										PARSONAGE ROAD (EAST)										FOUNDRY LANE										PARSONAGE ROAD (WEST)									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
1600-1615	2	2	0	0	0	0	0	4	4.00	79	3	1	0	1	0	0	84	85.50		11	6	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00	
1615-1630	0	1	1	0	0	0	0	2	2.50	43	7	1	0	3	0	2	56	57.90		14	2	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00	
1630-1645	0	2	0	0	0	0	0	2	2.00	66	17	0	0	0	0	0	83	83.00		8	7	0	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00	
1645-1700	1	0	0	0	0	0	0	1	1.00	44	3	1	0	0	1	0	49	48.90		14	2	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00	
1700-1715	1	1	0	0	0	0	0	2	2.00	73	6	0	0	0	1	0	80	79.40		17	8	0	0	0	0	0	0	25	25.00	0	0	0	0	0	0	0	0	0.00	
1715-1730	0	0	0	0	0	0	0	0	0.00	62	5	0	0	0	0	0	67	67.00		14	4	0	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00	
1730-1745	0	0	1	0	0	0	0	1	1.50	61	5	1	0	0	0	0	67	67.50		10	3	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00	
1745-1800	1	0	0	0	0	0	0	1	1.00	73	6	1	0	0	0	1	81	80.70		21	3	0	0	0	0	0	0	24	24.00	0	0	0	0	0	0	0	0	0.00	
1800-1815	0	0	0	0	0	0	0	0	0.00	46	2	0	0	0	1	0	49	48.40		9	0	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	
1815-1830	0	0	0	0	0	0	0	0	0.00	49	1	0	0	0	1	0	51	50.40		10	1	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00	
1830-1845	1	0	0	0	0	0	0	1	1.00	45	4	0	0	0	1	0	50	49.40		11	1	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	
1845-1900	0	0	0	0	0	0	0	0	0.00	41	2	0	0	0	0	0	43	43.00		9	2	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00	
1600-1900	€	€	2	0	0	0	0	14	15.00	682	61	5	0	4	5	3	760	761.10		148	33	0	0	0	0	0	0	187	187.00	0	0	0	0	0	0	0	0	0.00	

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
1600-1700	3	5	1	0	0	0	0	9	9.50	232	30	3	0	4	1	2	272	275.30		47	17	0	0	0	0	0	0	64	64.00	0	0	0	0	0	0	0	0	0.00	
1615-1715	2	4	1	0	0	0	0	7	7.50	226	33	2	0	3	2	2	268	269.20		53	19	0	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00	
1630-1730	2	3	0	0	0	0	0	5	5.00	245	31	1	0	0	2	0	279	278.30		53	21	0	0	0	0	0	0	74	74.00	0	0	0	0	0	0	0	0	0.00	
1645-1745	2	1	1	0	0	0	0	4	4.50	240	19	2	0	0	2	0	263	262.80		55	17	0	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00	
1700-1800	2	1	1	0	0	0	0	4	4.50	269	22	2	0	0	1	1	295	294.60		62	18	0	0	0	0	0	0	80	80.00	0	0	0	0	0	0	0	0	0.00	
1715-1815	1	0	1	0	0	0	0	2	2.50	242	18	2	0	0	1	1	264	263.60		54	10	0	0	0	0	0	0	64	64.00	0	0	0	0	0	0	0	0	0.00	
1730-1830	1	0	1	0	0	0	0	2	2.50	229	14	2	0	0	2	1	248	247.00		50	7	0	0	0	0	0	0	57	57.00	0	0	0	0	0	0	0	0	0.00	
1745-1845	2	0	0	0	0	0	0	2	2.00	213	13	1	0	0	3	1	231	228.90		51	5	0	0	0	0	0	0	56	56.00	0	0	0	0	0	0	0	0	0.00	
1800-1900	1	0	0	0	0	0	0	1	1.00	181	9	0	0	0	3	0	193	191.20		39	4	0	0	0	0	0	0	43	43.00	0	0	0	0	0	0	0	0	0.00	

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (07:00-10:00) AM Peak

MOVEMENT 31										MOVEMENT 32										MOVEMENT 33										MOVEMENT 34									
FROM PARSONAGE WAY LEFT TURN TO PARSONAGE ROAD (EAST)										FROM PARSONAGE WAY STRAIGHT AHEAD TO FOUNDRY LANE										FROM PARSONAGE WAY RIGHT TURN TO PARSONAGE ROAD (WEST)										FROM PARSONAGE WAY U-TURN BACK TO PARSONAGE WAY									
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0700-0715	0	0	0	0	0	0	0	0.00		1	1	1	0	0	0	0	3	3.50		1	0	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0.00	89.20
0715-0730	1	1	1	0	0	0	3	3.50		0	0	1	0	0	0	0	1	1.50		0	2	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0.00	125.00
0730-0745	1	3	1	0	0	1	6	5.90		0	1	4	0	0	0	0	5	7.00		0	2	2	0	0	0	0	0	4	5.00		0	0	0	0	0	0	0	0.00	231.30
0745-0800	2	2	0	0	0	0	4	4.00		0	0	0	0	0	0	0	0	0.00		0	3	2	0	0	0	0	0	5	6.00		0	0	0	0	0	0	0	0.00	295.00
0800-0815	2	1	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0	0.00		2	0	1	0	0	0	0	0	3	3.50		0	0	0	0	0	0	0	0.00	321.70
0815-0830	3	4	2	0	0	0	9	10.00		0	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0.00	334.10
0830-0845	1	3	0	0	0	0	4	4.00		0	1	0	0	0	0	0	1	1.00		2	3	0	0	0	0	0	0	5	5.00		0	0	0	0	0	0	0	0.00	290.40
0845-0900	3	2	0	0	0	0	5	5.00		0	2	1	0	0	0	0	3	3.50		1	1	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0.00	268.60
0900-0915	2	1	1	0	0	0	4	4.50		1	2	0	0	0	0	0	3	3.00		2	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0.00	218.70	
0915-0930	1	0	0	0	0	0	1	1.00		1	3	0	0	0	0	0	4	4.00		3	0	1	0	0	0	0	0	4	4.50		0	0	0	0	0	0	0	0.00	189.50
0930-0945	2	3	1	1	0	0	7	8.80		0	2	0	0	0	0	0	2	2.00		2	1	0	0	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0.00	219.40
0945-1000	2	1	1	0	0	0	4	4.50		0	3	0	0	0	0	0	3	3.00		1	0	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0.00	190.10
0700-1000	20	21	7	1	0	1	50	54.20		3	15	7	0	0	0	0	25	28.50		15	12	6	0	0	0	0	0	33	36.00		0	0	0	0	0	0	0	0.00	2773.00
HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS									
0700-0800	4	6	2	0	0	1	13	13.40		1	2	6	0	0	0	0	9	12.00		1	7	4	0	0	0	0	0	12	14.00		0	0	0	0	0	0	0	0.00	740.50
0715-0815	6	7	2	0	0	1	16	16.40		0	1	5	0	0	0	0	6	8.50		2	7	5	0	0	0	0	0	14	16.50		0	0	0	0	0	0	0	0.00	973.00
0730-0830	8	10	3	0	0	1	22	22.90		0	1	4	0	0	0	0	5	7.00		3	5	5	0	0	0	0	0	13	15.50		0	0	0	0	0	0	0	0.00	1182.10
0745-0845	8	10	2	0	0	0	20	21.00		0	1	0	0	0	0	0	1	1.00		5	6	3	0	0	0	0	0	14	15.50		0	0	0	0	0	0	0	0.00	1241.20
0800-0900	9	10	2	0	0	0	21	22.00		0	3	1	0	0	0	0	4	4.50		6	4	1	0	0	0	0	0	11	11.50		0	0	0	0	0	0	0	0.00	1214.80
0815-0915	9	10	3	0	0	0	22	23.50		1	5	1	0	0	0	0	7	7.50		6	4	0	0	0	0	0	0	10	10.00		0	0	0	0	0	0	0	0.00	1111.80
0830-0930	7	6	1	0	0	0	14	14.50		2	8	1	0	0	0	0	11	11.50		8	4	1	0	0	0	0	0	13	13.50		0	0	0	0	0	0	0	0.00	967.20
0845-0945	8	6	2	1	0	0	17	19.30		2	9	1	0	0	0	0	12	12.50		8	2	1	0	0	0	0	0	11	11.50		0	0	0	0	0	0	0	0.00	896.20
0900-1000	7	5	3	1	0	0	16	18.80		2	10	0	0	0	0	0	12	12.00		8	1	1	0	0	0	0	0	10	10.50		0	0	0	0	0	0	0	0.00	817.70

Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout (16:00-19:00) PM Peak

MOVEMENT 31										MOVEMENT 32										MOVEMENT 33										MOVEMENT 34										
FROM PARSONAGE WAY LEFT TURN TO PARSONAGE ROAD (EAST)										FROM PARSONAGE WAY STRAIGHT AHEAD TO FOUNDRY LANE										FROM PARSONAGE WAY RIGHT TURN TO PARSONAGE ROAD (WEST)										FROM PARSONAGE WAY U-TURN BACK TO PARSONAGE WAY										
CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		
1600-1615	10	3	0	0	0	0	13	13.00		0	1	0	0	0	0	0	1	1.00		5	3	0	0	0	0	0	8	8.00		0	0	0	0	0	0	0	0	0.00	276.70	
1615-1630	8	0	0	0	0	0	8	8.00		0	0	0	0	0	0	0	0	0.00		3	0	0	0	0	0	0	3	3.00		0	0	0	0	0	0	0	0	0.00	208.90	
1630-1645	5	2	0	0	0	0	7	7.00		2	1	0	0	0	0	0	3	3.00		9	3	0	0	0	0	0	12	12.00		0	0	0	0	0	0	0	0	0.00	277.70	
1645-1700	6	1	1	0	0	0	8	8.50		1	2	0	0	0	0	0	3	3.00		4	0	0	0	0	0	1	5	4.40		0	0	0	0	0	0	0	0	0.00	206.30	
1700-1715	9	2	0	0	0	0	11	11.00		3	1	0	0	0	1	0	5	4.40		8	1	1	0	0	0	0	10	10.50		0	0	0	0	0	0	0	0	0.00	311.50	
1715-1730	3	0	0	0	0	1	4	3.40		0	1	0	0	0	0	0	1	1.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00	197.80	
1730-1745	3	0	0	0	0	0	3	3.00		1	0	0	0	0	0	0	1	1.00		9	2	0	0	0	0	0	11	11.00		0	0	0	0	0	0	0	0	0.00	221.20	
1745-1800	6	1	1	0	0	1	9	8.70		1	0	0	0	0	0	0	1	1.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00	215.60	
1800-1815	2	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0	0.00		4	2	0	0	0	0	0	6	6.00		0	0	0	0	0	0	0	0	0.00	163.60	
1815-1830	2	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0	0.00		2	0	0	0	0	0	0	2	2.00		0	0	0	0	0	0	0	0	0.00	158.60	
1830-1845	0	0	0	0	0	0	0	0.00		0	1	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00	128.40	
1845-1900	0	0	0	0	0	0	0	0.00		0	0	0	0	0	0	0	0	0.00		1	0	0	0	0	0	0	1	1.00		0	0	0	0	0	0	0	0	0.00	116.60	
1600-1900	54	9	2	0	0	1	67	66.60		8	7	0	0	0	1	0	16	15.40		47	11	1	0	0	0	1	0	60	59.90		0	0	0	0	0	0	0	0	0.00	2482.90

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										
1600-1700	29	6	1	0	0	0	36	36.50		3	4	0	0	0	0	0	7	7.00		21	6	0	0	0	0	1	0	28	27.40		0	0	0	0	0	0	0	0	0.00	969.60
1615-1715	28	5	1	0	0	0	34	34.50		6	4	0	0	0	1	0	11	10.40		24	4	1	0	0	0	1	0	30	29.90		0	0	0	0	0	0	0	0	0.00	1004.40
1630-1730	23	5	1	0	0	1	30	29.90		6	5	0	0	0	1	0	12	11.40		22	4	1	0	0	0	1	0	28	27.90		0	0	0	0	0	0	0	0	0.00	993.30
1645-1745	21	3	1	0	0	1	26	25.90		5	4	0	0	0	1	0	10	9.40		22	3	1	0	0	0	1	0	27	26.90		0	0	0	0	0	0	0	0	0.00	936.80
1700-1800	21	3	1	0	0	1	27	26.10		5	2	0	0	0	1	0	8	7.40		19	3	1	0	0	0	0	0	23	23.50		0	0	0	0	0	0	0	0	0.00	946.10
1715-1815	14	1	1	0	0	1	18	17.10		2	1	0	0	0	0	0	3	3.00		15	4	0	0	0	0	0	19	19.00		0	0	0	0	0	0	0	0	0.00	798.20	
1730-1830	13	1	1	0	0	1	16	15.70		2	0	0	0	0	0	0	2	2.00		16	4	0	0	0	0	0	20	20.00		0	0	0	0	0	0	0	0	0.00	759.00	
1745-1845	10	1	1	0	0	0	13	12.70		1	1	0	0	0	0	0	2	2.00		7	2	0	0	0	0	0	9	9.00		0	0	0	0	0	0	0	0	0.00	666.20	
1800-1900	4	0	0	0	0	0	4	4.00		0	1	0	0	0	0	0	1	1.00		7	2	0	0	0	0	0	9	9.00		0	0	0	0	0	0	0	0	0.00	567.20	

QUEUES - Site 3 - Parsonage Road / Foundry Lane / Parsonage Way Roundabout
Queue Length Survey

Junction 3 of 4
Parsonage Road (East)
Foundry Lane
Parsonage Road (West)
Parsonage Way

Date
Wednesday 27th November 2024

Parsonage Road (East)

Foundry Lane

Parsonage Road (West)

Parsonage Way

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	1
07:35	1
07:40	0
07:45	0
07:50	1
07:55	0
08:00	0
08:05	4
08:10	0
08:15	0
08:20	2
08:25	0
08:30	0
08:35	2
08:40	4
08:45	3
08:50	0
08:55	0
09:00	7
09:05	0
09:10	0
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	1
07:25	0
07:30	0
07:35	1
07:40	0
07:45	0
07:50	1
07:55	1
08:00	1
08:05	1
08:10	1
08:15	1
08:20	0
08:25	3
08:30	0
08:35	2
08:40	1
08:45	0
08:50	0
08:55	0
09:00	0
09:05	2
09:10	1
09:15	2
09:20	0
09:25	0
09:30	0
09:35	0
09:40	1
09:45	0
09:50	2
09:55	0
10:00	1

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	0
07:30	0
07:35	1
07:40	0
07:45	0
07:50	15
07:55	0
08:00	1
08:05	2
08:10	1
08:15	0
08:20	0
08:25	3
08:30	0
08:35	0
08:40	4
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	1
09:15	2
09:20	0
09:25	3
09:30	0
09:35	0
09:40	1
09:45	0
09:50	2
09:55	0
10:00	0

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	1
07:30	0
07:35	0
07:40	0
07:45	0
07:50	0
07:55	0
08:00	0
08:05	1
08:10	0
08:15	0
08:20	0
08:25	1
08:30	1
08:35	0
08:40	1
08:45	0
08:50	0
08:55	0
09:00	0
09:05	0
09:10	1
09:15	0
09:20	0
09:25	0
09:30	0
09:35	0
09:40	0
09:45	0
09:50	0
09:55	0
10:00	0

Parsonage Road (East)

Foundry Lane

Parsonage Road (West)

Parsonage Way

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	2
16:15	0
16:20	0
16:25	0
16:30	12
16:35	0
16:40	2
16:45	4
16:50	0
16:55	1
17:00	4
17:05	0
17:10	19
17:15	0
17:20	0
17:25	0
17:30	0
17:35	0
17:40	21
17:45	5
17:50	0
17:55	0
18:00	1
18:05	1
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	1
16:10	1
16:15	1
16:20	0
16:25	0
16:30	3
16:35	0
16:40	2
16:45	3
16:50	0
16:55	6
17:00	4
17:05	4
17:10	15
17:15	1
17:20	1
17:25	0
17:30	0
17:35	0
17:40	5
17:45	1
17:50	3
17:55	0
18:00	1
18:05	3
18:10	0
18:15	3
18:20	1
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	1
18:55	0
19:00	0

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	0
16:15	0
16:20	0
16:25	5
16:30	0
16:35	1
16:40	0
16:45	6
16:50	0
16:55	5
17:00	0
17:05	4
17:10	0
17:15	1
17:20	2
17:25	0
17:30	0
17:35	0
17:40	13
17:45	1
17:50	4
17:55	0
18:00	1
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	1
16:15	0
16:20	0
16:25	0
16:30	1
16:35	0
16:40	0
16:45	2
16:50	0
16:55	0
17:00	0
17:05	1
17:10	2
17:15	0
17:20	0
17:25	0
17:30	0
17:35	1
17:40	1
17:45	1
17:50	1
17:55	0
18:00	0
18:05	0
18:10	0
18:15	0
18:20	0
18:25	0
18:30	0
18:35	0
18:40	0
18:45	0
18:50	0
18:55	0
19:00	0

Site 4 - Crawley Road / Redkirk Way / Kings Road / Parsonage Road / Rusper Road Roundabout (07:00-10:00) AM Peak

	MOVEMENT 35										MOVEMENT 36										MOVEMENT 37										MOVEMENT 38										MOVEMENT 39										
	FROM CRAWLEY ROAD LEFT TURN TO REDKILN WAY										FROM CRAWLEY ROAD LEFT TURN TO KINGS ROAD										FROM CRAWLEY ROAD RIGHT TURN TO PARSONAGE ROAD										FROM CRAWLEY ROAD RIGHT TURN TO RUSPER ROAD										FROM CRAWLEY ROAD U-TURN BACK TO CRAWLEY ROAD										
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL						
0700-0715	7	3	0	0	0	0	0	10	10.00	11	0	0	0	0	0	0	11	11.00	7	3	0	0	0	0	0	10	10.00	3	1	0	0	0	0	1	5	4.20	0	0	0	0	0	0	0	0	0	0	0.00	0700-0715			
0715-0730	10	2	0	0	0	0	0	12	12.00	15	3	0	0	1	0	0	19	20.00	13	9	1	0	0	0	0	23	23.50	0	0	0	0	1	0	0	1	2.00	0	0	0	0	0	0	0	0	0	0	0.00	0715-0730			
0730-0745	14	3	0	0	0	0	0	17	17.00	14	0	0	0	1	0	0	15	16.00	18	7	0	0	0	0	0	25	25.00	9	0	1	0	0	0	0	10	10.50	0	0	0	0	0	0	0	0	0	0	0.00	0730-0745			
0745-0800	22	4	0	0	0	0	0	26	26.00	25	1	0	0	2	0	1	29	30.20	33	8	1	0	0	0	0	42	42.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0	0	0.00	0745-0800			
0800-0815	30	3	0	0	1	0	0	34	35.00	33	1	0	0	0	0	1	35	34.20	40	8	1	0	0	0	0	49	49.50	5	1	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0	0	0.00	0800-0815			
0815-0830	28	5	0	1	1	0	0	35	37.30	28	3	0	0	2	0	0	33	35.00	41	4	0	0	0	0	0	45	45.00	2	0	0	0	1	0	0	3	4.00	0	0	0	0	0	0	0	0	0	0	0.00	0815-0830			
0830-0845	18	5	0	0	0	0	0	23	23.00	43	4	0	0	0	0	1	48	47.20	51	5	0	0	0	0	0	56	56.00	4	1	0	0	1	0	0	6	7.00	1	0	0	0	0	0	0	1	1.00	0	0.00	0830-0845			
0845-0900	15	3	0	0	0	0	0	18	18.00	42	1	1	0	1	0	1	46	46.70	35	9	2	0	0	0	0	46	47.00	5	1	1	0	0	0	0	7	7.50	0	0	0	0	0	0	0	0	0	0	0.00	0845-0900			
0900-0915	8	0	1	0	0	0	0	9	9.50	23	1	0	0	1	0	0	25	26.00	21	8	0	0	0	0	1	30	29.20	7	1	0	0	1	0	0	9	10.00	0	0	0	0	0	0	0	0	0	0	0.00	0900-0915			
0915-0930	6	2	0	0	0	1	0	9	10.00	32	1	0	0	0	0	1	34	33.20	33	5	0	0	0	0	0	38	38.00	6	2	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0	0	0.00	0915-0930			
0930-0945	5	3	1	0	0	0	0	9	9.50	31	2	0	0	1	1	0	35	35.40	21	1	0	0	0	0	1	23	22.40	4	0	1	0	0	0	0	5	5.50	0	0	0	0	0	0	0	0	0	0	0.00	0930-0945			
0945-1000	11	5	2	0	0	0	0	18	19.00	21	5	0	0	2	0	0	28	30.00	19	7	1	0	0	0	0	27	27.50	3	0	0	0	1	0	0	4	5.00	0	0	0	0	0	0	0	0	0	0	0.00	0945-1000			
0700-1000	174	38	4	1	3	0	0	220	226.30	318	22	1	0	11	1	5	358	364.90	332	74	6	0	0	0	1	1	414	415.60	51	7	3	0	5	0	1	67	72.70	1	0	0	0	0	0	0	1	1.00	0	0.00	0700-1000		

[illegible]

Site 4 - Crawley Road / Redkirk Way / Kings Road / Parsonage Road / Rusper Road Roundabout (16:00-19:00) PM Peak

	MOVEMENT 35										MOVEMENT 36										MOVEMENT 37										MOVEMENT 38										MOVEMENT 39																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	FROM CRAWLEY ROAD LEFT TURN TO REDKILN WAY										FROM CRAWLEY ROAD LEFT TURN TO KINGS ROAD										FROM CRAWLEY ROAD RIGHT TURN TO PARSONAGE ROAD										FROM CRAWLEY ROAD RIGHT TURN TO RUSPER ROAD										FROM CRAWLEY ROAD U-TURN BACK TO CRAWLEY ROAD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
1600-1615	15	3	0	0	1	1	0	20	20.40	30	0	0	0	1	2	1	34	33.00	18	3	1	0	0	0	0	1	23	22.70	3	1	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Site 4 - Crawley Road / Redkiln Way / Kings Road / Parsonage Road / Rusper Road Roundabout (07:00-10:00) AM Peak

MOVEMENT 45										MOVEMENT 46										MOVEMENT 47										MOVEMENT 48										MOVEMENT 49																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
FROM KING'S ROAD LEFT TURN TO PARSONAGE ROAD										FROM KING'S ROAD LEFT TURN TO RUSPER ROAD										FROM KING'S ROAD LEFT TURN TO CRAWLEY ROAD										FROM KING'S ROAD RIGHT TURN TO REDKILN WAY										FROM KING'S ROAD RIGHT TURN TO U-TURN BACK TO KING'S ROAD										CAR	LGV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
0	0	0	0	0	0	2	2.00	20	0	0	0	1	0	0	21	22.00	12	0	0	0	0	0	0	0	12	12.00	7	3	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Site 4 - Crawley Road / Redkiln Way / Kings Road / Parsonage Road / Rusper Road Roundabout (16:00-19:00) PM Peak

MOVEMENT 45										MOVEMENT 46										MOVEMENT 47										MOVEMENT 48										MOVEMENT 49													
FROM KING'S ROAD LEFT TURN TO PARSONAGE ROAD										FROM KING'S ROAD LEFT TURN TO RUSPER ROAD										FROM KING'S ROAD LEFT TURN TO CRAWLEY ROAD										FROM KING'S ROAD RIGHT TURN TO REDKILN WAY										FROM KING'S ROAD RIGHT TURN TO U-TURN BACK TO KING'S ROAD													
LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU	TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU	TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU	TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU	TOTAL		CAR	LGV									
0	0	0	0	0	0	1	1.00			22	1	0	0	0	0	1	24	23.20			30	5	0	0	0	1	1	37	35.60			9	0	0	0	0	0	0	9	9.00			0	0	0	0	0	0	0	0	0.00		
1	0	0	0	0	0	5	5.00			37	1	1	0	0	0	0	39	39.50			27	1	1	0	1	0	0	30	31.50			10	0	0	0	0	0	0	10	10.00			1	0	0	0	0	0	1	1.00			
0	0	0	0	0	0	5	5.00			32	0	0	0	0	1	0	33	32.40			22	5	0	0	0	0	0	28	27.20			9	2	0	0	0	0	0	11	11.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	2	2.00			29	1	0	0	2	2	0	34	34.80			26	3	0	0	1	0	0	30	31.00			8	4	0	0	0	0	0	12	12.00			0	0	0	0	0	0	0	0.00			
1	0	0	0	0	0	4	4.00			23	0	0	0	0	0	4	27	23.80			18	7	0	0	0	0	0	25	25.00			6	0	0	0	0	0	0	6	6.00			0	0	0	0	0	0	0	0.00			
1	0	0	0	0	0	3	3.00			23	1	0	0	0	0	0	24	24.00			26	2	0	0	0	0	0	28	28.00			8	1	0	0	0	0	0	9	9.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	2	2.00			36	4	0	0	1	0	0	41	42.00			28	0	0	1	0	0	0	29	30.00			12	3	0	0	0	0	0	15	15.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	4	4.00			27	2	0	0	0	0	0	29	29.00			18	0	0	0	0	0	2	20	18.40			5	1	0	0	0	0	0	6	6.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	3	3.00			31	0	0	0	1	0	0	32	33.00			27	4	0	0	0	1	1	33	31.60			13	0	0	0	0	0	0	13	13.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	6	6.00			35	0	0	0	0	0	0	35	35.00			28	0	0	2	0	0	0	30	32.00			14	0	0	0	0	0	0	14	14.00			0	0	0	0	0	0	0	0.00			
0	0	0	0	0	0	1	1.00			26	2	0	0	1	0	1	30	30.20			15	0	0	0	0	0	0	15	15.00			9	1	0	0	0	0	0	10	10.00			1	0	0	0	0	0	1	1.00			
0	0	0	0	0	0	1	1.00			15	0	0	0	1	0	0	16	17.00			25	0	0	0	0	0	1	27	26.20			6	1	0	0	0	0	0	7	7.00			0	0	0	0	0	0	0	0.00			
3	0	0	0	0	0	37	37.00			336	12	1	0	6	3	6	364	363.90			291	27	1	0	5	2	6	332	331.50			109	13	0	0	0	0	0	122	122.00			2	0	0	0	0	0	0	2	2.00		

HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS										HOURLY TOTALS													
1	0	0	0	0	0	13	13.00			120	3	1	0	2	3	1	130	129.90			105	14	1	0	2	1	2	125	125.30			36	6	0	0	0	0	0	42	42.00			1	0	0	0	0	0	1	1.00			
2	0	0	0	0	0	16	16.00			121	2	1	0	2	3	4	133	130.50			93	16	1	0	2	0	1	113	114.70			33	6	0	0	0	0	0	39	39.00			1	0	0	0	0	0	0	1	1.00		
2	0	0	0	0	0	14	14.00			107	2	0	0	2	3	4	118	115.00			92	17	0	0	1	0	1	111	111.20			31	7	0	0	0	0	0	38	38.00			0	0	0	0	0	0	0	0	0.00		
2	0	0	0	0	0	11	11.00			111	6	0	0	3	2	4	126	124.60			98	12	0	0	2	0	0	112	114.00			34	8	0	0	0	0	0	42	42.00			0	0	0	0	0	0	0	0	0.00		
2	0	0	0	0	0	13	13.00			109	7	0	0	1	0	4	121	118.80			90	9	0	0	1	0	2	102	101.40			31	5	0	0	0	0	0	36	36.00			0	0	0	0	0	0	0	0	0.00		
1	0	0	0	0	0	12	12.00			117	7	0	0	2	0	0	126	128.00			99	6	0	0	1	1	3	110	108.00			38	5	0	0	0	0	0	43	43.00			0	0	0	0	0	0	0	0	0.00		
0	0	0	0	0	0	15	15.00			129	6	0	0	2	0	0	137	139.00			101	4	0	0	3	1	3	112	112.00			44	4	0	0	0	0	0	48	48.00			0	0	0	0	0	0	0	0	0.00		
0	0	0	0	0	0	14	14.00			119	4	0	0	2	0	1	126	127.20			88	4	0	0	2	1	3	98	97.00			41	2	0	0	0	0	0	43	43.00			1	0	0	0	0	0	1	1.00			
0	0	0	0	0	0	11	11.00			107	2	0	0	3	0	1	113	115.20			96	4	0	0	2	1	2	105	104.80			42	2	0	0	0	0	0	44	44.00			1	0	0	0	0	0	1	1.00			

1600-1615	26	6
1615-1630	14	1
1630-1645	21	3
1645-1700	11	3
1700-1715	22	5
1715-1730	18	2
1730-1745	15	0
1745-1800	16	4
1800-1815	14	1
1815-1830	5	1
1830-1845	12	1
1845-1900	6	1
1600-1900	180	28

1600-1700	72	13
1615-1715	68	12
1630-1730	72	13
1645-1745	66	10
1700-1800	71	11
1715-1815	63	7
1730-1830	50	6
1745-1845	47	7
1800-1900	37	7

Site 4 - Crawley Road / Redkiln Way / Kings Road / Parsonage Road / Rusper Road Roundabout (07:00-10:00) AM Peak

MOVEMENT S0								MOVEMENT S1								MOVEMENT S2								MOVEMENT S3								MOVEMENT S4										
FROM PARSONAGE ROAD LEFT TURN TO RUSPER ROAD								FROM PARSONAGE ROAD LEFT TURN TO CRAWLEY ROAD								FROM PARSONAGE ROAD RIGHT TURN TO REDKILN WAY								FROM PARSONAGE ROAD RIGHT TURN TO KINGS ROAD								FROM PARSONAGE ROAD U-TURN BACK TO PARSONAGE ROAD										
OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1		
0	0	0	0	0	0	3	3.00	5	0	0	0	0	0	0	5	5.00	14	3	0	0	0	0	0	0	0	17	17.00	1	0	0	0	0	0	0	1	1.00	1	0	0	0		
1	0	0	0	0	0	4	4.50	13	4	0	0	0	0	0	17	17.00	12	6	0	0	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0		
1	0	0	0	0	0	16	16.50	18	6	0	0	0	0	1	25	24.40	39	6	1	0	0	0	1	0	0	47	46.90	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0	
0	0	0	0	0	0	13	13.00	21	5	1	0	0	0	0	27	27.50	60	8	0	0	0	0	0	1	70	70.20	6	0	0	0	0	0	0	0	6	6.00	2	0	0	0		
0	0	0	0	0	0	12	12.00	18	4	0	0	0	0	0	22	22.00	60	8	0	0	1	1	0	0	0	69	70.00	2	1	0	0	0	0	0	0	3	3.00	0	0	0	0	
0	0	0	0	0	0	15	15.00	20	6	1	0	0	1	0	28	29.50	36	12	0	0	0	0	0	0	48	48.00	5	0	0	0	0	0	0	0	5	5.00	0	0	0	0		
0	0	0	0	0	0	14	14.00	8	1	0	0	0	0	0	9	9.00	25	12	1	0	0	0	0	0	38	38.50	9	0	0	0	0	0	0	0	9	9.00	0	0	0	0		
0	0	0	0	0	0	12	12.00	10	3	1	0	0	0	0	14	14.50	26	7	0	0	0	0	0	0	33	33.00	4	0	0	0	0	0	0	0	4	4.00	0	0	0	0		
0	0	0	0	0	0	9	9.00	12	0	0	0	0	0	0	12	12.00	22	3	1	0	0	0	0	0	26	26.50	3	2	0	0	0	0	0	0	5	5.00	1	0	0	0		
0	0	0	0	0	0	9	9.00	13	5	0	0	0	0	0	18	18.00	27	3	0	0	0	0	0	0	30	30.00	4	0	0	0	0	0	0	0	4	4.00	0	0	0	0		
0	0	0	0	0	0	17	17.00	21	4	1	1	0	0	0	27	28.80	17	4	1	0	0	0	0	0	22	22.50	1	1	0	0	0	0	0	0	2	2.00	0	0	0	0		
0	0	0	0	0	0	8	8.00	17	4	0	0	0	0	0	21	21.00	24	7	2	0	0	0	0	0	33	34.00	1	0	0	0	0	0	0	0	1	1.00	0	0	0	0		
2	0	0	0	0	0	132	133.00	176	42	4	1	1	1	0	225	228.70	362	79	6	0	2	1	1	0	451	454.60	37	4	0	0	0	0	0	0	41	41.00	2	0	0	0		

[illegible]

Site 4 - Crawley Road / Redkiln Way / Kings Road / Parsonage Road / Rusper Road Roundabout (16:00-19:00) PM Peak

MOVEMENT S0								MOVEMENT S1								MOVEMENT S2								MOVEMENT S3								MOVEMENT S4												
FROM PARSONAGE ROAD LEFT TURN TO RUSPER ROAD								FROM PARSONAGE ROAD LEFT TURN TO CRAWLEY ROAD								FROM PARSONAGE ROAD RIGHT TURN TO REDKLN WAY								FROM PARSONAGE ROAD RIGHT TURN TO KINGS ROAD								FROM PARSONAGE ROAD U-TURN BACK TO PARSONAGE ROAD												
OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL		CAR	LGV	OGV1				
0	0	0	0	0	32	32.00		29	4	1	0	1	0	0	35	36.50		42	6	0	0	0	0	0	48	48.00		5	0	0	0	0	0	0	5	5.00		0	0	0	1600-1615	5	0	0
0	0	0	0	0	15	15.00		21	5	0	0	2	0	2	30	30.40		26	5	1	0	1	0	0	33	34.50		4	0	0	0	0	0	0	4	4.00		0	0	0	1615-1630	3	1	0
0	0	0	0	0	24	24.00		21	6	1	0	0	0	0	28	28.50		33	12	0	0	0	0	0	45	45.00		3	0	0	0	0	0	0	3	3.00		0	0	0	1630-1645	6	0	0
1	0	0	0	0	15	15.50		18	0	1	0	0	0	0	19	19.50		31	7	0	0	0	1	0	39	38.40		6	0	0	0	0	0	0	6	6.00		0	0	0	1645-1700	1	0	0
0	0	0	0	0	27	27.00		42	2	0	0	0	1	0	45	44.40		41	4	0	0	0	0	0	45	45.00		2	2	0	0	0	0	0	4	4.00		1	0	0	1700-1715	11	2	0
0	0	0	0	0	20	20.00		31	6	0	0	0	1	0	38	37.40		27	4	0	0	0	1	0	32	31.40		7	0	0	0	0	0	0	7	7.00		0	0	0	1715-1730	1	1	0
0	0	0	0	0	15	15.00		28	3	0	0	0	0	0	31	31.00		39	4	1	0	0	0	0	44	44.50		3	0	0	0	0	0	0	3	3.00		0	1	0	1730-1745	1	0	0
0	0	0	0	0	20	20.00		26	0	1	0	0	0	3	30	28.10		40	4	0	0	0	0	0	44	44.00		8	1	0	0	0	0	0	9	9.00		0	0	0	1745-1800	3	2	0
0	0	0	0	1	16	15.20		21	2	0	0	0	0	0	23	23.00		20	1	0	0	0	0	0	21	21.00		4	0	0	0	0	0	0	4	4.00		0	0	0	1800-1815	3	2	0
0	0	0	0	0	6	6.00		21	1	0	0	0	0	0	22	22.00		24	0	0	0	0	1	0	25	24.40		3	0	0	0	0	0	0	3	3.00		0	0	0	1815-1830	4	1	0
0	0	0	1	0	14	13.40		20	1	0	0	0	0	0	21	21.00		17	2	0	0	0	0	0	19	19.00		3	0	0	0	0	0	0	3	3.00		0	0	0	1830-1845	4	0	0
0	0	0	0	0	7	7.00		14	2	0	0	0	0	0	16	16.00		18	1	0	0	0	0	0	19	19.00		4	0	0	0	0	0	0	4	4.00		0	0	0	1845-1900	7	0	0
1	0	0	0	1	1	211.0		292	32	4	0	3	2	5	338	337.80		358	50	2	0	1	3	0	414	414.20		52	3	0	0	0	0	0	55	55.00		1	1	0	1600-1900	49	9	0

[illegible]

181.20
261.50
322.30
474.10
542.80
571.10
563.50
501.00
367.80
363.80
349.10
327.80
4826.00

475.50
423.10
431.80
406.50
462.50
385.60
462.70
381.50
343.60
350.80
327.60
275.60
4726.80

Junction 4 of 4
Crawley Road
Redkiln Way
Kings Road
Parsonage Road
Rusper RoadDate
Wednesday 27th November 2024

Crawley Road

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	0	0
07:15	1	0
07:20	1	0
07:25	1	0
07:30	1	1
07:35	0	0
07:40	1	2
07:45	0	1
07:50	3	1
07:55	1	1
08:00	2	1
08:05	0	3
08:10	1	12
08:15	1	1
08:20	2	3
08:25	3	3
08:30	3	2
08:35	1	12
08:40	0	1
08:45	2	1
08:50	1	3
08:55	2	3
09:00	3	4
09:05	1	0
09:10	0	0
09:15	0	0
09:20	1	0
09:25	1	0
09:30	0	2
09:35	0	1
09:40	0	0
09:45	1	1
09:50	0	0
09:55	1	0
10:00	2	0

Redkiln Way

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	1	0
07:15	0	0
07:20	1	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	1	0
07:45	0	0
07:50	1	0
07:55	0	0
08:00	1	0
08:05	1	0
08:10	1	1
08:15	2	2
08:20	0	1
08:25	4	1
08:30	0	0
08:35	2	2
08:40	1	1
08:45	3	1
08:50	1	1
08:55	2	2
09:00	0	1
09:05	0	0
09:10	0	0
09:15	1	0
09:20	0	0
09:25	2	0
09:30	1	1
09:35	1	0
09:40	1	0
09:45	1	0
09:50	0	0
09:55	0	0
10:00	1	0

Kings Road

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	2	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	1	0
08:05	1	0
08:10	0	0
08:15	2	0
08:20	0	0
08:25	0	0
08:30	4	0
08:35	2	0
08:40	6	0
08:45	3	0
08:50	3	1
08:55	0	0
09:00	0	0
09:05	1	0
09:10	0	0
09:15	1	0
09:20	0	0
09:25	0	0
09:30	1	0
09:35	0	0
09:40	1	0
09:45	0	0
09:50	1	0
09:55	0	0
10:00	0	0

Parsonage Road

07:00 - 10:00 (Weekday AM Peak)

TIME	SINGLE LANE
07:05	0
07:10	0
07:15	0
07:20	0
07:25	1
07:30	0
07:35	0
07:40	5
07:45	0
07:50	3
07:55	2
08:00	7
08:05	6
08:10	1
08:15	1
08:20	3
08:25	2
08:30	7
08:35	4
08:40	3
08:45	2
08:50	1
08:55	0
09:00	0
09:05	1
09:10	0
09:15	0
09:20	0
09:25	2
09:30	0
09:35	0
09:40	1
09:45	0
09:50	0
09:55	0
10:00	1

Rusper Road

07:00 - 10:00 (Weekday AM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
07:05	0	0
07:10	0	0
07:15	1	0
07:20	0	0
07:25	0	0
07:30	0	1
07:35	0	0
07:40	4	1
07:45	0	1
07:50	5	0
07:55	1	1
08:00	2	0
08:05	0	0
08:10	2	1
08:15	0	2
08:20	3	0
08:25	4	3
08:30	4	2
08:35	1	1
08:40	0	0
08:45	0	2
08:50	0	0
08:55	0	1
09:00	5	1
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	1
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

Crawley Road

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
16:05	1	1
16:10	0	0
16:15	1	2
16:20	0	0
16:25	0	2
16:30	0	0
16:35	1	1
16:40	0	0
16:45	2	0
16:50	1	4
16:55	0	0
17:00	0	0
17:05	1	1
17:10	0	2
17:15	0	0
17:20	1	1
17:25	0	0
17:30	0	0
17:35	0	4
17:40	1	1
17:45	0	0
17:50	1	1
17:55	1	2
18:00	0	1
18:05	0	3
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	2	0
18:40	0	1
18:45	0	0
18:50	1	0
18:55	1	1
19:00	1	1

Redkiln Way

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
16:05	1	0
16:10	3	2
16:15	2	1
16:20	0	0
16:25	1	1
16:30	0	0
16:35	2	2
16:40	1	0
16:45	1	1
16:50	1	1
16:55	0	0
17:00	0	0
17:05	0	2
17:10	0	0
17:15	0	0
17:20	0	1
17:25	0	0
17:30	0	1
17:35	5	0
17:40	1	1
17:45	0	0
17:50	0	0
17:55	1	1
18:00	1	0
18:05	0	1
18:10	0	0
18:15	1	0
18:20	0	1
18:25	0	0
18:30	0	0
18:35	0	0
18:40	1	0
18:45	0	0
18:50	0	1
18:55	0	1
19:00	2	1

Kings Road

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
16:05	1	0
16:10	2	0
16:15	2	0
16:20	2	0
16:25	2	0
16:30	2	0
16:35	1	0
16:40	0	0
16:45	1	0
16:50	1	0
16:55	4	0
17:00	0	0
17:05	0	0
17:10	1	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	4	0
17:40	0	0
17:45	2	0
17:50	1	0
17:55	1	0
18:00	1	0
18:05	0	0
18:10	0	0
18:15	1	0
18:20	3	0
18:25	2	0
18:30	0	0
18:35	0	0
18:40	1	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	1	0

Parsonage Road

16:00 - 19:00 (Weekday PM Peak)

TIME	SINGLE LANE
16:05	0
16:10	5
16:15	1
16:20	0
16:25	6
16:30	1
16:35	3
16:40	3
16:45	8
16:50	1
16:55	3
17:00	0
17:05	8
17:10	1
17:15	1
17:20	2
17:25	2
17:30	1
17:35	2
17:40	1
17:45	0
17:50	7
17:55	3
18:00	2
18:05	0
18:10	0
18:15	0
18:20	2
18:25	0
18:30	0
18:35	0
18:40	10
18:45	1
18:50	2
18:55	4
19:00	1

Rusper Road

16:00 - 19:00 (Weekday PM Peak)

TIME	INSIDE LANE	OUTSIDE LANE
16:05	1	1
16:10	2	2
16:15	1	3
16:20	0	0
16:25	4	2
16:30	0	0
16:35	1	1
16:40	0	1
16:45	0	1
16:50	0	0
16:55	0	0
17:00	0	0
17:05	2	3
17:10	0	0
17:15	0	0
17:20	2	0
17:25	0	0
17:30	1	1
17:35	1	0
17:40	2	0
17:45	0	0
17:50	1	5
17:55	0	1
18:00	0	0
18:05	0	0
18:10	0	1
18:15	0	0
18:20	0	3
18:25	0	0
18:30	4	0
18:35	3	1
18:40	0	2
18:45	1	0
18:50	0	0
18:55	0	0
19:00	0	1