Proposed Residential Development
Land north of Guildford Road, Bucks Green

Transport Assessment

For

Welbeck Strategic Land

motion

Document Control Sheet

Proposed Residential Development

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This document has been issued and amended as follows:

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1.0 Introduction

1.1 This Transport Assessment has been prepared on behalf of Welbeck Strategic Land IV LLP ("Welbeck Land") to accompany an outline planning application for a proposed residential development on land north of Guildford Road, Rudgwick, West Sussex (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.

1.2 The site is located to the north of the A281 Guildford Road and to the east of Lynwick Street. The site benefits from close proximity to the A281 and the A24, as well as a number of bus stops. The site is situated to the west of Rudgwick village centre, within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC).

1.3 The site currently accommodates undeveloped land. The planning application seeks permission for the construction of 90 dwellings with associated car parking and landscaping. Access to the site will be taken via a new vehicular access onto Guildford Road. The proposals include a mix of flats and houses, which will be both private and affordable. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.

1.4 The application proposals have been subject to pre-application discussions with WSCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. WSCC's pre-application response is included at **Appendix A**.

1.5 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:

- The proposal accords with national and local policies relevant to transport;
- The site is accessible by public transport, walking and cycling, with some local bus services. This offers future residents a real choice of more sustainable modes;
- Safe and suitable access to the site can be achieved for all users;
- Appropriate provision is made for car and cycle parking having regard to the relevant guidance;
- The proposals include appropriate provision for servicing activity; and,
- Modelling of nearby junctions indicates that the proposed redevelopment will result in no severe impact on the surrounding highway network.

1.6 Following this introduction, this Transport Assessment is split into 6 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assesses existing traffic and road safety conditions;
- Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
- Section 5 considers the trip generating potential of the proposals by all modes and considers this in comparison to the previous uses occupying the site;
- Section 6 assesses the likely traffic impact associated with the proposals upon the local highway network; and
- Section 7 summarises the key findings and conclusions of this report.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- National Planning Policy Framework – December 2024;
- Horsham District Planning Framework – November 2015;
- Emerging Horsham District Local Plan Regulation 19 – December 2023;
- Rudgwick Neighbourhood Development Plan 2020-2031 – March 2021; and,
- West Sussex County Council's Guidance on Parking at New Developments – 2020.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. However, Section 9 indicates that local context should be taken into account when planning policy and decisions are being made.

2.4 Section 9 of the NPPF relates to 'Promoting Sustainable Transport', with paragraph 109 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.5 Paragraph 110 emphasises the need for significant developments to be situated in areas which encourage sustainable travel and to actively manage development for sustainable patterns of growth, stating:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

2.6 The NPPF defines sustainable transport modes as, "*any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport*".

2.7 Off-street parking provision is referred to in Paragraph 112 which states that local planning authorities should take into account the following if setting local parking standards for development:

"a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.8 In respect of car parking, paragraph 113 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework)."

2.9 Paragraph 115 outlines points to be taken into account in making site allocations and considering development proposals:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".

2.10 This is followed by paragraph 116 which states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.11 Paragraph 117 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug- in and other ultra- low emission vehicles, stating:

"(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts

that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

(b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.12 The NPPF also outlines that Transport Assessments and Travel Plans are necessary where development will generate significant amounts of movement. Planning Practice Guidance, which supplements policy outlined in the NPPF, provides further information on Transport Assessments and Travel Plans, recognising that these documents:

"…can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and,*
- *Reducing the need for new developments to increase existing road capacity or provide new roads."*

Local Policy

Horsham District Planning Framework

2.13 The Horsham District Planning Framework was adopted in November 2015 and sets out the planning strategy for up to 2031. Within the document, Policy 40 refers to sustainable transport and states:

"There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

Is appropriate and in scale to the existing transport infrastructure, including public transport.

Maintains and improves the existing transport system (road, rail, cycle).

Is integrated with the wider network of routes, including public rights of way and cycle paths.

Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.

Is located in areas where there are, or will be a choice in the modes of transport available.

Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.

Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.

Develops innovative and adaptable approaches to public transport in the rural areas of the district.

Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."

2.14 This is followed by Policy 41, Parking, which states:

"1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

3. Development which involves the loss of existing parking spaces will only be allowed if suitable alternative provision has been secured elsewhere or the need for the development overrides the loss of parking and where necessary measures are in place to mitigate against the impact.

4. Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined."

Emerging Horsham District Local Plan

2.15 The emerging Horsham Local Plan was submitted to the Secretary of State in 2024 for examination with hearing sessions held in December 2024. The Inspector suspended the hearing sessions after the first week citing *"significant concerns about the soundness and legal compliance of the Plan in respect of a number of areas."*

2.16 The Local Development Scheme (LDS) 2025-2028 was approved in February 2025 and outlines the timetable for the Council preparing the Local Plan, which aims to have the Local Plan adopted in April 2026 for the 2030-2040 period. As of April 2025, the Inspector's Interim Finding Letter (ID08) was received and the council is working through the implications from the Inspector's Letter.

2.17 The Emerging Horsham District Local Plan outlines policies for up to the year 2040 and beyond. Within the document there are a number of policies relevant to the transport aspect of the proposal. Strategic Policy 24: Sustainable Transport states:

"Development will be supported provided the following is demonstrated:

a) For residential development, the need for travel is minimised through provision in all homes for home working, including bespoke-design space within the home and gigabit capable broadband connection;

b) The layout, design and location of facilities and infrastructure prioritise the ability of residents and workers to safely and conveniently walk and cycle to meet their day-to-day work, shopping and leisure needs;

c) Walking and cycling routes are designed to be safe, attractive, direct and legible, have priority over motorised traffic, and integrated with the existing and wider network;

d) Where feasible, provision is made for bus travel and infrastructure within the development, to include as appropriate the provision or improvement of bus stops and weather-proof shelters, information on service schedules, and bus priority over other motorised traffic movement;

e) All opportunities have been explored to maximise access to passenger rail services, primarily by walking, cycling and bus, but if appropriate by private car including the enhancement of rail station car parking where feasible;

f) Innovative approaches to sustainable movement and communication are fully considered, including demand responsive rural transport services where scheduled services are not feasible, on-demand cycle, e-cycle and scooter hire, and electric bus.

2. Development will be supported where it demonstrates how the priorities and principles set out in the National Model Design Code, West Sussex Transport Plan 2022-36, LTN120, Cycle Infrastructure design, and Local Cycling & Walking Infrastructure Plans (LCWIPs), or any subsequent updates have been adhered to. The design of these facilities must be in accordance with the National Design Guide and the National Model Design code or any subsequent updates.

3. Proposals for major development shall be accompanied by a transport assessment or statement. Where the potential impact of the development on the network is deemed to be significant, or as a result of needing to address an existing local traffic problem, a Travel Plan will need to be prepared. These should prioritise active travel, followed by public transport, and should be prepared in line with advice from the Local Highway Authority."

2.18 Policy 25: Parking states:

"1. Development should seek to improve parking in town centres so it is convenient, safe and secure. Parking provision must ensure a balance between good urban design, highway safety, residential amenity and promoting town centre attractiveness and vitality.

2. Adequate parking facilities in accordance with adopted parking standards guidance must be carefully designed into developments to meet the needs of users whilst achieving people-focused streets. Consideration should be given to the needs of motorcycle parking, and vehicles for the mobility impaired including mobility scooters.

3. Adequate, safe and secure parking and overnight storage facilities for bicycles must be provided within developments. These must be conveniently located to encourage the use of sustainable modes of transport.

4. Adequate parking and plug-in charging facilities must be provided to cater for the anticipated increased use of electric, hybrid or other low emission vehicles including electric cycles and mobility scooters

5. Plug-in charging facilities for all new residential parking spaces must be provided or at a minimum the infrastructure to enable easy installation in future.

6. Where off street parking is not provided within a development proposal, the design and layout should incorporate infrastructure to enable the on-street charging of electric or other vehicles.

7. For residential development with communal off-street parking provision, at least 20% of spaces must have active charging facilities and the infrastructure to enable easy activation of all spaces as demand increases."

2.19 Strategic Policy HA14: Rudgwick and Bucks Green Housing Allocations states:

"1. The following sites are allocated, as shown on the Policies Map, for the provision of at least 66 homes:

- *RD1: Land North of Guildford Road, 4.9 hectares (60 homes)*
- *RD2: The Former Pig Farm, 0.31 hectares (6 homes)*

2. As adjacent sites, the Council would support RD1 and RD2 coming forward as a comprehensive scheme.

3. In addition to meeting national and Local Plan requirements, development will be supported where proposals:

RD1

a) Are limited to the southern part of the site as shown on the Policies map, with an agreed landscape treatment in the northern part of the site to minimise landscape impacts; and

b) Ensure that appropriate regard is had to the impact on nearby Grade II Listed Buildings (Fox Inn, Guildford Road and The Old Cottage and Field Cottage, Lynwick Street).

RD2

a) Ensure that any access into the site does not interfere with the operation of the adjacent bus stop."

Rudgwick Neighbourhood Development Plan 2020-2031

2.20 The Rudgwick Neighbourhood Development Plan was adopted in March 2021 and outlines the local policies for the local area. Policy RNP12: Accessibility states:

"The layout and arrangement of proposals for major development should be designed to facilitate safe and convenient access to the local footpath network.

Proposals which will result in improved pedestrian/road safety on our highway network will be supported."

2.21 Policy RNP13: New Non-Motorised Routes states:

"RNP13.1 Development proposals which incorporate new or improved non-motorised routes through the parish will be supported, particularly where they provide greater accessibility to the Important Local Facilities, as defined on the Policies Map.

RNP13.2 Proposals for new non-motorised routes will be supported where:

a) they will not have a significant impact on residential amenity or landscape character or heritage assets.

b) They incorporate safe crossings with existing roads and other routes.

c) The route is secured in perpetuity via a planning obligation or is adopted as part of the public rights of way network."

West Sussex County Council Parking Standards

2.22 With regard to Policy 41 of the Horsham District Planning Framework, it is understood that HDC apply parking guidance set out by WSCC. Car and cycle parking standards for West Sussex are contained within WSCC's document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.

2.23 The guidance takes into account expected future growth in parking demand using the Department for Transport's (DfT) National Trip End Model dataset for a forecast year of 2033. The guidance provides expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ), which is based on the location of the site. The proposed development is in a PBZ 1 location. Table 2.1 below summarises WSCC's expected car parking standards for residential developments located within PBZ 1.

Number of Bedrooms	Car Parking Provision per Unit
1	1.5
2	1.7
3	2.2
4+	2.7

Table 2.1 - Local Parking Standards

2.24 If garages are provided, they should be at least 6 metres by 3 metres internally. If garages meet this requirement, they will be regarded as half an allocated parking space and calculations of parking demand should take this into account. Visitor parking requirements will be influenced by the level of unallocated parking.

2.25 West Sussex County Council's cycle parking standards for residential developments are provided in Table 2.2 below.

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces

Table 2.2 - Local Cycle Parking Standards

Summary

2.26 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

2.27 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Further, it considers the accessibility of the site by different modes of transport.

The Site

3.2 The site is located to the north of the A281 Guildford Road and to the east of Lynwick Street. The site benefits from close proximity to the A281 and the A24, as well as a number of bus stops. The site is situated to the west of Rudgwick village centre, within the administrative boundaries of Horsham District Council (HDC) and West Sussex County Council (WSCC). The location of the site is shown in Figure 3.1 below.

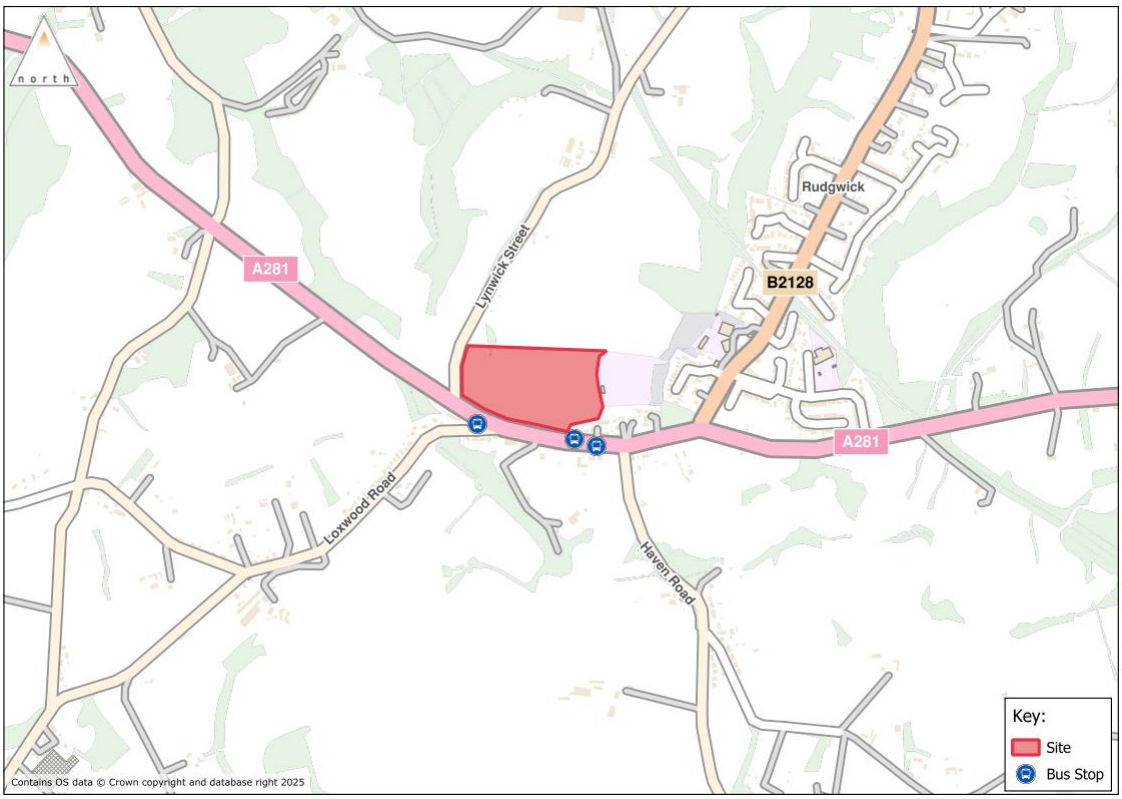


Figure 3.1 - Site Location

3.3 The area to the east of the site is predominately residential in nature, beyond that the site is located in a predominantly rural location. The site currently accommodates undeveloped land with access to the site via an existing field gate on Lynwick Street to the west of the site.

Local Highway Network

Overview

3.4 The A281 Guildford Road forms the southern boundary of the site and is a two-way single carriageway road subject to a 30mph speed limit in the vicinity of the site. There are existing laybys on the northern side of Guildford Road, one is situated adjacent to the site frontage opposite Loxwood Road and the other is located to the east of the site. The laybys are currently used for informal parking. The A281 connects the site to Guildford to the north-west via Alfold Crossways, whilst to the east the A281 provides a continuous route to Horsham where further destinations can be accessed via the A24, A281 and A264.

3.5 The western boundary of the site is boarded by Lynwick Street where there is an existing field gate access to the site. Lynwick Street is a two-way single carriageway road and is subject to a 40mph speed limit in the vicinity of the site. Lynwick Street joins Guildford Road adjacent to the south-western corner of the site, and to the north it connects to the B2128 Church Street in Rudgwick

3.6 At Broadbridge Heath, approximately 10 kilometres to east of the site and to the west of Horsham, the A281 connects to the A24 providing access to Dorking and the M25 to the north, and Worthing and the A27 to the south. The site is located close to the A29. To the north the A29 provides access onto the A24 at Beare Green Roundabout. To the south it provides access directly into Billingshurst where it connects to the A272 and continues through Pulborough before joining the A27 near Fontwell.

3.7 The site in relation to the local surrounding highway network is shown within Figure 3.2 below.

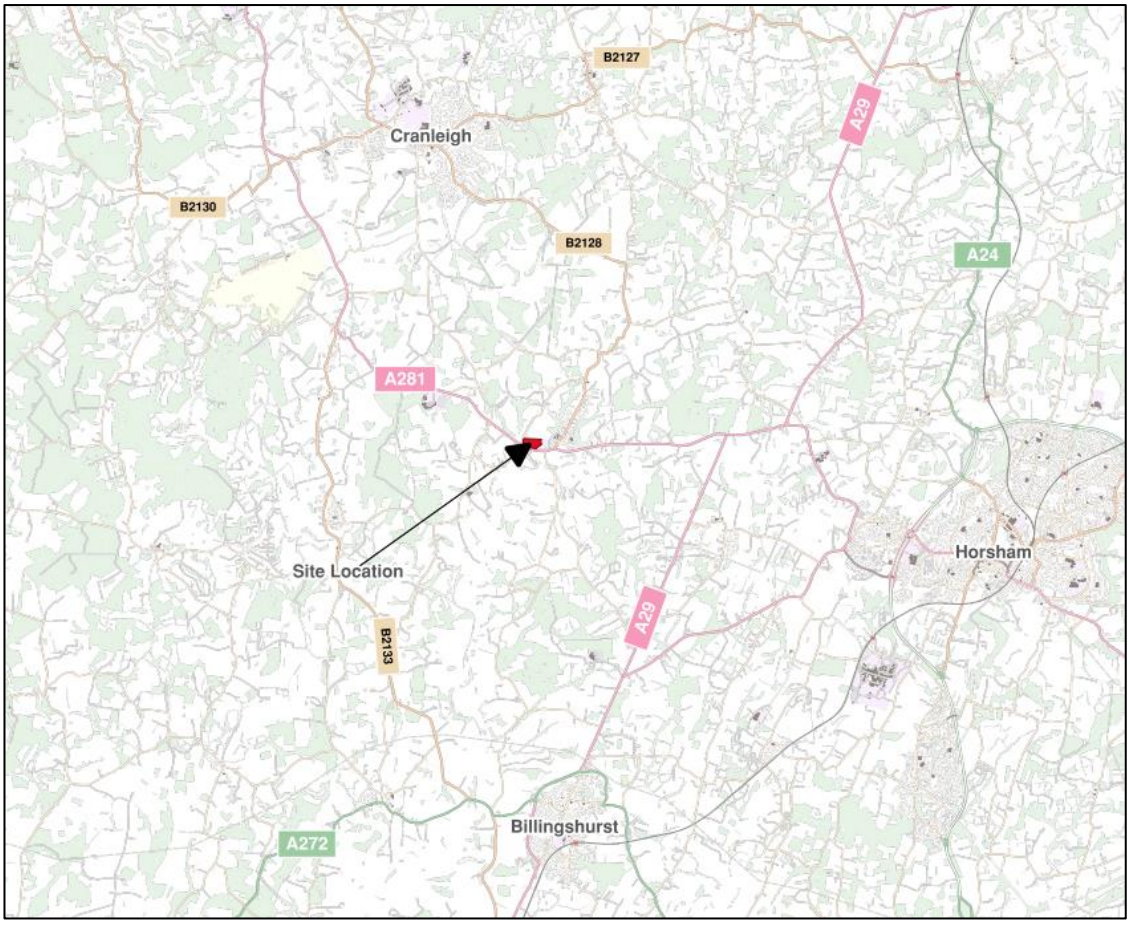


Figure 3.2 - Site Location in relation to the local surrounding Highway Network

Speed Surveys

3.8 Speed Surveys were undertaken along Guildford Road to the east of the proposed site access in the form of Automatic Traffic Counters (ATCs). The ATCs were placed between Monday 23rd September and Sunday 29th September 2024. The results provided 85th percentile speeds in both directions, the speeds recorded during this time period were:

- Eastbound: 32.4mph; and,
- Westbound: 34mph.

Road Safety Review

3.9 Personal injury collision information was obtained from Collision Plot for the latest available five-year period. The study area includes incidents between Lynwick Street to the west of the site and Haven Road to the east, no incidents have occurred at the junction with Loxwood Road during this time period. The review demonstrates that five collisions have occurred within the latest five-year period, two of which were classed as 'serious' and the other three as 'slight' in terms of severity. The locations of these incidents are shown in Figure 3.3 below.

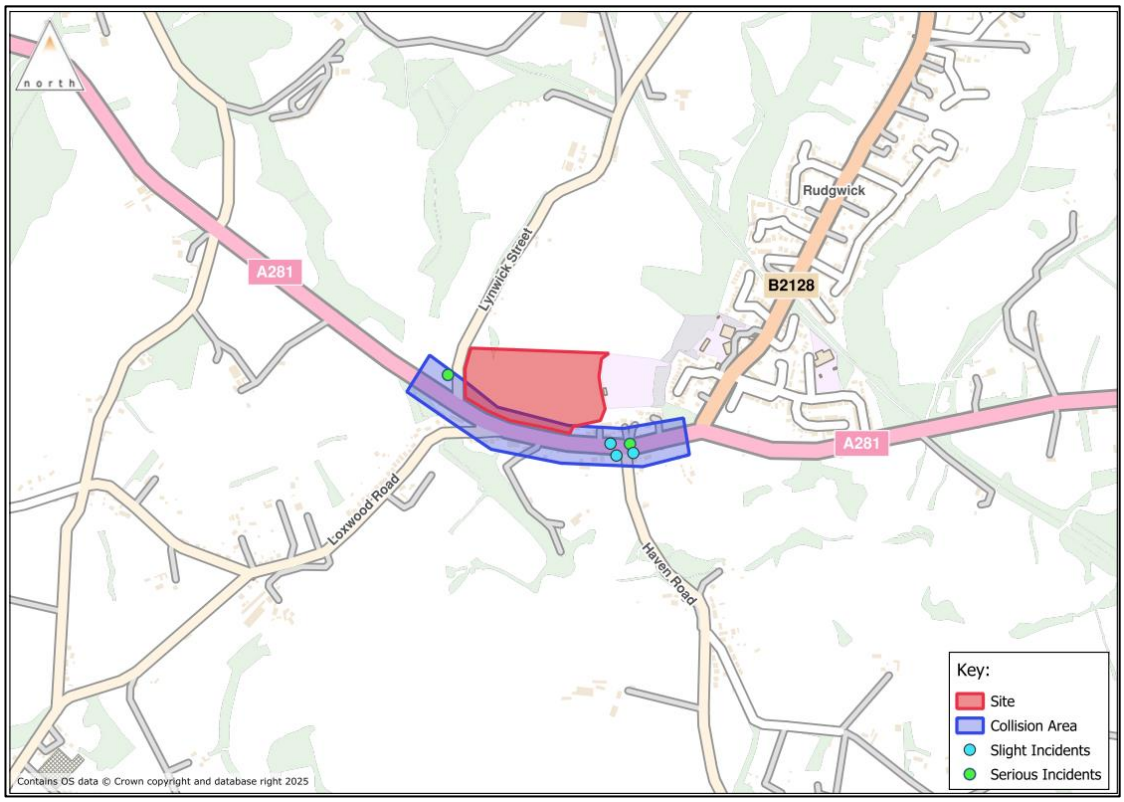


Figure 3.3 - Collision Plot Locations

3.10 The Collision Plot reports are included within **Appendix B** and a summary of the collisions is as follows:

- Lynwick Street – 1st July 2019 – 'serious incident' during daylight hours involving a goods vehicle that overturned at the junction with Guildford Road.
- Haven Road onto A281 – 15th October 2019 – 'serious incident' during light hours during rush hour involving a car pulling out of Haven Road onto the A281 and a motorcycle travelling along the A281.
- A281 onto Haven Road – 30th January 2021 – 'slight incident' during light but wet conditions involving a goods vehicle turning off the A281 and a car approaching the junction via Haven Road.

- A281 – 2nd December 2019 – 'slight incident' during wet and dark conditions involving two cars along the A281 where one was in the process of turning onto Haven Road.
- A281 – 10th October 2019 – 'slight incident' during light but wet conditions involving a goods vehicle pulling out of Haven Road and a car waiting to turn left.

3.11 Upon review, the recent collision history appears to be a result of driver error. The above collision record is not considered abnormal over a five-year period. It is not considered that the incidents occurred as a result of an unsafe highway network, but due to driver error.

Sustainable Transport Accessibility

3.12 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.13 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".*

3.14 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2015 (NTS) also noted that *"76% of all trips under one mile are walks",* making it the most frequent mode of travel for very short distances.

Accessibility by Foot and Cycle

3.15 The site is relatively well located to the existing pedestrian network comprising local footways, footpaths and bridleways. Pedestrian routes exist towards the main pedestrian destination of Rudgwick village in the form of a footways connecting the site to local shops and services including a Co-operative Food store, nearby bus stops and local schools.

3.16 A footway is located on the southern side of Guildford Road which provides a continuous accessible route to Haven Road. A footway is present along the northern side of Guilford Road, approximately 150 metres from the site access, providing a continuous route into Rudgwick via Church Street. A signalised pedestrian crossing is located approximately 200 metres east of the site access. which connects to the footway along the northern side of Guidlford Road.

3.17 A number of Public Rights of Way (PRoWs) are accessible within close proximity to the site. This includes Footpath 1386 along the eastern boundary of the site. The location of the site and local Public Rights of Way (PRoWs) are shown in Figure 3.4 below.

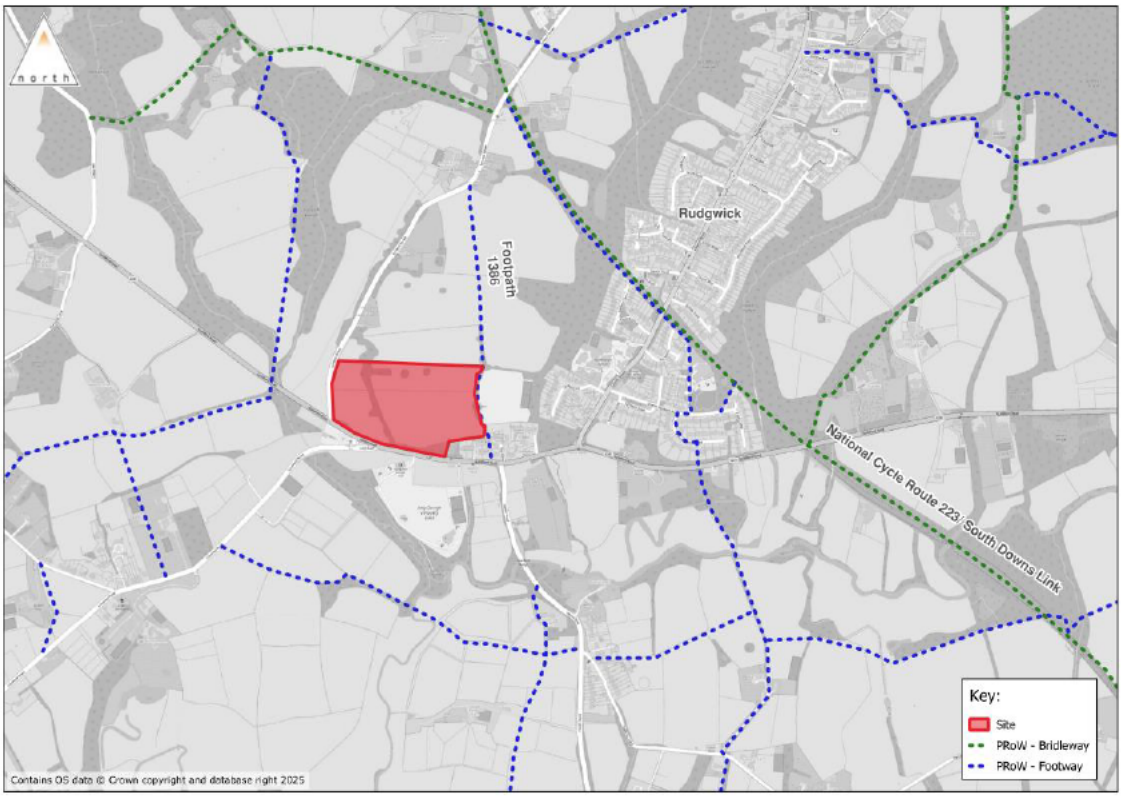


Figure 3.4 - Public Rights of Way

3.18 The site is also closely located to National Cycle Network Route 223 which provides a signed route along a disused railway to the east of the site between Chertsey and Shoreham-by-Sea. The railway line also forms part of the South Downs Link cycle route which is a long-distance route between Guildford and Brighton.

Accessibility by Bus

3.19 The nearest bus stop to the site is located opposite the site on Loxwood Road. Further bus stops are located on Guildford Road approximately 150 metres east of the site. These stops are served by Arriva bus route 63, details of this bus service are contained in Table 3.1 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
63	Guildford Bus Station – Shalford – Bramley – Wonersh – Shamley Green – Rowly – Cranleigh – Ewhurst – Rudgwick – Bucks Green – Slinfold – Broadbridge Heath – Horsham Bus Station – Horsham Rail Station	1 per hour	1 per hour	-

Table 3.1 – Local Bus Route

3.20 Interchange at Horsham and Guildford bus stations provide further accessibility to additional destinations including Crawley, Worthing, Woking and Farnborough, as well as alternative modes of transport.

Accessibility by Rail

3.21 The nearest railway station to the site is Horsham, which is located approximately 12.6 kilometres to the west of the site within Horsham. Horsham railway station is provided with 220 car parking spaces of

which four are accessible spaces, as well as 253 cycle parking spaces. A summary of available rail services is provided in Table 2.1 below.

Destination	Route	Frequency		
		Mon-Fri	Sat	Sun
London Victoria	Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	2 per hour	2 per hour	1 per hour
	Horsham – Warnham – Ockley – Holmwood – Dorking – Box Hill & Westhumble – Leatherhead – Ashtead – Epsom – Ewell East – Cheam – Sutton – Carshalton – Hackbridge – Mitcham Junction – Mitcham Eastfields – Balham – Clapham Junction – London Victoria	1 per hour	1 per hour	-
Peterborough	Horsham – Littlehaven - Ifield – Crawley – Three Bridges – Gatwick Airport – Horley - Redhill – Merstham – Coulsdon South – Easy Croydon – London Bridge – London Blackfriars – City Thameslink – Farringdon – St Pancras International – Finsbury Park – Stevenage – Hitchin – Arlesey – Biggleswade – Sandy – St Neots – Huntingdon – Peterborough	2 per hour	2 per hour	-
Portsmouth Harbour	Horsham – Barnham – Chichester – Southbourne – Emsworth – Havant – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	2 per hour	2 per hour	1 per hour
Bognor Regis	Horsham – Christs Hospital – Billingshurst – Amberley – Arundel – Ford – Barnham – Bognor Regis	2 per hour	2 per hour	1 per hour

Table 2.1 – Local Rail Services

Access to Local Amenities

3.22 There are a number of facilities accessible on foot and by cycle from the site. The majority of these are located east of the site, towards or in Rudgwick. Figure 3.5 below illustrates the location of the key amenities in the vicinity of the site, and Table 3.2 provides a summary of the local amenities in the vicinity of the site Table 3.2 demonstrates that the site is situated in close proximity to a range of amenities within convenient walking and cycling distance including food stores, leisure facilities and healthcare facilities.

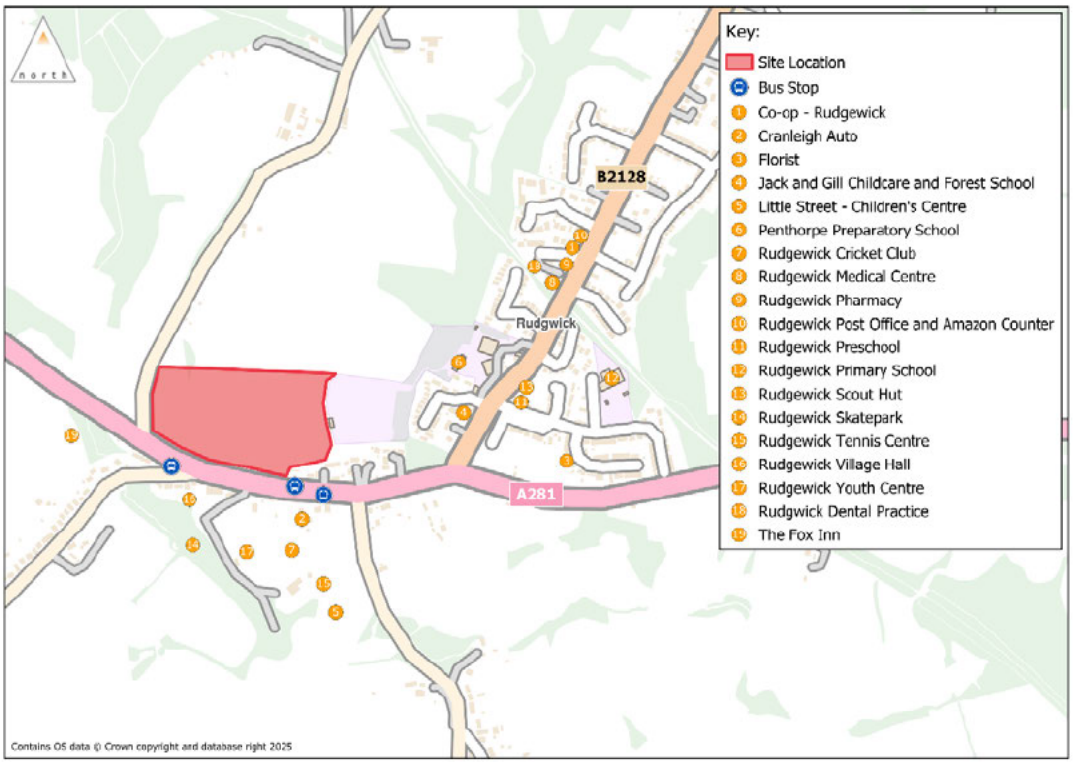


Figure 3.5 - Local Amenities

Amenity	Distance (m)	Walk Time (min)	Cycle Time (min)
The Fox Inn	150	2	1
Rudgwick Skatepark	190	3	1
Cranleigh Auto	240	3	1
Rudgwick Village Hall	250	3	1
Rudgwick Youth Centre	300	4	2
Rudgwick Cricket Club	450	6	2
Little Street Children's Centre	450	6	2
Rudgwick Tennis Centre	450	6	2
Jack and Gill Childcare and Forest School	650	9	3
Pennthorpe Preparatory School	700	9	4
Rudgwick Scout Hut	750	10	3
Rudgwick Preschool	850	12	4
Florist	900	12	4
Rudgwick Primary School	1,100	16	5
Rudgwick Medical Centre	1,200	17	5
Co-op Food Rudgwick	1,200	17	5
Rudgwick Post Office	1,200	17	5
Rudgwick Dental Practice	1,200	17	5
Rudgwick Pharmacy	1,200	17	5

Table 3.2 Distance to Local Amenities

3.23 The site is located within a sustainable area with a number of everyday local amenities within an acceptable walking or cycling distance as summarised within Table 3.2 above. Chapter 9 of the NPPF, as outlined within Section 2 of this report, states that new developments should be located within a sustainable location and not have an adverse effect on the local highway network (Paragraph 116).

3.24 The above review demonstrates that the site is accessible by transport modes, with the closest bus stop being easily accessed from the site and providing routes to nearby towns and villages where further amenities or transport options are available, that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords gives future residents a genuine choice about how they travel.

4.0 Development Proposal

Overview

4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposal is for the development of 90 dwellings comprising a mixture of private, shared ownership and affordable housing with associated car parking and landscaping. The architect's indicative site layout plan is attached at **Appendix C**. Table 4.1 below contains the schedule of accommodation for the site.

Housing Size	Number of Units
Private Houses	
1-Bed	0
2-Bed	15
3-Bed	24
4-Bed	15
Affordable Housing	
1-Bed	12
2-Bed	7
3-Bed	6
Shared Ownership	
1-Bed	4
2-Bed	5
3-Bed	2
Total	**90**

Table 4.1 – Schedule of Accommodation

Access Arrangements

4.2 Access to the development is proposed via a new priority junction onto Guildford Road to the south of the site. The current gated access onto Lynwick Street will be removed. The drawing included at **Appendix D** illustrates the proposed access arrangements which were agreed in principle during pre-application discussions with WSCC.

4.3 The provision of a simple priority junction is considered appropriate when considering the quantum of development proposed. The access road has been designed with a 5.5 metre wide carriageway and 6 metre junction radii to enable a car to pass a HGV or refuse vehicle. As the planning application seeks outline permission, further details surrounding the internal layout will be provided at the reserved matters stage.

4.4 Two metre footways are proposed on both sides of the access road with an informal crossing point in the form of dropped kerbs and tactile paving across Guildford Road on the eastern side of the site access. There is currently no footway along the northern side of Guildford Road within the vicinity of the proposed site access. As such, the proposals include a pedestrian access at the south-eastern boundary of the site with a 1.5 metre footway linking the site to the existing footway on the northern side of Guildford Road approximately 112 metres to the east. It is noted that part of the proposed footway will be provided by a current application directly east of the site under planning application DC/24/1811.

4.5 An additional pedestrian access is proposed to the west of the vehicular access with dropped kerbs and tactile paving provided across Guildford Road, providing access to the bus stop on Loxwood Road. In order to accommodate the informal crossing point the existing layby will be shortened by approximately a single vehicle length.

4.6 Pedestrian access will be provided throughout the site in the form of 2 metre footways or shared surfaces depending on the location. The proposals also include a link to Footpath RUD 1386/1 to the east of the site.

4.7 The proposed internal road network would be formed of low speed and lightly trafficked residential streets with carriageway widths which render them suitable for on-carriageway cycling in accordance with LTN 1/20. As the planning application seeks outline permission, further details surrounding the internal layout will be provided at the reserved matters stage.

Visibility Splays

4.8 Guildford Road is subject to a 30 miles per hour speed limit. To ascertain the required visibility splays an automatic traffic counter (ATC) was placed along Guildford Road to the west of the proposed site access. The ATC were placed between Monday 23rd September and Sunday 29th September 2024. The ATC results are attached for reference at **Appendix E**.

4.9 The ATC recorded 85th percentile vehicle speeds above the 30 miles per hour speed limit and therefore visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The 85th percentile directional speeds and applicable visibility splays calculated using the formula are provided within Table 4.2 below.

Direction	Dry Speed	Required Visibility Splays
Northbound	34 mph	51.4 metres
Southbound	32.4 mph	47.9 metres

Table 4.2 – Stopping Site Distances

4.10 In accordance with the MfS2 calculation, the access is shown to the required 2.4 metre by 51.4 metre visibility to the west (for southbound vehicles). Whilst to the east (for northbound vehicles) the required visibility splay is shown to 2.4 metres by 47.9 metres. The above visibility splays are shown on the drawing included at **Appendix F**. The drawing also includes the highway boundary extent along Guildford Road.

Highway Network Improvements

4.11 The proposals include improvements to the Lynwick Street/Guildford Road junction in the form of enhanced visibility through the cut back/removal of vegetation in highway land and upgrading the junction to a formal give way arrangement. This is an important improvement to the safety of the existing junction. The drawing included at **Appendix G** illustrates visibility splays of 2.4 metres by 60 metres at the Lynwick Street/Guildford Road junction. This in line with speeds of 37mph in accordance with Manual for Streets, which is considered appropriate as the junction is located within the 30mph speed limit.

Stage 1 Road Safety Audit

4.12 As requested within the pre-application response from WSCC, the access arrangements and the proposed highway improvements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA is included at **Appendix H** along with the designer's response. The proposed access arrangements and highway works have been updated in order to address the various concerns raised. This includes improvements to existing footways comprising the connection between Guildford Road and Loxwood Road to the east of The Fox Inn and opposite the site access on Guildford Road.

Parking Provision

4.13 The application is in outline form and therefore car parking will be considered in detail later at the reserved matters stage. However, it is important to demonstrate that car parking can be accommodated in accordance with local standards. As such, the proposals will include parking in accordance with WSCC's parking standards as detailed in Section 2. The indicative schedule of accommodation, parking standards and required parking provision is summarised in Table 4.3 below.

Number of Bedrooms	PBZ 1 – Car Parking Standards	Proposed Units	Parking Provision
1-bed unit	1.5	16	24
2-bed unit	1.7	27	45.9
3-bed unit	2.2	32	70.4
4-bed unit	2.7	15	40.5
Total		90	180.8

Table 4.3 – WSCC's Car Parking Standards

4.14 In terms of garages WSCC state that *"If garages are provided they should be at least 6m x 3m internally. If garages meet this requirement, they will be regarded as an allocated parking space of 0.5."* The total parking provision illustrated on the indicative masterplan amounts to 187 spaces in accordance with WSCC's guidance. On this basis, it is considered that suitable provision can be made for car parking based on the relevant standards.

4.15 Covered and secure cycle stores will be provided for the flats in accordance with the guidance set out within Section 2. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house. As the planning application is an outline application at this stage, further details to car and cycle parking will be given at the reserved matters stage.

Servicing and Refuse Collection

4.16 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated bin stores on the appropriate bin collect days. All bin stores will be located within an acceptable distance for both residents and bin collection personnel to access.

4.17 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at **Appendix I**, demonstrates a refuse and delivery vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear.

Emergency Arrangements

4.18 Emergency access to the site will be taken via Guildford Road. Swept path analysis, attached at **Appendix J**, demonstrates a fire appliance accessing the site in forward gear, navigating the internal access road and exiting the site in forward gear via the proposed access.

Travel Plan

4.19 During pre-application discussions, it was agreed that a travel plan and travel plan auditing fee would be secured via a S106 agreement.

Summary

4.20 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance.

5.0 Trip Generation

Overview

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Residential Trip Generation

5.2 The trip generation potential of the 90 residential units proposed have been assessed based on trip rates derived from the TRICS database. In order to establish trip rates for the proposed development, all dwellings are assessed as privately owned. This provides a worst-case scenario as privately owned dwellings tend to have a higher proportion of vehicular trips in comparison to affordable dwellings.

5.3 The TRICS database has been interrogated for surveys contained within category '03 – Residential: A – Houses Privately Owned', with the following criteria:

- Locations in England (excluding Greater London);
- Sites up to 100 units; and,
- Areas classed as 'Suburban Area' and 'Edge of Town'.

5.4 The trip rates associated with the above criteria and resultant vehicle movements relating to 90 residential dwellings are provided in Table 5.1 below. The full TRICS report is contained at **Appendix K**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.240	0.830	0.577	0.289	3.945	4.002
Total Person Trips	22	75	52	26	355	360
Vehicular Trip Rates	0.158	0.388	0.351	0.170	2.310	2.344
Vehicular Trips	14	35	32	15	208	211

Table 5.1 – Trip Rates and Trip Generation

5.5 Table 5.1 indicates that the proposed dwellings could generate 97 total person movements in the weekday morning peak hour, of which 49 could be vehicular. In the evening peak hour, the proposed dwellings could generate 78 total person movements, of which 47 could be vehicular. Over an average weekday, the proposed dwellings could generate 715 two-way total person trips, of which 419 could be vehicular.

Census Data Modal Split

5.6 To support the above trip attraction, typical travel modes of the existing resident population have been established with reference to Census data for 'Method to Travel to Work' for the resident population (2011 output) for the Horsham 005 (E02006592).

5.7 The Census modal split of travel is summarised in Table 5.2 below. The total person trips identified in Table 5.1 for both the weekday morning and evening peak hours have been assigned based on the Census modal split percentages and are also summarised in Table 5.2 below.

Mode of Travel	Census Modal Split	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	81%	18	61	43	21	288	292
On Foot	5%	2	3	2	1	18	18
Car Passenger	6%	2	5	3	2	21	22
Train	2%	0	2	1	0	6	8
Bus	4%	0	3	2	2	12	16
Bicycle	1%	0	1	1	0	3	4
Other	0%	0	0	0	0	0	0
Total	100%	22	75	52	26	355	360

Table 5.2 – Census Modal Split

5.8 The 'Horsham 005' super output area experiences a higher proportion of car driver trips than the average trip rate taken from the TRICS surveyed sites, with 78 two-way movements in the morning peak hour and 64 two-way movements in the evening peak hour. As such, the census data modal split has been used in the below assessment.

Traffic Distribution

5.9 Development related traffic has been distributed on the network with reference to relevant Census data (2011 output) for 'Location of Usual Residence and Place of Work by Method of Travel to Work'. Car driver is selected as the method of travel to work, with the location of usual residence restricted to the 'Horsham 005 super output area- middle layer' within the Horsham district.

5.10 The above census output enables an understanding of all output areas that residents Horsham 005 travel to for their place of work. A summary of all key destinations (those that attract less than 10 vehicle movements have been excluded for the purposes of this assessment) is shown within **Appendix L**.

5.11 The census data suggests that 39% of residents within the Horsham 005 output area travel to work to output areas located within Horsham District, this includes areas such as Horsham Town Centre, Billingshurst, Cowfold and Rusper. Other key workplace destinations include Waverley, Guildford, Crawley and the London Boroughs.

5.12 Analysis of the census data provides an understanding of the likely directions the local population currently take in order to access their place of work. This has been verified via Google Maps journey times during peak periods. The key routes to/from the site via Guidlford Road are demonstrated below in Figure 5.1.

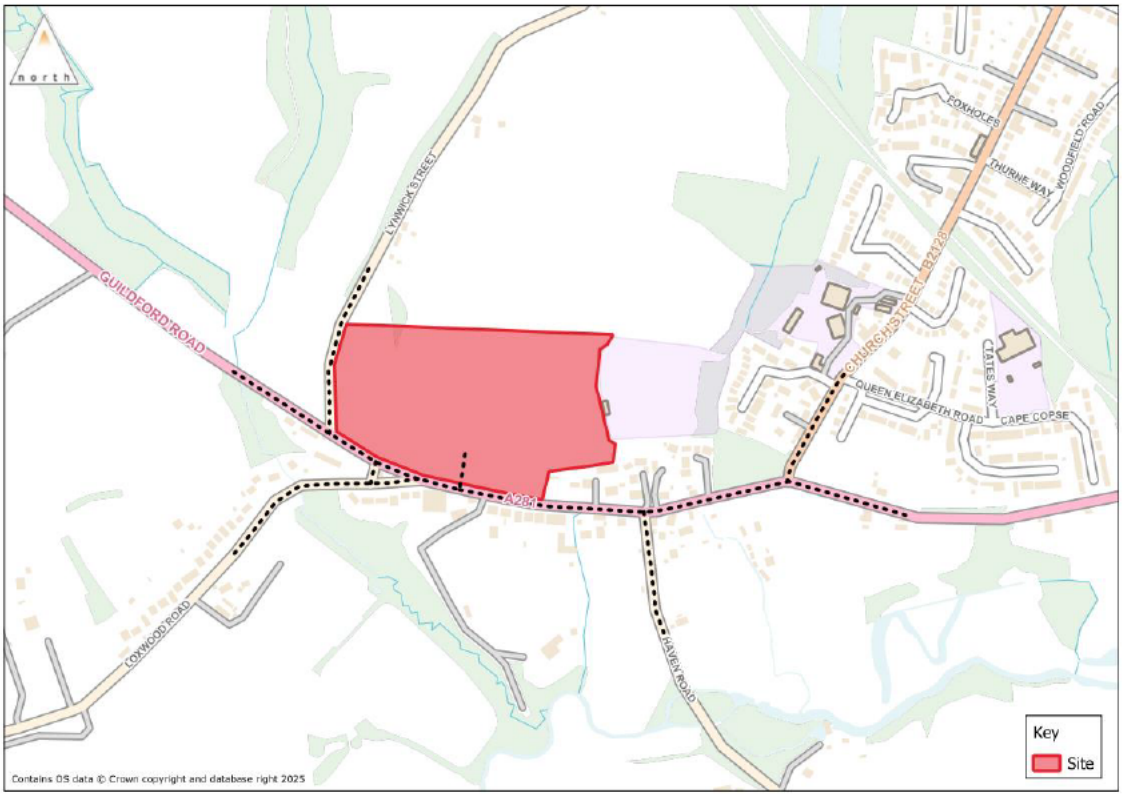


Figure 5.1 - Key Routes to/ from the Site

5.13 Table 5.3 below summarises the routes out of the network taken by the workforce population of the output area, as well as the percentage split of vehicular trips based on the census data.

Direction of Travel	Percentage Split of Vehicles
A281 Eastbound	58%
A281 Westbound	21%
Loxwood Road	4%
Haven Road	11%
B2128 Church Street	5%
Lynwick Street	1%

Table 5.3 - Census Data – 'Location of Usual Residence and Place of Work by Method of Travel to Work'

5.14 Table 5.3 demonstrates that the development related traffic will split at the junction onto Guildford Road, with 74% travelling east and 26% traveling west.

5.15 Table 5.4 below summarises the distribution of vehicular trips associated with the proposed development. To be robust the vehicular trips are based on the Census modal split summarised in Table 5.2.

Direction of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
A281 East	10	35	25	12
A281 West	4	13	9	4
Loxwood Road	1	2	2	1
Haven Road	2	7	5	2
B2128 Church Street	1	3	2	1
Lynwick Street	0	1	0	0

Table 5.4 – Development Traffic Distribution

Summary

5.16 The proposals would likely result in an increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday. The proposals are likely to result in an additional vehicle every circa one minute, which would not have a detrimental impact on the highway network. Based on the above trip generation and distribution associated with the proposed development, and as requested by WSCC, the following section considers the traffic impact of the above development trips on the surrounding road network.

6.0 Highway Impact Assessment

Overview

6.1 As part of the pre-application consultation with WSCC, it was requested that consideration be given to traffic impact associated with the scheme on the surrounding road network. The scope of the analysis includes the following junctions:

1. Guildford Road/Proposed access;
2. Guildford Road/ Lynwick Street priority junction;
3. Guidlford Road/ Loxwood Road priority junction (second access);
4. Guidlford Road/ Loxwood Road priority junction;
5. Guidlford Road/ Haven Road priority junction; and,
6. Guidlford Road/ Church Street priority junction.

6.2 The above junctions are illustrated within Figure 6.1.

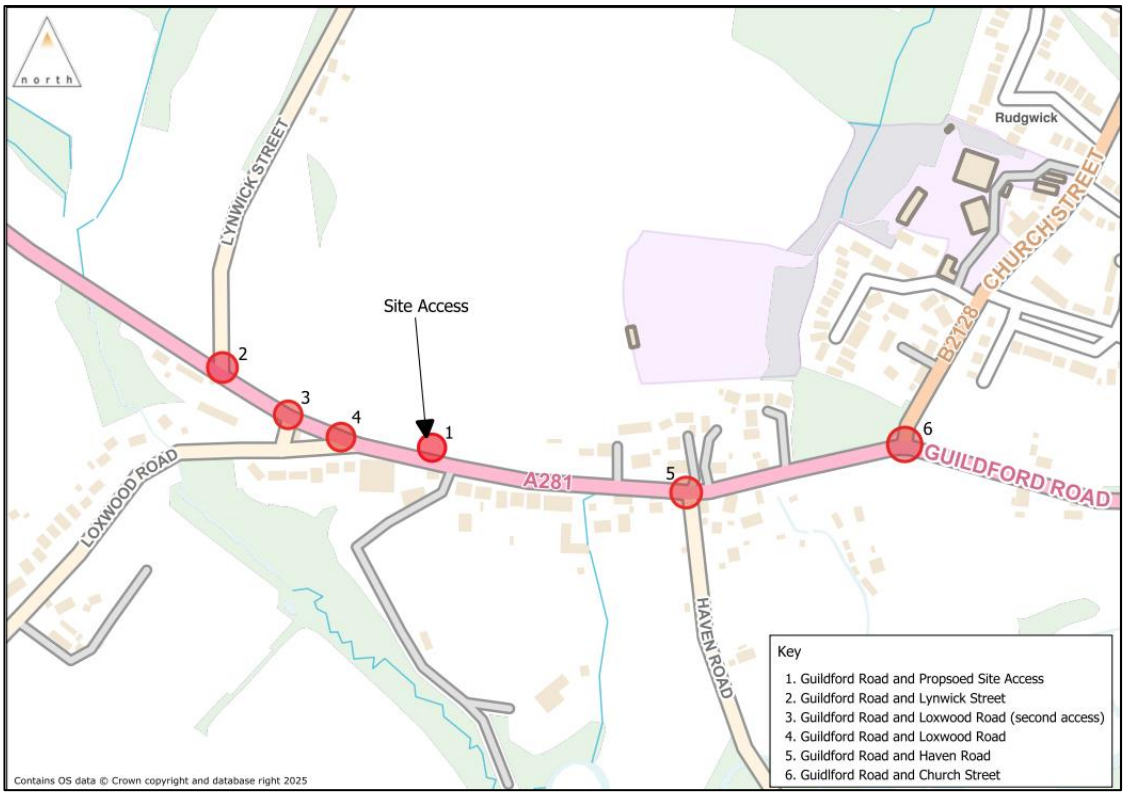


Figure 6.1 - Junctions Modelled

6.3 The above junctions have been modelled five years following submission of the planning application (2030) using the Junction 9 (PICADY) software.

Baseline Traffic Condition's

6.4 The Manual Turning Counts for the junctions were assessed in September 2021, to provide a more accurate representation of the traffic movements the numbers have been uplifted using TEMPro version 8.1 from 2021 to 2025 (Growth Factor of 1.019). The ATC data that was undertaken in September 2024

represented a similar number of vehicle movements as those recorded in 2021, therefore it can be assumed that the data provides an accurate representation of daily and peak period traffic flows.

6.5 To assess the impact of development traffic on the surrounding road network, the traffic data that has been obtained for Lynwick Street, Loxwood Road (both junctions), Haven Road and Church Street from Guildford Road has been multiplied by the TEMPro growth rate factor. The observed peak hour traffic flows at the junctions listed above are provided on **Figures TF1** and **TF2** for the weekday morning and evening peak hours respectively.

Assessment Years

6.6 The impact of the proposed development is to be tested five years following submission of the planning application, i.e. 2030.

6.7 Traffic growth figures have been obtained from TEMPro version 8.1 for the Horsham 005 middle layer super output area (MSOA). The TEMPro growth factors for the 2025-2030 weekday morning and evening peak periods are provided within Table 6.1 below.

Time Period	Weekday Morning Growth Factor	Weekday Evening Growth Factor
2025-2030	1.0618	1.0622

Table 6.1 – TEMPro Growth Factor

6.8 The future year traffic flows are provided within **Figures TF3** and **TF4** for the 2030 weekday morning peak hour and weekday evening peak hour respectively.

Proposed Trip Generation and Assignment

6.9 The increase in development traffic based on the trip generation and distribution in Table 5.4 are shown within **Figures TF5** and **TF6** for the weekday morning peak hour and the weekday evening peak hour respectively. This has been added to the 2030 uplifted flows within **Figures TF7** and **TF8** for weekday morning and evening peak hours respectively.

Proposed Site Access/Guildford Road Modelling

6.10 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.2 below summarises the priority junction's operation during the 2030 weekday peak with the development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Proposed Access	0.09	0.1	8.77	0.04	0.0	9.57
Guildford Road	0.04	0.0	4.30	0.09	0.2	5.62

Table 6.2 - 2030 Weekday Morning and Evening Guildford Road/ Site Access

6.11 Table 6.2 demonstrates that the site access priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

Guildford Road/Lynwick Street Modelling

6.12 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.3 below summarises the priority junctions operation during the 2030 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Lynwick Street	0.1	0.1	9.10	0.26	0.3	13.02
Guildford Road	0.27	0.8	5.34	0.09	0.2	6.37

Table 6.3 - 2030 Weekday Morning and Evening Guildford Road/ Lynwick Street

6.13 Table 6.3 demonstrates that the Lynwick Street priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

Guildford Road/Loxwood Road Modelling

6.14 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.4 below summarises the priority junctions operation during the 2030 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Loxwood Road	0.23	0.3	14.83	0.17	0.2	12.36
Guildford Road	0.0	0.0	0.0	0.01	0.0	4.11

Table 6.4 - 2030 Weekday Morning and Evening Guildford Road/ Loxwood Road

6.15 Table 6.4 demonstrates that the Loxwood Road priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

Guildford Road/Loxwood Road (second access) Modelling

6.16 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.5 below summarises the priority junctions operation during the 2030 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Loxwood Road (second access)	0.28	0.4	13.00	0.09	0.2	4.46
Guildford Road	0.06	0.1	5.88	0.09	0.2	4.46

Table 6.5 - 2030 Weekday Morning and Evening Guildford Road/ Loxwood Road (second access)

6.17 Table 6.5 demonstrates that the Loxwood Road priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

Guildford Road/ Haven Road Modelling

6.18 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.6 below summarises the priority junctions operation during the 2030 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Loxwood Road	0.41	0.7	12.67	0.25	0.3	10.54
Guildford Road	0.24	0.7	6.33	0.45	1.8	6.75

Table 6.6 - 2030 Weekday Morning and Evening Guildford Road/ Haven Road

6.19 Table 6.6 demonstrates that the Haven Road priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with some queuing.

Guildford Road/ Church Street Modelling

6.20 The 2030 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.7 below summarises the priority junctions operation during the 2030 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2030 AM Peak with Dev			2030 PM Peak with Dev		
	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)
Church Street (East)	0.23	0.3	10.59	0.39	0.6	15.45
Church Street (West)	0.45	0.8	23.59	0.55	1.2	30.49
Guildford Road	0.28	0.4	11.66	0.30	0.4	12.30

Table 6.7 - 2030 Weekday Morning and Evening Guildford Road/ Church Street

6.21 Table 6.7 demonstrates that the Church Street priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with some queuing.

Summary

6.22 On this basis, the traffic flows identified can be accommodated onto Guildford Road and further onto Church Street, Haven Road, Loxwood Road and Lynwick Street without material impact on the operational capacity of the road. This related to Paragraph 116 of the NPPF as there would not be an unacceptable impact on highway safety. The modelling undertaken indicates that the proposed development will not result in a severe impact to the operation of the local highway network.

7.0 Summary and Conclusion

7.1 This Transport Assessment has been prepared on behalf of Welbeck Strategic Land IV LLP to accompany an outline planning application for a proposed residential development on land north of Guildford Road, Rudgwick, West Sussex.

7.2 The site is located to the north of the A281 Guildford Road and to the east of Lynwick Street. The site benefits from close proximity to the A281 and the A24, as well as a number of bus stops. The site is situated to the west of Rudgwick village centre, within the administrative boundaries of Horsham District Council and West Sussex County Council.

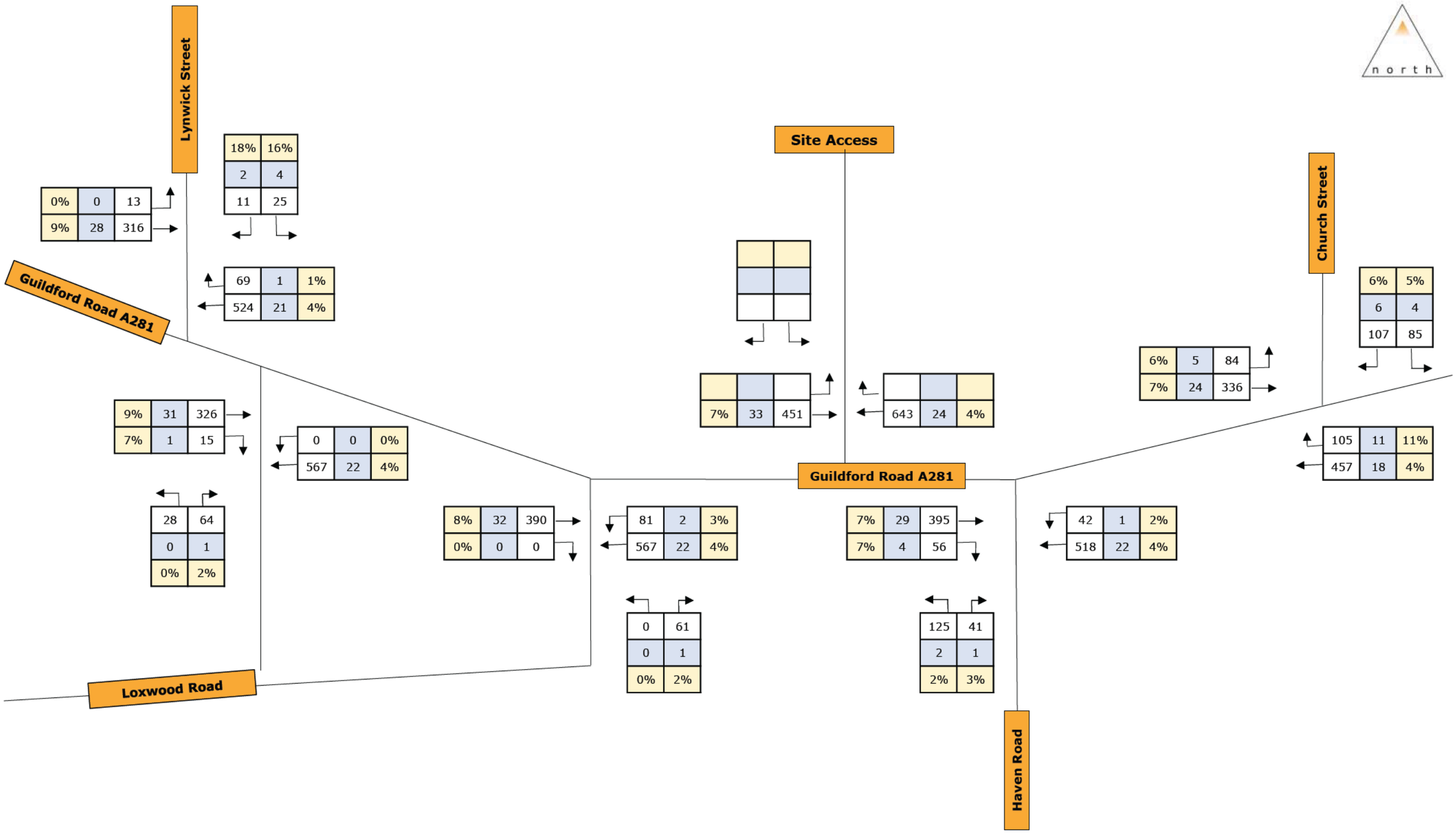
7.3 The site currently accommodates undeveloped land. The planning application seeks permission for the construction of 90 dwellings with associated car parking and landscaping. Access to the site will be taken via a new vehicular access onto Guildford Road. The proposals include a mix of flats and houses, which will be both private and affordable. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.

7.4 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes;
- Safe and suitable access to the site can be achieved for all users;
- Appropriate provision is made for car parking having regard to the relevant guidance;
- Each residential dwelling will benefit from secure cycle parking;
- The proposals include appropriate provision for servicing activity; and
- Modelling of nearby junctions indicates that the proposed development will not result in a severe impact on the surrounding highway network.

7.5 In view of the above, the proposed development is acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the proposals should be resisted.

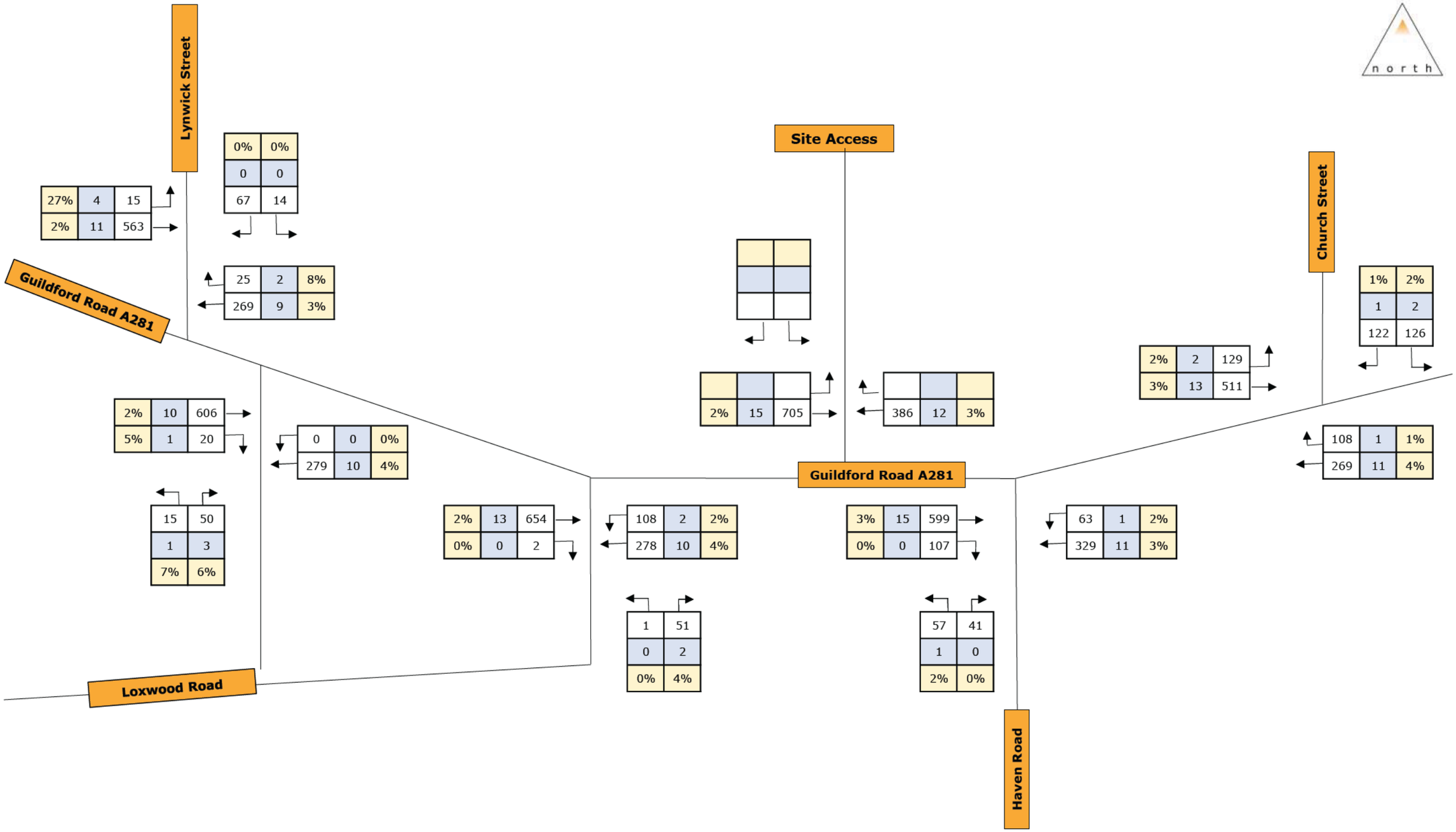
Traffic Flow Figures



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF1: 2025 Baseline Traffic Survey - AM Peak

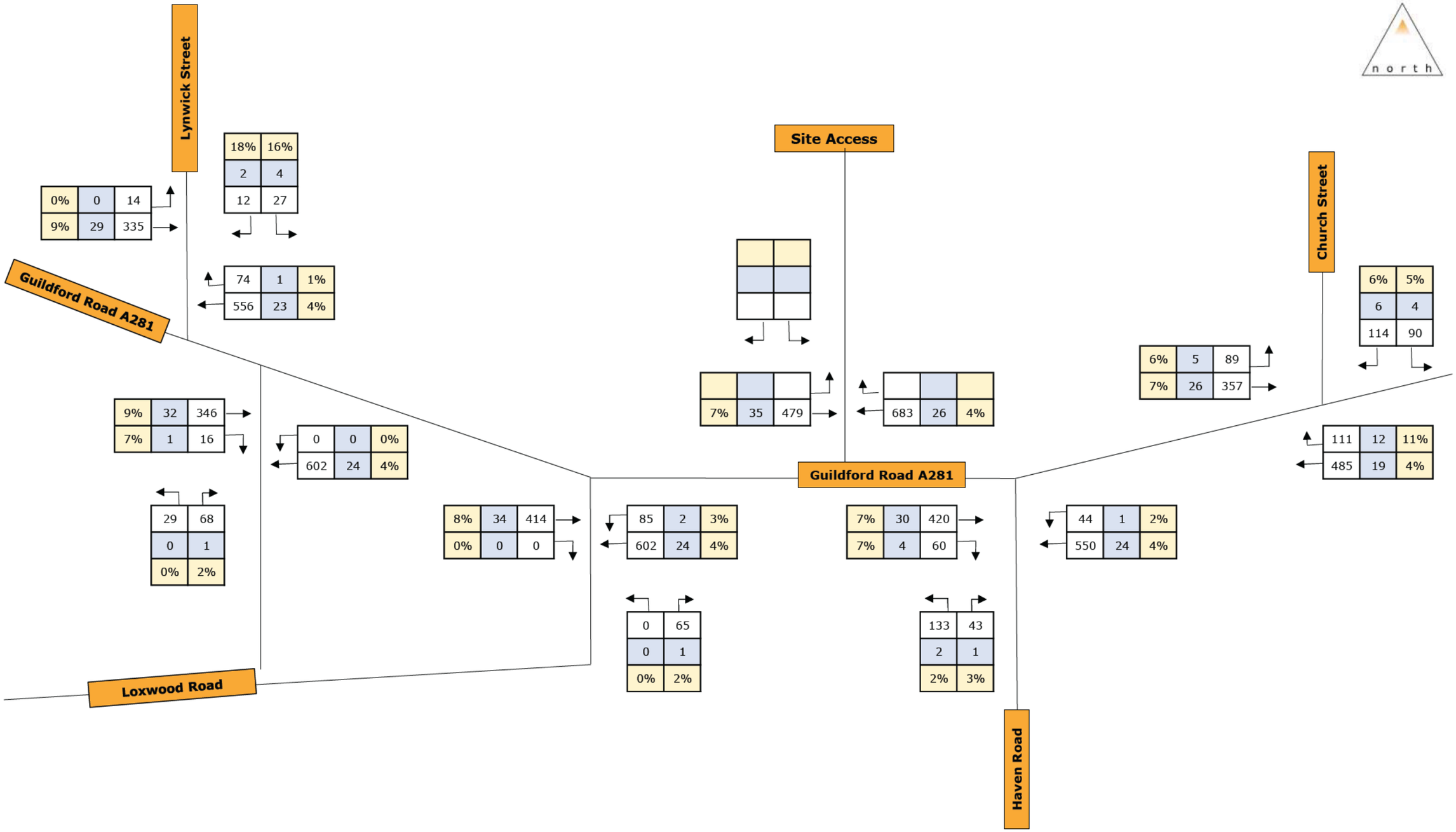
Proposed Residential Development - Guildford Road, Rudgwick



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF2: 2025 Baseline Traffic Survey - PM Peak

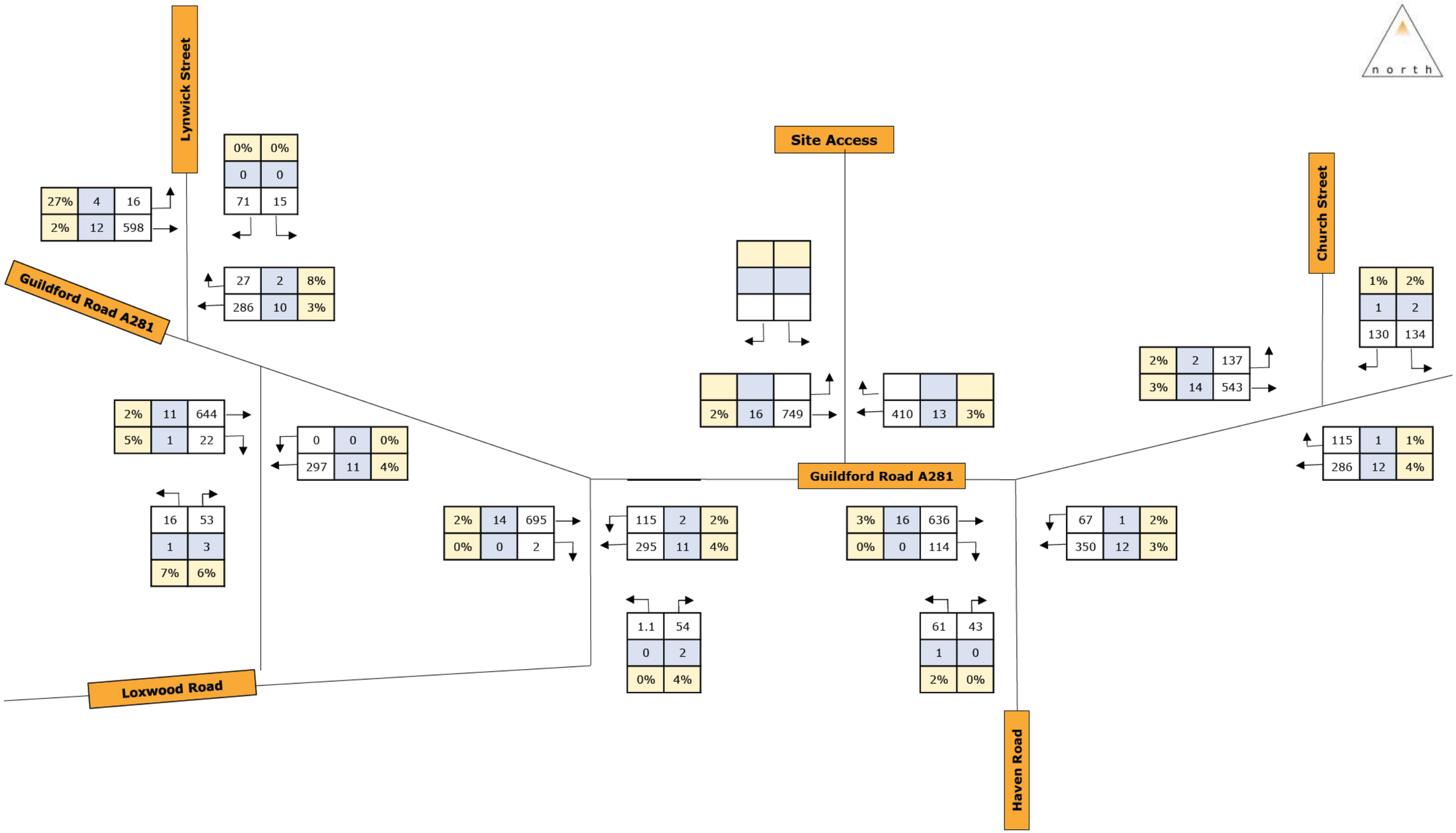
Proposed Residential Development - Guildford Road, Rudgwick



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF3: 2030 Future Year without Development - AM Peak

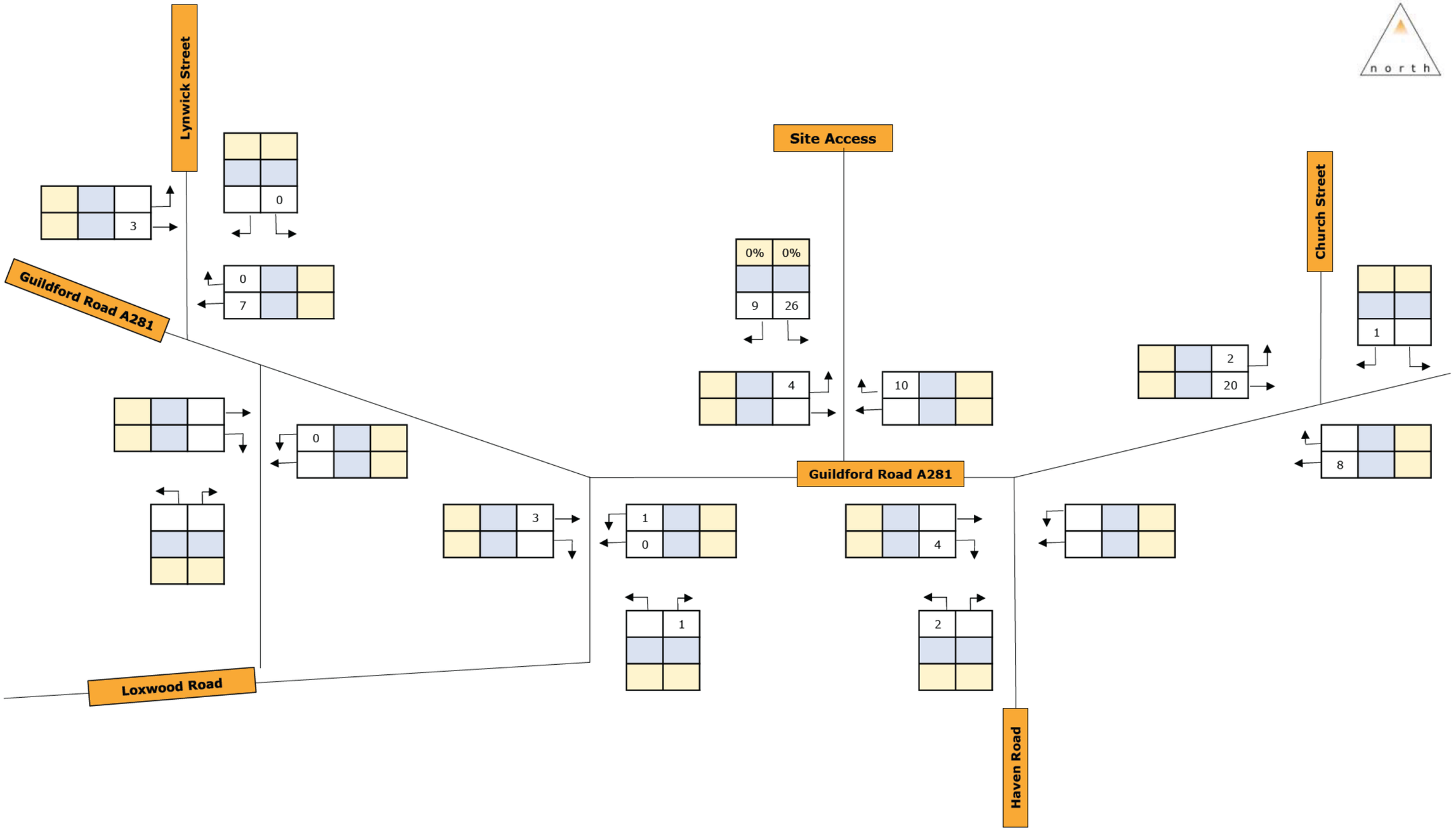
Proposed Residential Development - Guildford Road, Rudgwick



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF4: 2030 Future Year without Development - PM Peak

Proposed Residential Development - Guildford Road, Rudgwick

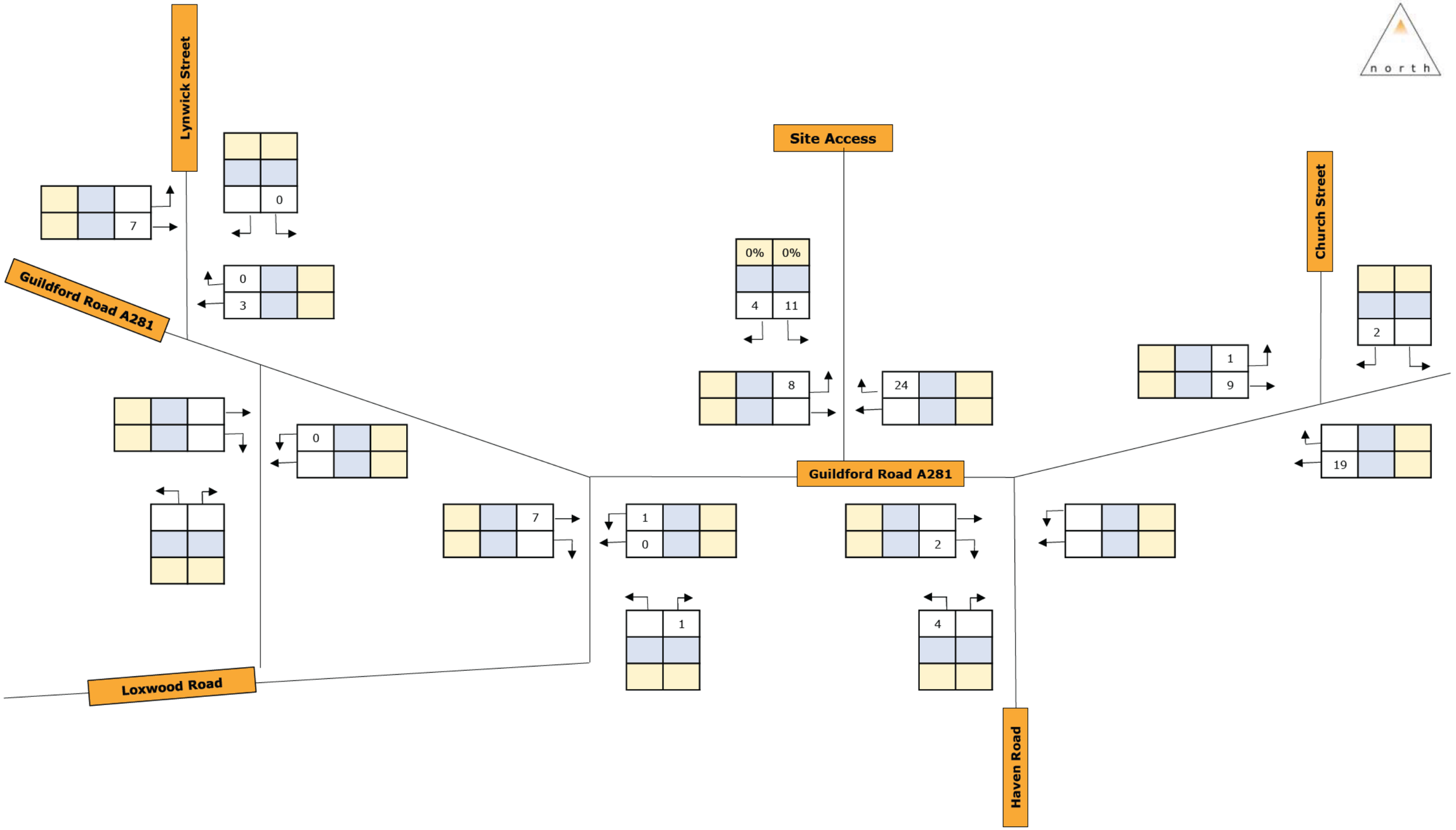


Key	
0	All Vehicles
0	HGVs
0	HGV %

motion

TF5: Development Traffic - AM Peak

Proposed Residential Development - Guildford Road, Rudgwick

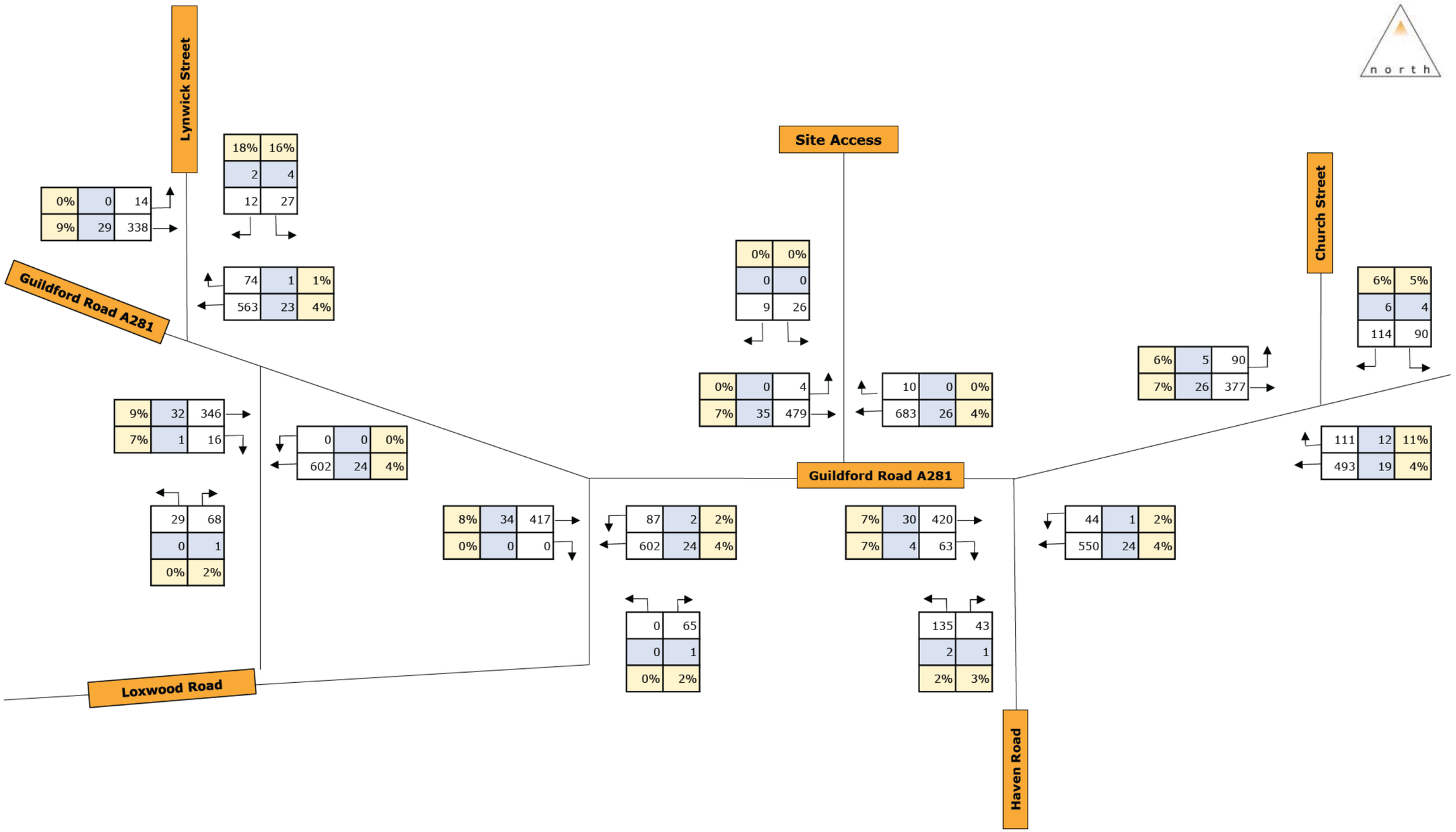


Key	
0	All Vehicles
0	HGVs
0	HGV %

motion

TF6: Development Traffic - PM Peak

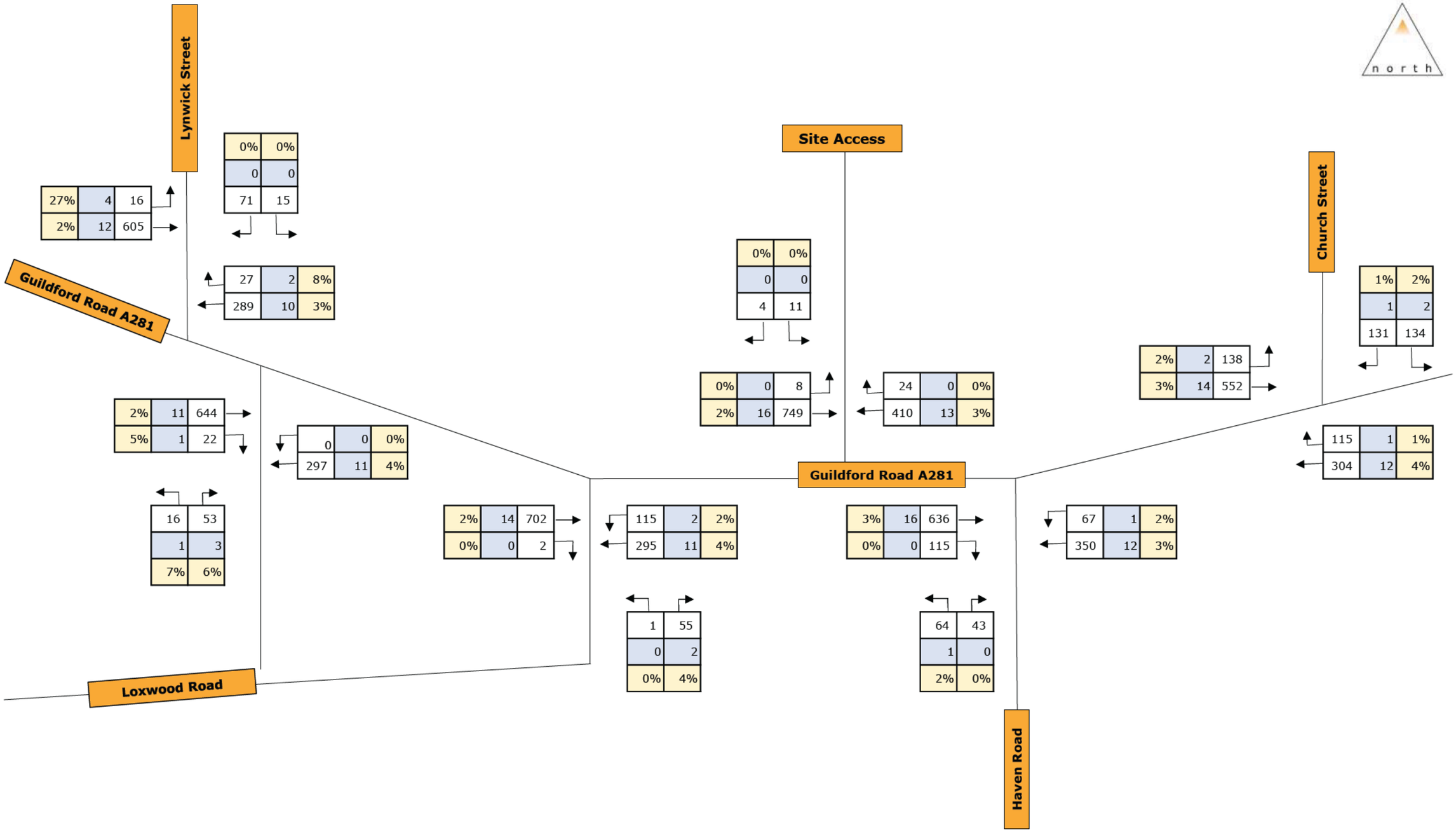
Proposed Residential Development - Guildford Road, Rudgwick



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF7: 2030 plus Development Traffic - AM Peak

Proposed Residential Development - Guildford Road, Rudgwick



Key	
0	All Vehicles
0	HGVs
0	HGV %

TF8: 2030 plus Development Traffic - PM Peak

Proposed Residential Development - Guildford Road, Rudgwick

Appendix A

West Sussex County Council Pre-Application Response

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Organisation: Motion FAO: Andrew Whittingham
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	25 October 2021
LOCATION:	Land north of Guildford Road, Rudgewick RH12 3JN
SUBJECT:	Internal Reference: PRE-118-21 Proposed residential development of approximately 120 dwellings.
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	-

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land north of Guildford Road, Rudgewick RH12 3JN.

The advice based upon a meeting held on the 25th of October 2021 and a Pre application advice request noted dated 30 January 2025.

I refer to your request for pre-application advice and would provide the following site-specific comments.

Access

A simple priority junction is proposed with a 5.5m m carriageway, 6m radii and 2m footway on the eastern side and 2m service margin on the eastern side.
Visibility splays are said provided in line with a review of existing 85th% speeds and in accordance with MfS parameters.

Junction Visibility is also to be improved between Lynwick Street and the A281 Guildford Road and should meet MfS parameters

A stage 1 Road Safety Audit should be provided on the access and alterations to Lynwick Street and word copy of the designers response provided.

Sustainable Transport

Rudgewick benefits from a primary school, doctors, pharmacy and shop within a 1.1km walking distance of the site. Leisure facilities are provided in the form of a public house, village hall, skate park, cricket and tennis club to the south of the site.

Walking

Footpaths are to be provided to link into the existing network, these will be provided as 2m within the site boundary and 1.5m on the northern side of the A281, whilst 1.5m does meet the minimum requirements of inclusive mobility any additional widening to 2m would be beneficial. Part of the footway appears to be provided within the following application DC/24/1811
A crossing point is to be provided to the west of the site and will require the reduction in length of the existing layby by approximately a single vehicle length. Improvements are also identified on the footway between Loxwood Road and Guildford Road to the west of the car sales garage and on PROW 1386 to the east of the site.

Cycling
There are no cycle routes in the immediate vicinity of the site however the downs link can be accessed within the village.

Public Transport
An hourly service (63) is provided to Horsham and Guildford and can be accessed at stops within 175m of the sites access. The stops would benefit from Real Time Information displays and a financial contribution could be secured via S106.

Trip Generation
TRICS has been utilised and the parameters are acceptable. A trip rates of 0.526 and 0.496 vehicle trips are predicted in the AM and PM peak. For an anticipated development of 105 dwellings this would generate 55 and 52 AM and PM trips.

Junction Modelling
Modelling is anticipated to be limited to the following junctions.

Guildford Road/Lynwick Street;
Guildford Road/Loxwood Road;
Guildford Road/Haven Road; and
Guildford Road/Church Street – Several refused applications (DC/21/2482 and 22/03131/OUTEIA & APP/L3815/W/24/3344663) have identified potential improvements to the junction including the widening of the Church Street approach.

Junction Modelling should be provided for an end of local plan horizon, depending on timescales and the advancement of the Horsham local plan and end of emerging local plan scenario should also be provided.

Parking
Parking and Cycle Parking should be provided in line with WSCC guidance, EV charging would be covered by building regulations.

Travel Plan
A travel plan and travel plan auditing fee would be secured via a S106 agreement

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

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Final Stage 1 Road Safety Audit (RSA) of the site access and any proposed highway works, **with the Road Safety Audit Response Report (RSARR) in word format for the LHA to edit as Overseeing Organisation**, including any amended plans.
- A Transport Statement/Assessment, including location plan of key services, availability of sustainable modes of transport and existing/future vehicular generation
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- Proposed trip rates supported with TRICS outputs and site selection methodology
- Junction capacity assessment in accordance with the WSCC Transport Assessment Methodology

Stephen Gee
Planning Services

Appendix B

Collision Plot Data

Authority (highway):	West Sussex	Road 2:	A, 281	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Goods	2, Car
Manouevre:	Moving off	Waiting to turn left
Direction of travel:	South to west	South to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Front	Back
Driver sex & age:	--, -1	Male, 32
Engine capacity (cc):	1997	1339
Propulsion:	Heavy oil	Petrol
Age of vehicle:	0	4

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Passenger
Sex & age:	Female, 33
Car passenger:	Front seat passenger

Authority (highway):	West Sussex	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 281	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manouevre:	Moving off	Going ahead
Direction of travel:	South to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering main road	Mid junction, on roundabout/main road
First point of impact:	Front	Offside
Driver sex & age:	Male, 64	Male, 27
Engine capacity (cc):	1896	125
Propulsion:	Heavy oil	Petrol
Age of vehicle:	11	11

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 27

2019470904293 | Slight | Mon | 02/12/2019 | 01:42 | Dark | Wet

Authority (highway):	West Sussex	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	40	Junction detail:	Other junction	Light conditions:	Dark	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 281	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Turning left	Going ahead
Direction of travel:	South to west	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Offside	Front
Skidding/overturning:	--	Skidded
Leaving road:	Left road nearside	--
Driver sex & age:	Male, 23	Male, 20
Journey purpose:	Other	Other
Engine capacity (cc):	2981	2495
Propulsion:	Petrol	Heavy oil
Age of vehicle:	0	27

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Driver or rider
Sex & age:	Male, 23	Male, 20

2021471018145 | Slight | Sat | 30/01/2021 | 13:41 | Light | Wet

Authority (highway):	West Sussex	Road 2:	Unclassified, --	Weather:	Raining	(Image available to ACP users only)
Speed limit:	50	Junction detail:	Other junction	Light conditions:	Light	
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 281	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Goods
Manouevre:	Going ahead	Turning right
Direction of travel:	East to west	West to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Leaving main road
First point of impact:	Front	Front
Skidding/overturning:	Skidded	Skidded
Leaving road:	Left road nearside	Left road offside
Driver sex & age:	Male, 36	Male, 65
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	1560	1995
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	8	3
Generic make/model:	FORD FOCUS	FORD TRANSIT CUSTOM

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 36

Authority (highway):	West Sussex	Road 2:	A, 281	Weather:	Fine
Speed limit:	60	Junction detail:	T or staggered junction	Light conditions:	Light
Police force:	Sussex	Junction control:	Give way/uncontrolled	Special conditions:	--
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes

(Image available to ACP users only)

Vehicles

Vehicle ref & type:	1, Goods
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach
First point of impact:	Offside
Skidding/overturning:	Overturned
Driver sex & age:	Male, 55
Journey purpose:	Commuting to/from work
Engine capacity (cc):	2494
Propulsion:	Heavy oil
Age of vehicle:	16

Casualties

Casualty reference:	1
Vehicle reference:	1 (Goods)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 55

Appendix C

Architects Site Layout

A1

Romsey T:01794 367703
Portishead T:01275 407000
London T:01794 367703

www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
P1	First Issue	13.05.25	TW/PR	AB
P2	Amendments to follow Landscape/BNG/highways comments.	19.05.25	TW/PR	AB
P3	Widened street between plots 50 and 54 to allow for refuse vehicle.	20.05.25	PR	-
P4	Added buffer planting to existing properties and re-arranged plots 71-77.	21.05.25	PR	-

Rev	Description	Date	Au	Ch

Project	**Land at Rudgwick**				
Drawing	**Site Layout-03**				
Client	**WELBECK LAND**				
Job no.	**WELB190309**			Date	**29.04.25**
Dwg no.	**SL03**			Rev.	**P4**
Author	**TW/PR**	Checked	**AB**	Scale	**1:500 at A1**
Status	PRELIMINARY			Office	**Romsey**
Client ref.					

thrive. architects

Appendix D

Proposed Access Arrangements

Proposed improvements to junction visibility at Lynwick Street. Upgrade to 'give way' junction

Proposed new 5.5m wide vehicular access with single 2m wide footway and 2m wide soft verge (See drawing 1810054-04)

Proposed new 2m wide pedestrian footpath onto Guildford Road

Maintain and improve existing PROW route

Proposed new 2m wide pedestrian footpath onto Guildford Road and proposed crossing point including guard railing. Shorten lay-by to facilitate

Proposed 2m wide footway providing access to proposed crossing point

Proposed 1.5m wide footway linking pedestrian access with bus stop and existing eastern footway

Existing bus stop/shelter

Improve existing footway surfaces as required

Existing bus stop

Existing signal-controlled pedestrian crossing

north

LYNWICK STREET

GUILDFORD ROAD

A281

LOXWOOD ROAD

The Fox Inn (PH)

Garage

El Sub Sta

Pavilion

Queens Cotta

Bay Tree Cottage

Meadow Cottage

Bacon Cottage

Coppers Retreat

Smokies Retreat

Snoxall

The Old Cottage

Queens House

Little Pytchley

Burnside House

Flagons

Tile Cottage

Gladeside

Play Area

TCB

Rose Villa

Rose Cott

Rascalls Cottages

Ripleigh

Greenwillow

The Find

The View

Halloa

The Laurels

Rudgwick Hall

Warren Court

Place

25.6

Legend

Site Boundary

Highway Boundary

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Access Strategy

Scale: 1:1250 (@ A3)

Notes:

Drawing: 1810054-03

Revision: F

C:\Users\glester\Motion\StaffSite - Wlrudg 1810054\Drawings\1810054-103A,104A,105A,TK06B,TK07B.dwg

Appendix E

ATC Data

Mon 23 Time	September Total	2024 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	8	8	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	28	32.2	36.4	6	75	-
0100	4	12	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	22.6	29.7	34.1	3	75	-
0200	7	19	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	29.4	34.8	37.4	6	85.7	-
0300	4	23	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	28.7	31.7	33.9	3	75	-
0400	17	40	0	0	0	0	0	2	6	3	4	1	1	0	0	0	0	0	28.3	37.1	51.1	15	88.2	42.3
0500	90	130	0	0	0	0	1	15	37	29	8	0	0	0	0	0	0	0	23.3	34	43.2	74	82.2	37.8
0600	243	373	0	0	0	0	1	73	89	72	4	3	1	0	0	0	0	0	24.8	32.9	51.9	169	69.5	37.1
0700	700	1073	0	0	0	1	11	385	273	27	3	0	0	0	0	0	0	0	17.8	29.9	41.6	303	43.3	32.4
0800	562	1635	0	0	5	3	12	339	178	23	1	0	0	0	0	0	0	1	12	29.5	76.3	203	36.1	32.2
0900	370	2005	0	0	1	0	14	210	129	13	3	0	0	0	0	0	0	0	12.1	29.6	42.7	145	39.2	32.4
1000	321	2326	0	0	0	0	9	191	112	8	1	0	0	0	0	0	0	0	22.7	29.4	40.3	121	37.7	32
1100	254	2580	0	1	0	0	8	123	104	17	0	0	1	0	0	0	0	0	7.9	30.2	51.2	122	48	33.1
1200	261	2841	0	1	0	2	7	114	110	26	0	0	0	1	0	0	0	0	7.1	30.5	59.3	137	52.5	33.8
1300	271	3112	0	4	3	2	15	140	92	14	1	0	0	0	0	0	0	0	6.1	29	41.3	107	39.5	32.7
1400	249	3361	0	0	0	0	2	93	119	32	3	0	0	0	0	0	0	0	23.7	31.4	42.8	154	61.8	34.9
1500	286	3647	0	0	0	1	8	85	154	37	1	0	0	0	0	0	0	0	18.6	31.2	40	192	67.1	34.7
1600	304	3951	0	0	0	3	2	114	155	28	2	0	0	0	0	0	0	0	17.3	31	43.2	185	60.9	34
1700	318	4269	0	0	0	0	4	123	164	27	0	0	0	0	0	0	0	0	22.6	30.9	40	191	60.1	33.8
1800	218	4487	0	0	0	0	1	64	113	29	11	0	0	0	0	0	0	0	23.6	32.2	44.3	153	70.2	36.2
1900	139	4626	0	0	0	1	3	41	79	13	2	0	0	0	0	0	0	0	18.8	31.3	40.9	94	67.6	34.2
2000	88	4714	0	1	0	0	0	12	47	23	4	1	0	0	0	0	0	0	6	33.5	46.8	75	85.2	38.3
2100	47	4761	0	0	0	0	0	13	19	13	1	1	0	0	0	0	0	0	26.2	32.9	47.4	34	72.3	35.8
2200	39	4800	0	0	0	0	0	6	18	14	1	0	0	0	0	0	0	0	26.3	34.3	40.9	33	84.6	38
2300	**18**	**4818**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**31.7**	**39.7**	**13**	**72.2**	**33.3**
07-19	**4114**	**4818**	**0**	**6**	**9**	**12**	**93**	**1981**	**1703**	**281**	**26**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**6.1**	**30.2**	**76.3**	**2013**	**48.9**	**33.3**
06-22	**4631**	**4818**	**0**	**7**	**9**	**13**	**97**	**2120**	**1937**	**402**	**37**	**5**	**2**	**1**	**0**	**0**	**0**	**1**	**6**	**30.5**	**76.3**	**2385**	**51.5**	**33.8**
06-00	**4688**	**4818**	**0**	**7**	**9**	**13**	**97**	**2131**	**1967**	**417**	**38**	**5**	**2**	**1**	**0**	**0**	**0**	**1**	**6**	**30.5**	**76.3**	**2431**	**51.9**	**33.8**
00-00	**4818**	**4818**	**0**	**7**	**9**	**13**	**99**	**2152**	**2024**	**453**	**50**	**6**	**3**	**1**	**0**	**0**	**0**	**1**	**6**	**30.6**	**76.3**	**2538**	**52.7**	**34**

Tue 24	September	2024	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	11	4829	0	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	28.3	35.9	44.9	9	81.8	39.1
0100	8	4837	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	24.7	31.5	38.6	5	62.5	-
0200	6	4843	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	29	33.2	39.8	5	83.3	-
0300	3	4846	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	26.6	30.1	32.5	2	66.7	-
0400	19	4865	0	0	0	0	1	3	8	3	4	0	0	0	0	0	0	0	24.7	34.7	43.5	15	78.9	41.6
0500	92	4957	0	0	0	0	0	9	29	36	12	5	1	0	0	0	0	0	27.7	36.4	52.1	83	90.2	41.2
0600	302	5259	0	0	0	0	2	94	137	56	10	3	0	0	0	0	0	0	23.8	32.3	49.5	206	68.2	36.2
0700	687	5946	0	0	0	0	6	348	311	20	2	0	0	0	0	0	0	0	21.1	30.2	41.2	333	48.5	32.7
0800	571	6517	0	0	3	9	18	327	187	27	0	0	0	0	0	0	0	0	12.9	29.3	39.1	214	37.5	32.4
0900	381	6898	0	0	1	5	21	206	124	23	1	0	0	0	0	0	0	0	11.6	29.6	40.3	148	38.8	32.9
1000	304	7202	0	1	0	0	9	151	120	21	2	0	0	0	0	0	0	0	7.6	30.2	43.2	143	47	33.6
1100	279	7481	0	0	0	9	12	134	110	10	4	0	0	0	0	0	0	0	17.9	29.7	43.1	124	44.4	32.9
1200	265	7746	0	1	0	1	12	89	131	28	2	0	1	0	0	0	0	0	8.1	30.9	51.2	162	61.1	34.4
1300	259	8005	0	0	0	0	8	90	140	17	2	2	0	0	0	0	0	0	22.4	30.8	47.8	161	62.2	33.8
1400	213	8218	0	0	0	2	3	64	115	27	1	1	0	0	0	0	0	0	15.6	31.5	48.9	144	67.6	34.9
1500	277	8495	0	1	0	2	8	136	107	22	1	0	0	0	0	0	0	0	9	30.1	40.1	130	46.9	33.3
1600	317	8812	0	0	0	3	9	103	171	30	1	0	0	0	0	0	0	0	17.6	30.9	41.4	202	63.7	33.8
1700	300	9112	0	0	0	1	12	129	132	24	2	0	0	0	0	0	0	0	15.7	30.6	43.3	158	52.7	33.8
1800	273	9385	0	0	0	0	2	101	132	34	3	1	0	0	0	0	0	0	23.8	31.5	48.1	170	62.3	34.9
1900	123	9508	0	0	0	0	2	33	64	21	3	0	0	0	0	0	0	0	24.3	31.9	42.1	88	71.5	36
2000	97	9605	0	0	0	0	0	30	50	15	2	0	0	0	0	0	0	0	25.1	32.3	43.7	67	69.1	35.1
2100	55	9660	0	0	0	0	2	13	24	13	2	1	0	0	0	0	0	0	24.3	32.9	45.8	40	72.7	37.8
2200	62	**9722**	**0**	**0**	**0**	**0**	**0**	**8**	**35**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	25.4	33.9	49.5	54	87.1	38.5
2300	32	**9754**	**0**	**0**	**0**	**0**	**0**	**9**	**12**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**33.4**	**42.2**	**23**	**71.9**	**37.6**
07-19	**4126**	**9754**	**0**	**3**	**4**	**32**	**120**	**1878**	**1780**	**283**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30.3**	**51.2**	**2089**	**50.6**	**33.6**
06-22	**4703**	**9754**	**0**	**3**	**4**	**32**	**126**	**2048**	**2055**	**388**	**38**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30.5**	**51.2**	**2490**	**52.9**	**33.8**
06-00	**4797**	**9754**	**0**	**3**	**4**	**32**	**126**	**2065**	**2102**	**407**	**48**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30.6**	**51.2**	**2567**	**53.5**	**33.8**
00-00	**4936**	**9754**	**0**	**3**	**4**	**32**	**128**	**2083**	**2151**	**453**	**66**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**7.6**	**30.7**	**52.1**	**2686**	**54.4**	**34.2**

Wed 25 Time	September Total	2024 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	13	9767	0	0	0	0	0	1	2	8	2	0	0	0	0	0	0	0	25.2	35.8	41.1	12	92.3	37.6
0100	15	9782	0	0	0	0	0	5	3	6	1	0	0	0	0	0	0	0	29	34.3	40.2	10	66.7	38
0200	11	9793	0	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	25.7	31.7	36.4	9	81.8	32
0300	12	9805	0	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	28.3	32.1	38.8	9	75	34.7
0400	19	9824	0	0	0	0	0	1	1	10	6	1	0	0	0	0	0	0	27.5	38.5	45.5	18	94.7	42.1
0500	90	9914	0	0	0	0	0	14	36	29	11	0	0	0	0	0	0	0	27.6	34.5	45	76	84.4	38.7
0600	273	10187	0	0	0	0	5	92	113	52	9	2	0	0	0	0	0	0	23.9	31.9	47.7	176	64.5	36.7
0700	664	10851	0	0	0	2	10	334	292	25	0	0	0	0	0	0	0	0	19.9	30.2	81.8	318	47.9	32.4
0800	626	11477	0	0	0	4	9	373	230	7	2	1	0	0	0	0	0	0	17.2	29.6	45.8	240	38.3	31.8
0900	412	11889	0	0	0	1	8	213	176	13	1	0	0	0	0	0	0	0	18.4	29.8	44.9	190	46.1	32.2
1000	298	12187	0	0	2	0	6	149	124	16	1	0	0	0	0	0	0	0	10.7	30	41	141	47.3	32.9
1100	263	12450	0	0	1	1	15	132	104	9	1	0	0	0	0	0	0	0	14.4	29.6	41.8	114	43.3	32.7
1200	259	12709	0	0	0	0	5	106	121	24	3	0	0	0	0	0	0	0	20.4	30.9	42	148	57.1	34
1300	239	12948	1	0	0	0	10	98	107	22	1	0	0	0	0	0	0	0	2.2	30.3	40.8	130	54.4	34
1400	261	13209	0	1	3	3	14	135	84	20	1	0	0	0	0	0	0	0	8.9	29.7	43.9	105	40.2	33.1
1500	291	13500	0	1	0	0	2	116	146	21	4	0	1	0	0	0	0	0	9.7	30.9	51.5	172	59.1	33.6
1600	335	13835	0	0	0	0	3	150	163	18	1	0	0	0	0	0	0	0	20.5	30.5	40.5	182	54.3	33.1
1700	337	14172	0	0	0	0	5	156	145	28	2	1	0	0	0	0	0	0	23.6	30.7	45.9	176	52.2	33.6
1800	228	14400	0	0	0	1	2	63	144	17	1	0	0	0	0	0	0	0	16	31.3	40.5	162	71.1	33.8
1900	143	14543	0	0	0	0	3	46	78	13	1	2	0	0	0	0	0	0	23	31.4	46.4	94	65.7	34.2
2000	88	14631	0	0	1	0	1	19	54	11	2	0	0	0	0	0	0	0	10	32	42.6	67	76.1	34.4
2100	87	14718	0	0	0	0	1	21	43	19	2	1	0	0	0	0	0	0	24.5	32.9	45.1	65	74.7	36.5
2200	46	14764	0	0	0	0	0	6	24	12	3	0	1	0	0	0	0	0	25.7	34.3	51.2	40	87	36.2
2300	32	14796	0	0	0	1	0	7	9	14	0	1	0	0	0	0	0	0	16.8	33.3	46.5	24	75	37.1
07-19	**4213**	**14796**	**1**	**2**	**6**	**12**	**89**	**2025**	**1836**	**220**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**2.2**	**30.2**	**81.8**	**2078**	**49.3**	**32.9**
06-22	**4804**	**14796**	**1**	**2**	**7**	**12**	**99**	**2203**	**2124**	**315**	**32**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**2.2**	**30.4**	**81.8**	**2480**	**51.6**	**33.3**
06-00	**4882**	**14796**	**1**	**2**	**7**	**13**	**99**	**2216**	**2157**	**341**	**35**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**2.2**	**30.5**	**81.8**	**2544**	**52.1**	**33.3**
00-00	**5042**	**14796**	**1**	**2**	**7**	**13**	**99**	**2242**	**2214**	**397**	**55**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**2.2**	**30.6**	**81.8**	**2678**	**53.1**	**33.6**

Thu 26	September	2024	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	13	14809	0	0	0	0	0	1	9	3	0	0	0	0	0	0	0	0	29.9	34.1	37.1	12	92.3	35.6
0100	12	14821	0	0	0	0	0	1	7	2	0	2	0	0	0	0	0	0	29.2	35.8	47.6	11	91.7	36.9
0200	11	14832	0	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	28.9	35.5	41.6	9	81.8	36.9
0300	11	14843	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	36.7	37.5	39.7	11	100	37.4
0400	25	14868	0	0	0	0	0	1	14	4	5	1	0	0	0	0	0	0	30	35.7	46.4	24	96	42.5
0500	88	14956	0	0	0	0	1	22	29	28	8	0	0	0	0	0	0	0	24.8	33.9	43.7	65	73.9	38
0600	300	15256	0	0	0	1	3	86	160	39	10	1	0	0	0	0	0	0	15.8	32	45.1	210	70	35.3
0700	714	15970	0	0	0	3	20	326	325	38	2	0	0	0	0	0	0	0	18.3	30.2	42.7	365	51.1	32.7
0800	594	16564	0	1	0	2	21	275	267	26	2	0	0	0	0	0	0	0	6.7	30	41.4	295	49.7	32.9
0900	492	17056	0	1	13	4	13	211	226	23	1	0	0	0	0	0	0	0	9.4	29.6	42.2	250	50.8	32.4
1000	342	17398	0	0	6	0	7	166	136	26	1	0	0	0	0	0	0	0	12	30	43.1	163	47.7	32.9
1100	275	17673	0	0	2	1	7	102	127	33	3	0	0	0	0	0	0	0	10.3	30.8	41.8	163	59.3	34.2
1200	306	17979	0	2	0	0	5	149	133	16	1	0	0	0	0	0	0	0	9.2	30	40.1	150	49	33.1
1300	294	18273	0	0	0	3	8	127	123	32	1	0	0	0	0	0	0	0	19.4	30.6	40.1	156	53.1	34.2
1400	307	18580	0	2	0	0	6	124	144	24	7	0	0	0	0	0	0	0	6.1	30.8	42.8	175	57	33.6
1500	326	18906	0	0	0	0	3	112	173	36	2	0	0	0	0	0	0	0	20.6	31.4	41	211	64.7	34.2
1600	353	19259	0	0	0	2	2	135	183	26	5	0	0	0	0	0	0	0	15.3	30.9	42.4	214	60.6	33.6
1700	438	19697	0	0	0	1	4	156	224	48	5	0	0	0	0	0	0	0	17.4	31.2	44.9	277	63.2	34.2
1800	312	20009	0	0	1	0	5	133	150	23	0	0	0	0	0	0	0	0	14.4	30.6	39	173	55.4	33.1
1900	182	20191	0	0	1	0	2	69	83	23	3	0	1	0	0	0	0	0	13.8	31.4	51.7	110	60.4	34.9
2000	114	20305	0	0	0	0	0	26	70	16	1	1	0	0	0	0	0	0	25.7	32.3	47.1	88	77.2	34.9
2100	78	20383	0	0	0	0	0	10	42	22	4	0	0	0	0	0	0	0	25.8	34	42.8	68	87.2	37.1
2200	62	20445	0	0	0	0	1	23	21	9	7	0	1	0	0	0	0	0	22.6	32.8	50.3	38	61.3	38.9
2300	28	20473	0	0	0	0	0	10	13	4	1	0	0	0	0	0	0	0	26.9	31.8	41.5	18	64.3	35.1
07-19	**4753**	**20473**	**0**	**6**	**22**	**16**	**101**	**2016**	**2211**	**351**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6.1**	**30.4**	**44.9**	**2592**	**54.5**	**33.3**
06-22	**5427**	**20473**	**0**	**6**	**23**	**17**	**106**	**2207**	**2566**	**451**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**6.1**	**30.6**	**51.7**	**3068**	**56.5**	**33.6**
06-00	**5517**	**20473**	**0**	**6**	**23**	**17**	**107**	**2240**	**2600**	**464**	**56**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**6.1**	**30.7**	**51.7**	**3124**	**56.6**	**33.8**
00-00	**5677**	**20473**	**0**	**6**	**23**	**17**	**108**	**2267**	**2661**	**517**	**71**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**6.1**	**30.8**	**51.7**	**3256**	**57.4**	**34**

Fri 27	September	2024	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	18	20491	0	0	0	0	0	1	12	4	1	0	0	0	0	0	0	0	26.6	33.3	40.1	17	94.4	35.6
0100	15	20506	0	0	0	0	0	2	1	6	3	2	1	0	0	0	0	0	29	39.4	50.1	13	86.7	47
0200	12	20518	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	26.5	32.2	39.4	8	66.7	35.6
0300	7	20525	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	30.9	35.3	38.6	7	100	-
0400	23	20548	0	0	0	0	0	3	4	7	6	3	0	0	0	0	0	0	28.4	38.1	47.9	20	87	44.5
0500	86	20634	0	0	0	0	0	9	41	18	12	6	0	0	0	0	0	0	27.2	35.5	49.5	77	89.5	41.4
0600	256	20890	0	0	0	0	0	50	124	66	13	3	0	0	0	0	0	0	26.7	33.4	48.4	206	80.5	37.1
0700	621	21511	0	0	0	0	8	245	309	54	5	0	0	0	0	0	0	0	22.3	30.9	43.9	368	59.3	33.8
0800	590	22101	0	1	0	0	12	330	217	27	1	1	0	0	0	0	0	0	5.3	29.9	84.5	247	41.9	32.2
0900	436	22537	0	0	0	1	13	201	207	14	0	0	0	0	0	0	0	0	19.1	30	38.8	221	50.7	32.4
1000	438	22975	0	1	2	5	46	220	153	10	0	0	0	0	0	0	0	0	9.2	29	88.2	164	37.4	32
1100	402	23377	0	1	0	1	14	195	177	13	1	0	0	0	0	0	0	0	5.1	29.9	40.5	191	47.5	32.9
1200	383	23760	0	0	2	1	12	174	165	26	3	0	0	0	0	0	0	0	12.5	30.3	41.9	194	50.7	33.3
1300	427	24187	0	0	0	1	6	188	200	30	1	1	0	0	0	0	0	0	19.1	30.5	46.4	232	54.3	33.3
1400	456	24643	0	0	0	0	24	217	195	18	2	0	0	0	0	0	0	0	21.5	30	42.7	215	47.1	32.9
1500	406	25049	0	0	2	0	8	157	203	35	0	1	0	0	0	0	0	0	11.2	30.7	49	239	58.9	33.8
1600	416	25465	0	1	0	1	7	159	206	37	5	0	0	0	0	0	0	0	8.4	31	41.7	248	59.6	34
1700	387	25852	0	0	5	0	3	169	180	30	0	0	0	0	0	0	0	0	10	30.4	39.5	210	54.3	33.3
1800	306	26158	0	0	0	1	2	90	182	29	2	0	0	0	0	0	0	0	15.1	31.4	41.6	213	69.6	34.2
1900	171	26329	0	0	0	0	0	47	82	38	3	0	1	0	0	0	0	0	25.3	32.2	50.2	124	72.5	35.6
2000	105	26434	0	0	0	0	0	26	54	21	4	0	0	0	0	0	0	0	27.4	32.7	42.9	79	75.2	35.8
2100	86	26520	0	0	0	0	1	14	66	4	1	0	0	0	0	0	0	0	24.6	32	41.3	71	82.6	34.7
2200	80	26600	0	0	0	0	0	9	31	33	6	1	0	0	0	0	0	0	26.7	34.8	45.7	71	88.8	37.6
2300	48	26648	0	0	0	0	0	8	21	10	7	2	0	0	0	0	0	0	25.8	35	49.1	40	83.3	40
07-19	**5268**	**26648**	**0**	**4**	**11**	**11**	**155**	**2345**	**2394**	**323**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**5.1**	**30.3**	**88.2**	**2742**	**52.1**	**33.1**
06-22	**5886**	**26648**	**0**	**4**	**11**	**11**	**156**	**2482**	**2720**	**452**	**41**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**5.1**	**30.6**	**88.2**	**3222**	**54.7**	**33.6**
06-00	**6014**	**26648**	**0**	**4**	**11**	**11**	**156**	**2499**	**2772**	**495**	**54**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**5.1**	**30.7**	**88.2**	**3333**	**55.4**	**33.8**
00-00	**6175**	**26648**	**0**	**4**	**11**	**11**	**156**	**2518**	**2839**	**536**	**76**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**5.1**	**30.8**	**88.2**	**3475**	**56.3**	**33.8**

Sat 28 Time	September Total	2024 RunTot	Northbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	26	26674	0	0	0	0	0	3	12	2	7	2	0	0	0	0	0	0	27.4	35.8	49.5	23	88.5	41.6
0100	14	26688	0	0	0	0	0	1	1	3	8	0	0	1	0	0	0	0	27.8	40.6	56.2	13	92.9	44.3
0200	12	26700	0	0	0	0	0	2	4	2	2	1	1	0	0	0	0	0	27.2	37.7	52.1	10	83.3	43.2
0300	8	26708	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	33.9	37.4	40.7	8	100	-
0400	16	26724	0	0	0	0	0	1	5	1	8	0	1	0	0	0	0	0	28.2	38.9	50.3	15	93.8	42.7
0500	31	26755	0	0	0	0	0	8	9	11	3	0	0	0	0	0	0	0	26.6	34.2	44.4	23	74.2	37.8
0600	94	26849	0	0	0	0	1	13	46	23	8	3	0	0	0	0	0	0	24.2	34.3	46.9	80	85.1	37.8
0700	168	27017	0	0	0	0	3	78	62	20	5	0	0	0	0	0	0	0	24.6	31.1	44.1	87	51.8	34.9
0800	310	27327	0	0	0	3	26	155	103	22	1	0	0	0	0	0	0	0	15.8	29.6	40.2	126	40.6	32.9
0900	291	27618	0	0	0	0	4	132	121	31	2	1	0	0	0	0	0	0	24.6	30.9	45.3	155	53.3	34
1000	346	27964	0	3	3	5	12	133	155	33	1	1	0	0	0	0	0	0	6.8	30.2	49.2	190	54.9	33.6
1100	418	28382	0	1	2	4	23	194	168	21	5	0	0	0	0	0	0	0	9.9	29.7	44.4	194	46.4	32.4
1200	383	28765	0	3	3	2	18	160	167	29	1	0	0	0	0	0	0	0	7.2	30.1	44.3	197	51.4	33.8
1300	331	29096	0	0	1	1	12	126	154	32	5	0	0	0	0	0	0	0	11.9	30.7	43.6	191	57.7	34
1400	292	29388	0	1	1	2	7	107	140	30	4	0	0	0	0	0	0	0	7.8	31	42.9	174	59.6	34.2
1500	242	29630	0	0	1	0	5	65	140	30	1	0	0	0	0	0	0	0	14.5	31.5	42.1	171	70.7	34.4
1600	254	29884	0	0	2	0	3	81	126	38	3	1	0	0	0	0	0	0	13	31.6	49.4	168	66.1	35.1
1700	271	30155	0	0	0	3	8	107	137	12	4	0	0	0	0	0	0	0	16.3	30.3	42.6	153	56.5	33.1
1800	255	30410	0	0	0	0	2	100	126	26	1	0	0	0	0	0	0	0	23.8	31	41.2	153	60	34
1900	155	30565	0	0	0	0	2	45	86	19	2	1	0	0	0	0	0	0	21.8	31.9	48.1	108	69.7	34.7
2000	131	30696	0	0	0	0	0	44	58	22	7	0	0	0	0	0	0	0	25.4	32.2	43.3	87	66.4	35.8
2100	101	30797	0	0	0	0	1	34	53	8	4	1	0	0	0	0	0	0	23.4	31.7	47.5	66	65.3	34.4
2200	70	30867	0	0	0	0	0	7	31	20	6	6	0	0	0	0	0	0	25.6	35.1	49.2	63	90	41.2
2300	63	30930	0	0	0	0	0	6	34	22	0	1	0	0	0	0	0	0	26	33.9	47.4	57	90.5	36
07-19	**3561**	**30930**	**0**	**8**	**13**	**20**	**123**	**1438**	**1599**	**324**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**6.8**	**30.5**	**49.4**	**1959**	**55**	**33.8**
06-22	**4042**	**30930**	**0**	**8**	**13**	**20**	**127**	**1574**	**1842**	**396**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**6.8**	**30.8**	**49.4**	**2300**	**56.9**	**34.2**
06-00	**4175**	**30930**	**0**	**8**	**13**	**20**	**127**	**1587**	**1907**	**438**	**60**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**6.8**	**30.9**	**49.4**	**2420**	**58**	**34.4**
00-00	**4282**	**30930**	**0**	**8**	**13**	**20**	**127**	**1602**	**1940**	**462**	**89**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**6.8**	**31**	**56.2**	**2512**	**58.7**	**34.4**

Sun 29	September	2024	Northbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	30	30960	0	0	0	0	1	4	13	10	2	0	0	0	0	0	0	0	24.4	33.9	42.2	25	83.3	38.3
0100	24	30984	0	0	0	0	0	1	13	7	3	0	0	0	0	0	0	0	29	34.6	40.6	23	95.8	36.7
0200	12	30996	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	0	25.9	33.3	39.2	10	83.3	34.2
0300	9	31005	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	31	34.1	39.6	9	100	-
0400	9	31014	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	27.9	33.1	**36.3**	**7**	**77.8**	**-**
0500	20	31034	0	0	0	0	0	0	6	11	3	0	0	0	0	0	0	0	30.8	36.4	41.5	20	100	39.8
0600	60	31094	0	0	0	0	1	12	26	16	4	0	1	0	0	0	0	0	24.4	33.4	51.6	47	78.3	36.5
0700	100	31194	0	0	0	1	3	37	42	10	6	0	1	0	0	0	0	0	19.4	31.7	**50.6**	**59**	**59**	**35.6**
0800	182	31376	0	0	0	2	2	64	94	17	3	0	0	0	0	0	0	0	17.6	30.9	**43.3**	**114**	**62.6**	**34**
0900	274	31650	0	1	1	3	1	119	124	25	0	0	0	0	0	0	0	0	9.6	30.5	**39.8**	**149**	**54.4**	**34**
1000	304	31954	0	0	2	4	9	120	132	34	2	1	0	0	0	0	0	0	13.3	30.5	**45**	**169**	**55.6**	**34**
1100	285	32239	0	0	0	2	9	122	128	18	5	1	0	0	0	0	0	0	16.7	30.5	48.8	152	53.3	32.9
1200	347	32586	0	0	5	10	12	114	174	28	3	1	0	0	0	0	0	0	10.1	30.3	47.1	206	59.4	33.8
1300	309	32895	0	0	1	2	7	116	148	32	2	1	0	0	0	0	0	0	12.1	30.8	45.7	183	59.2	34.2
1400	245	33140	0	0	0	0	6	99	116	23	1	0	0	0	0	0	0	0	23.1	30.9	42.3	140	57.1	33.8
1500	259	33399	0	1	0	1	10	80	130	29	8	0	0	0	0	0	0	0	5.3	31.2	44	167	64.5	34.4
1600	306	33705	0	0	1	0	7	127	141	26	4	0	0	0	0	0	0	0	14.9	30.6	42.1	171	55.9	33.3
1700	284	33989	0	0	0	0	3	107	127	44	2	0	1	0	0	0	0	0	23.9	31.7	50.7	174	61.3	35.3
1800	233	34222	0	0	0	0	3	63	120	36	9	2	0	0	0	0	0	0	23.4	32.2	45.3	167	71.7	36
1900	167	34389	0	0	0	1	1	41	94	29	1	0	0	0	0	0	0	0	17.5	32.2	41.2	124	74.3	35.3
2000	110	34499	0	0	0	0	2	28	62	14	2	2	0	0	0	0	0	0	24	32.1	48.3	80	72.7	35.3
2100	78	34577	0	0	1	0	0	14	44	17	2	0	0	0	0	0	0	0	10.6	32.5	43.7	63	80.8	36.5
2200	36	34613	0	0	0	0	1	5	11	13	3	3	0	0	0	0	0	0	24.3	35.8	48.9	30	83.3	40.9
2300	26	34639	0	0	0	0	0	5	14	6	1	0	0	0	0	0	0	0	28.2	33.3	40.8	21	80.8	36.7
07-19	**3128**	**34639**	**0**	**2**	**10**	**25**	**72**	**1168**	**1476**	**322**	**45**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**5.3**	**30.9**	**50.7**	**1851**	**59.2**	**34.2**
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06-00	**3605**	**34639**	**0**	**2**	**11**	**26**	**77**	**1273**	**1727**	**417**	**58**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**5.3**	**31.2**	**51.6**	**2216**	**61.5**	**34.7**
00-00	**3709**	**34639**	**0**	**2**	**11**	**26**	**78**	**1282**	**1777**	**453**	**66**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**5.3**	**31.2**	**51.6**	**2310**	**62.3**	**34.7**

Summary			Northbound																				
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				30	30	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	34639	**34639**	**1**	**32**	**78**	**132**	**795**	**14146**	**15606**	**3271**	**473**	**83**	**16**	**2**	**0**	**0**	**0**	**1**	**2.2**	**30.8**	**88.2**	**19455**	**56.2**	**34**

Appendix F

Visibility Splays

Proposed new 2m wide soft verge (service margin)

Proposed new 5.5m wide vehicular access with 6m junction radii

Proposed new 2m footway

Proposed new crossing point

2.4m x 51.4m junction visibility splay to east (trailing direction)

Proposed 2m wide footway providing access to Guildford Road

Proposed 1.5m wide footway behind exisitng lay-by linking pedestrian access with bus stop and existing eastern footway

Existing bus stop/shelter

2.4m x 47.9m junction visibility splay to west (leading direction)

GUILDFORD ROAD

LOXWOOD ROAD

TCB

Garage

CRATE

SUDS

BCP

north

C:\Users\glester\Motion\StaffSite - Wlrudg 1810054\Drawings\1810054-103A,104A,105A,TK06B,TK07B.dwg

Legend

Site Boundary

Highway Boundary

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Eastern Access Arrangement
Guildford Road

Scale: 1:500 (@ A3)

Notes:

Drawing: 1810054-04

Revision: F

Appendix G

Lynwick Street Improvements

north

LYNWICK STREET

PROPOSED LANDSCAPE BUFFER

SUB STATION

BCP

TURNING HEAD

Guildford Road

Proposed improvements to junction visibility at Lynwick Street through clearance of vegetation within site boundary. Upgrade to 'give way' junction

Proposed new 2m wide pedestrian footpath onto Guildford Road with proposed crossing point including guard railing. Existing lay-by to be shortened to accomodate crossing

2.4m x 60m junction visibility

2.4m x 60m junction visibility

A 281

Legend

Site Boundary

Highway Boundary

motion

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Surrey
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Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Western Access Arrangement
Lynwick Street

Scale: 1:500 (@ A3)

Notes:

Drawing:
1810054-05

Revision:
F

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Appendix H

Stage 1 Road Safety Audit and Designers Response

LAND AT GUILDFORD ROAD, BUCKS GREEN (SITE SA-574)

Access Arrangements

Stage 1 Road Safety Audit
Overseeing Organisation: West Sussex County Council

March 2025

Gateway RSE

Road Safety Engineering

Project:	Land at Guildford Road, Bucks Green (Site SA-574) Access Arrangements
Document:	Stage 1 Road Safety Audit
Design Organisation:	Motion
Overseeing Organisation:	West Sussex County Council
Client:	Motion
Gateway RSE ref:	SG/WP/2503-09 RSA1 v1.0
Issue date:	24/3/2025
Status:	Issued as v1.0
Authorised by:	SG

Road Safety Engineering

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Gateway RSE Ltd is registered in England Number 14087123
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ

CONTENTS

Appendices

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at Bucks Green, near Rudgwick, within the District of Horsham and the County of West Sussex.

1.2 The audit brief, provided by Gemma Lester of Motion and dated 14th March 2025, describes the scheme as an all-purpose site access with two footways and an uncontrolled pedestrian crossing on its east side, providing access to the south side of Guildford Road. Two pedestrian accesses onto Guildford Road are also proposed, one each side of the main access. One, approximately 150 metres to the west, will also be provided with crossing facilities over Guildford Road. The second, about 50 metres east of the main access, will connect with a new 1.5m wide footway leading to an existing eastbound bus stop some 90 metres further east.

1.3 Guildford Road (A281) is a two-way single carriageway road running broadly west to east. It has a 30mph speed limit, an intermittent footway on the south side, and limited street lighting. There are no waiting/loading restrictions.

1.4 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 13:45 and 14:30 on Tuesday 18th March 2025, when the weather was fine and the road surface dry. Traffic flows were moderate, and no congestion was observed, whilst some pedestrian but no cyclist movements occurred. On-street parking was seen within the lay-bys on the north side of Guildford Road.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

1.8 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2023). It indicates that one PIC occurred close to the proposed works, at the Guildford Road/Lynwick Street junction. It was in July 2019 and involved an HGV losing control, causing serious injuries to the driver.

Previous Road Safety Audit(s)

1.9 This Audit Team commenced but did not complete a Stage 1 RSA on proposals with some similarities September 2021, which are now superseded.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential vehicle collisions due to foliage/boundary treatments obscuring junction visibility.

Location: Both sides of proposed access road junction

It is not clear to what extent foliage will be removed to provide the junction visibility splays. It could in future grow back and obstruct visibility from the site access along Guildford Road, which could lead to vehicle turning collisions.

Recommendation

Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.

Walking, Cycling and Horse Riding

2.4 Problem

Absence of pedestrian facilities may lead to trips or falls.

Location: Site access junction

No dropped kerbs or tactile paving are shown within the site access road. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide dropped kerbs and tactile paving for pedestrians wishing to cross the site access road, north of Guildford Road.

2.5 Problem

Trips/falls or collisions between vehicles and pedestrians.

Location: Pedestrian crossing on Guildford Road

Parking was observed within the lay-by on the north side of Guildford Road, immediately east of the proposed pedestrian crossing point. This restricts visibility between pedestrians and moving vehicles, which could lead to collisions.

Recommendation

Introduce measures to prevent parking at the proposed pedestrian crossing, providing suitable pedestrian/vehicle inter-visibility.

2.6 Problem

Pedestrian injuries due to trips/falls.

Location: Footways on south side of Guildford Road, at Loxwood Road junction (east of The Fox Inn) and opposite proposed site access

The new crossings will encourage pedestrians to use the existing footway along the south side of Guildford Road, which is uneven and may cause pedestrian trip/fall injuries.

Recommendation

The sections of footway (a) connecting Guildford Road and Loxwood Road, on the east side of The Fox Inn, and (b) opposite the site access, should be resurfaced.

2.7 Problem

Foliage growth may cause pedestrians to walk in the carriageway or bus lay-by, where they could be struck by vehicles.

Location: Proposed footway along north side of Guildford Road

It is not clear to what extent foliage adjacent to the new footway will be removed. It could encroach and force pedestrians to walk along the carriageway or within the bus lay-by, where they will be at risk of collision with passing vehicles, particularly at night.

Recommendation

Cut back foliage with sufficient clearance behind and above the proposed footway to minimise future maintenance and limit the risk of obstructing pedestrians.

2.8 Problem

Vehicle/pedestrian collisions

Location: Footpath connections from development site

The proposed footpath connections from the development site are perpendicular to Guildford Road and pedestrians emerging from the development may enter the carriageway without due care, leading to pedestrian/vehicle collisions or rear/front (shunt) type collisions between vehicles due to hard braking.

Recommendation

A short section of guard railing should be provided opposite the footpath to prevent pedestrians from entering the crossing injudiciously. Alternatively, design the footpath alignment avoiding a straight, perpendicular approach.

Road Signs, Carriageway Markings and Lighting

2.9 Problem

Night-time vehicle/pedestrian or vehicle turning collisions.

Location: Guildford Road

Guildford Road appears poorly lit. The likely increase in pedestrian and traffic movements arising from the development could increase the risk of night-time vehicle/pedestrian or vehicle turning collisions.

Recommendation

At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed: [redacted]

Date: 24/3/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed: [redacted]

Date: 24/[redacted]

Gateway RSE

APPENDIX A
Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
1810054-03	C	Motion	Proposed Access Strategy
1810054-04	B	Motion	Proposed Access Arrangement - Guildford Road

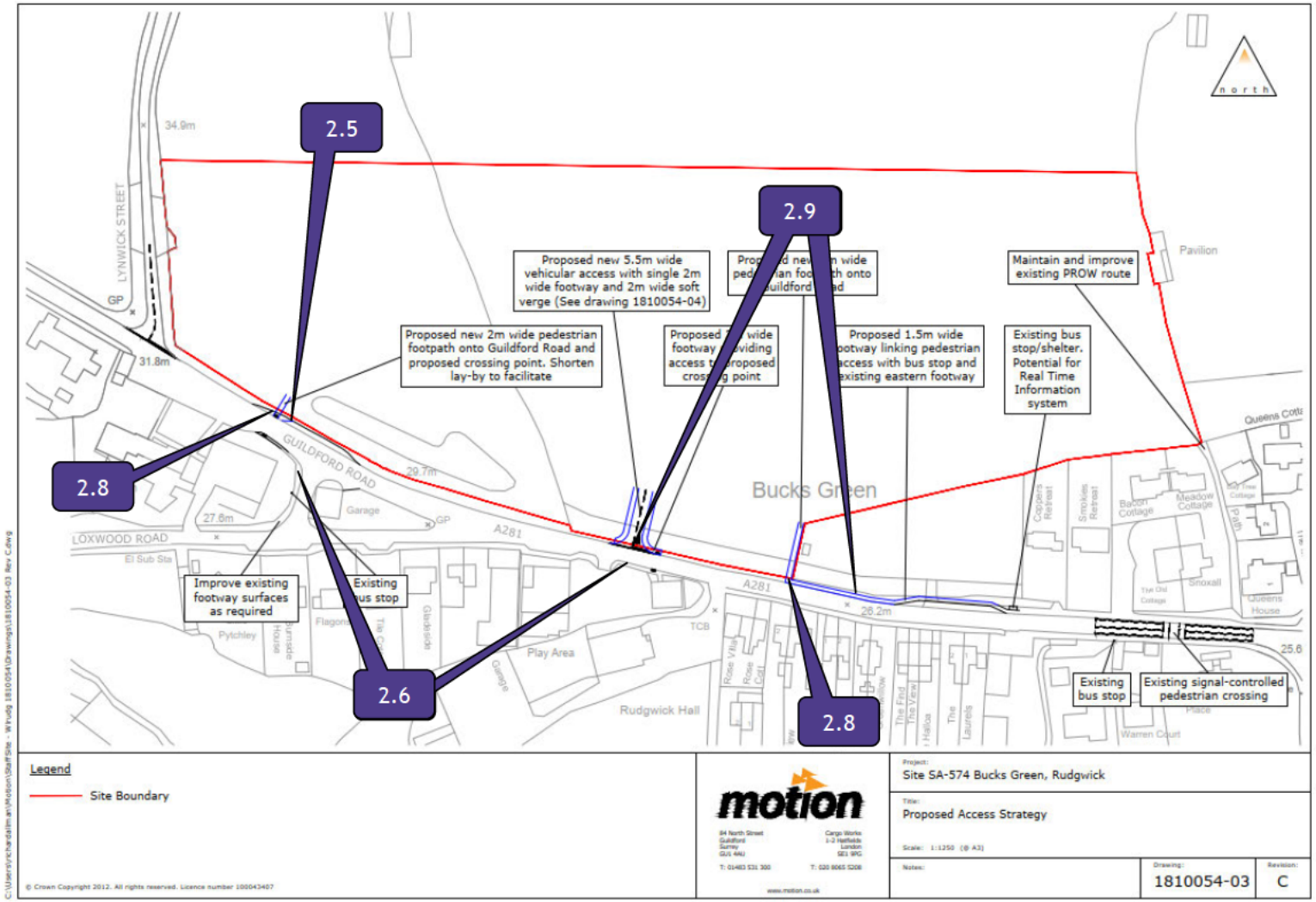
Additional/background information provided to the Audit Team

- Audit Brief dated 14/3/2025 (Motion)
- Draft Site Layout plan SL01 rev. P1 (Thrive Architects)

Gateway RSE

APPENDIX B
Location Plan(s)

Gateway RSE


2.5
2.9
2.8
2.6
2.8
Proposed new 5.5m wide vehicular access with single 2m wide footway and 2m wide soft verge (See drawing 1810054-04)
Proposed new 2m wide pedestrian footpath onto Guildford Road and proposed crossing point. Shorten lay-by to facilitate
Proposed 1.5m wide footway linking pedestrian access with bus stop and existing eastern footway
Maintain and improve existing PROW route
Existing bus stop/shelter. Potential for Real Time Information system
Improve existing footway surfaces as required
Existing bus stop
Existing bus stop
Existing signal-controlled pedestrian crossing
LYNWICK STREET
GUILDFORD ROAD
LOXWOOD ROAD
A281
Bucks Green
Rudgwick Hall
Play Area
Pavilion
34.9m
31.8m
29.7m
27.8m
26.2m
25.6
north
Legend
Site Boundary
motion
Project: Site SA-574 Bucks Green, Rudgwick
Title: Proposed Access Strategy
Scale: 1:1250 (@ A3)
Drawing: 1810054-03
Revision: C
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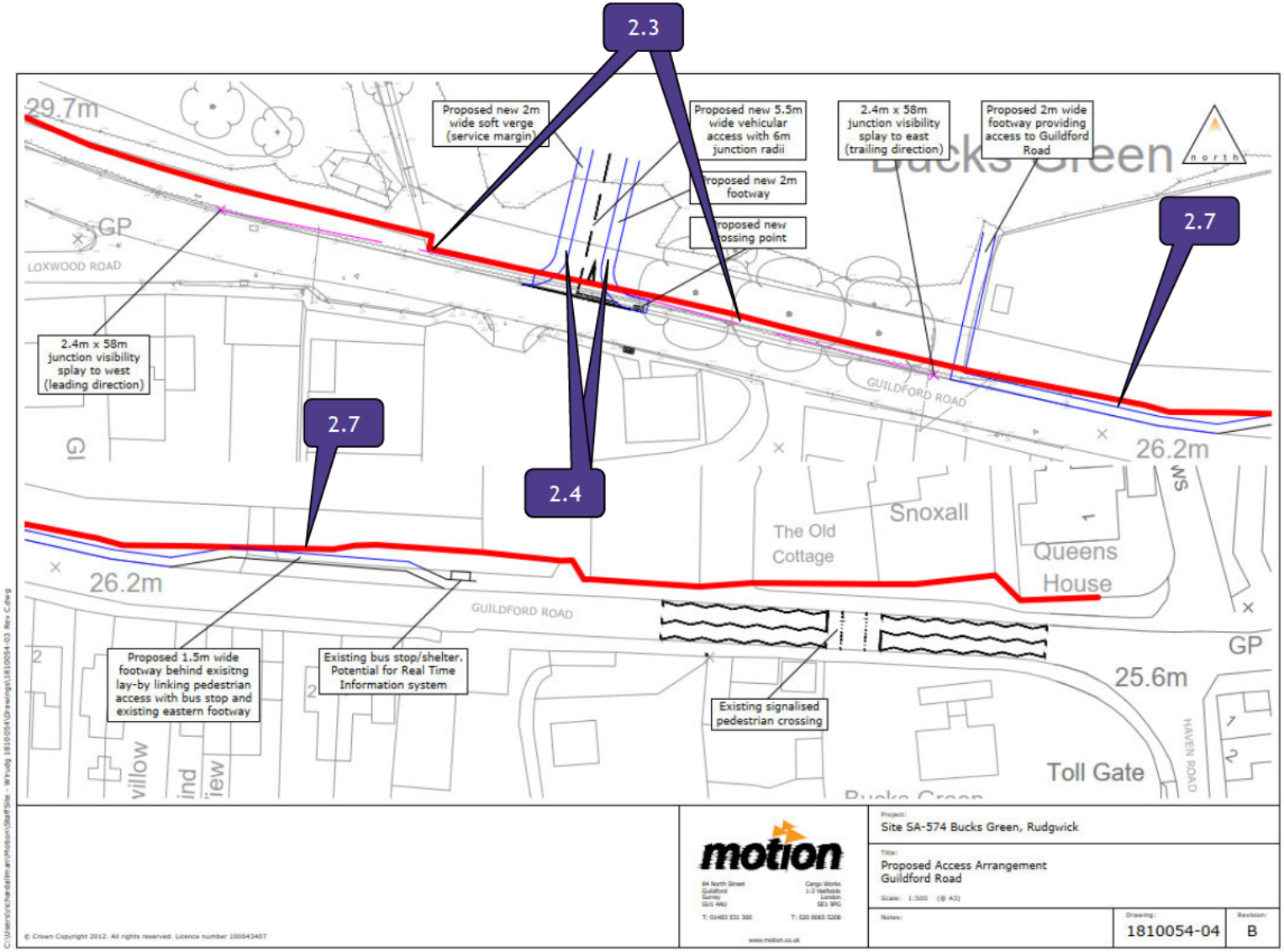
Gateway RSE


2.3
Proposed new 2m wide soft verge (service margin)
Proposed new 5.5m wide vehicular access with 6m junction radii
Proposed new 2m footway
Proposed new crossing point
2.4m x 58m junction visibility splay to east (trailing direction)
Proposed 2m wide footway providing access to Guildford Road
2.7
2.4m x 58m junction visibility splay to west (leading direction)
2.7
2.4
Proposed 1.5m wide footway behind exisitng lay-by linking pedestrian access with bus stop and existing eastern footway
Existing bus stop/shelter. Potential for Real Time Information system
Existing signalised pedestrian crossing
29.7m
GP
LOXWOOD ROAD
Bucks Green
north
GUILDFORD ROAD
26.2m
Snoxall
The Old Cottage
Queens House
26.2m
GUILDFORD ROAD
25.6m
GP
Toll Gate
HAVEN ROAD
motion
Project:
Site SA-574 Bucks Green, Rudgwick
Title:
Proposed Access Arrangement
Guildford Road
Scale: 1:500 (@ A3)
Notes:
Drawing:
1810054-04
Revision:
B
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ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project:	Land at Guildford Road, Bucks Green (Site SA-574) Access Arrangements
GRSE Ref:	SG/WP/2503-09 RSA1 v1.0
Status:	Issued as v1.0
Issue date:	24/3/2025
Design Organisation:	Motion
Overseeing Organisation:	West Sussex County Council
Client:	Motion

Authorisation

Prepared by:	
Name:	
Position:	
Organisation:	Motion
Approved by:	
Name:	Andrew Whittingham
Position:	Director
Organisation:	Motion
Signed:	

The Scheme

The highway works considered by the Road Safety Audit comprise:

- All-purpose site access with two footways and an uncontrolled pedestrian crossing on its east side
- Pedestrian access approximately 150 metres to the west with crossing facilities over Guildford Road.
- Pedestrian access about 50 metres east of the main access and a new 1.5m wide footway leading to an existing eastbound bus stop some 90 metres further east.

Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] West Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE
	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Andrew Whittingham, Director, Motion
	Andrew Whittingham, Director, Motion

RSA Decision Log				
Item No.	**RSA Recommendation**	**Design Organisation Response**	**Overseeing Organisation Comments**	**Agreed RSA Action**
2.3	Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.	The junction visibility falls within the existing highway boundary. Roadside vegetation will be trimmed backed as required to ensure visibility is not obstructed		
2.4	Provide dropped kerbs and tactile paving for pedestrians wishing to cross the site access road, north of Guildford Road.	Dropped kerbs and tactile paving will be provided, this will be considered further at the detailed design stage.		
2.5	Introduce measures to prevent parking at the proposed pedestrian crossing, providing suitable pedestrian/vehicle inter-visibility.	Agreed, a measure will be considered at the detailed design stage.		
2.6	The sections of footway (a) connecting Guildford Road and Loxwood Road, on the east side of The Fox Inn, and (b) opposite the site access, should be resurfaced.	Agreed, this will be discussed and considered further at the detailed design stage.		
2.7	Cut back foliage with sufficient clearance behind and above the proposed footway to minimise future maintenance and limit the risk of obstructing pedestrians.	Agreed, foliage to be cut back. Site clearance drawings will be prepared at the detailed design stage.		
2.8	A short section of guard railing should be provided opposite the footpath to prevent pedestrians from entering the crossing injudiciously.	Agreed, a drawing will be prepared at the detailed design stage detailing the location of the guardrail.		

RSA Decision Log				
Item No.	**RSA Recommendation**	**Design Organisation Response**	**Overseeing Organisation Comments**	**Agreed RSA Action**
	Alternatively, design the footpath alignment avoiding a straight, perpendicular approach.			
2.9	At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.	Noted.		

Design Organisation Statement:

On behalf of the design organisation, I certify that:
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

.....

Name:	Andrew Whittingham
Organisation:	Motion
Position:	Director
Date:	27/05/2025

Overseeing Organisation Statement:

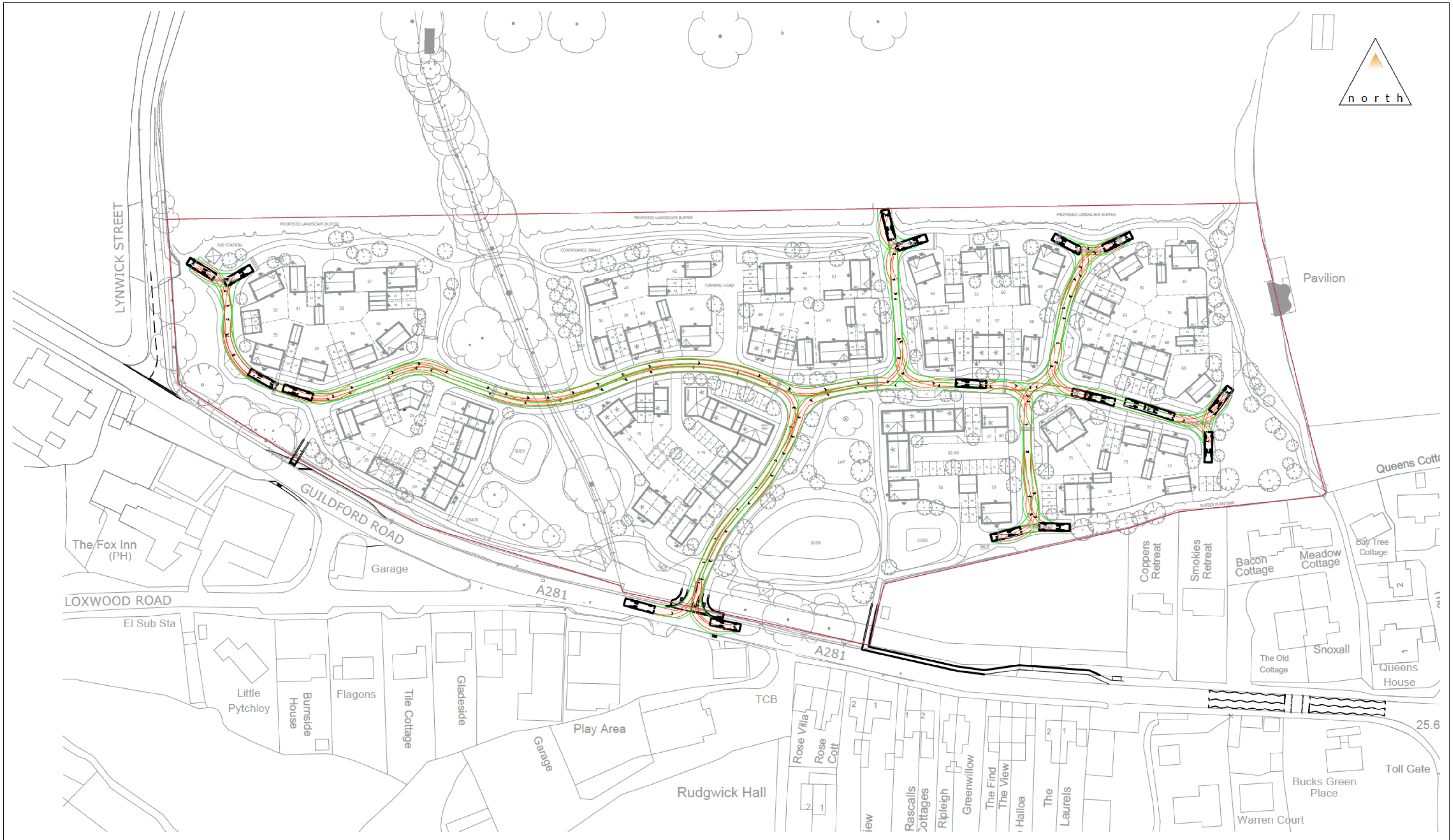
On behalf of the overseeing organisation, I certify that:
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.
The agreed RSA actions will be progressed.

.....

Name:	[NAME (press F9)]
Organisation:	West Sussex County Council
Position:	[TITLE (press F9)]
Date:	[DATE]

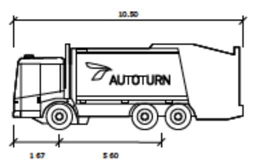
Appendix I

Swept Path Analysis – Refuse and Delivery Vehicle



Legend

Site Boundary



Horsham Refuse Vehicle

	meters
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 45.0

motion

84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:1250 (@ A3)

Notes:

Drawing: 1810054-TK06

Revision: B

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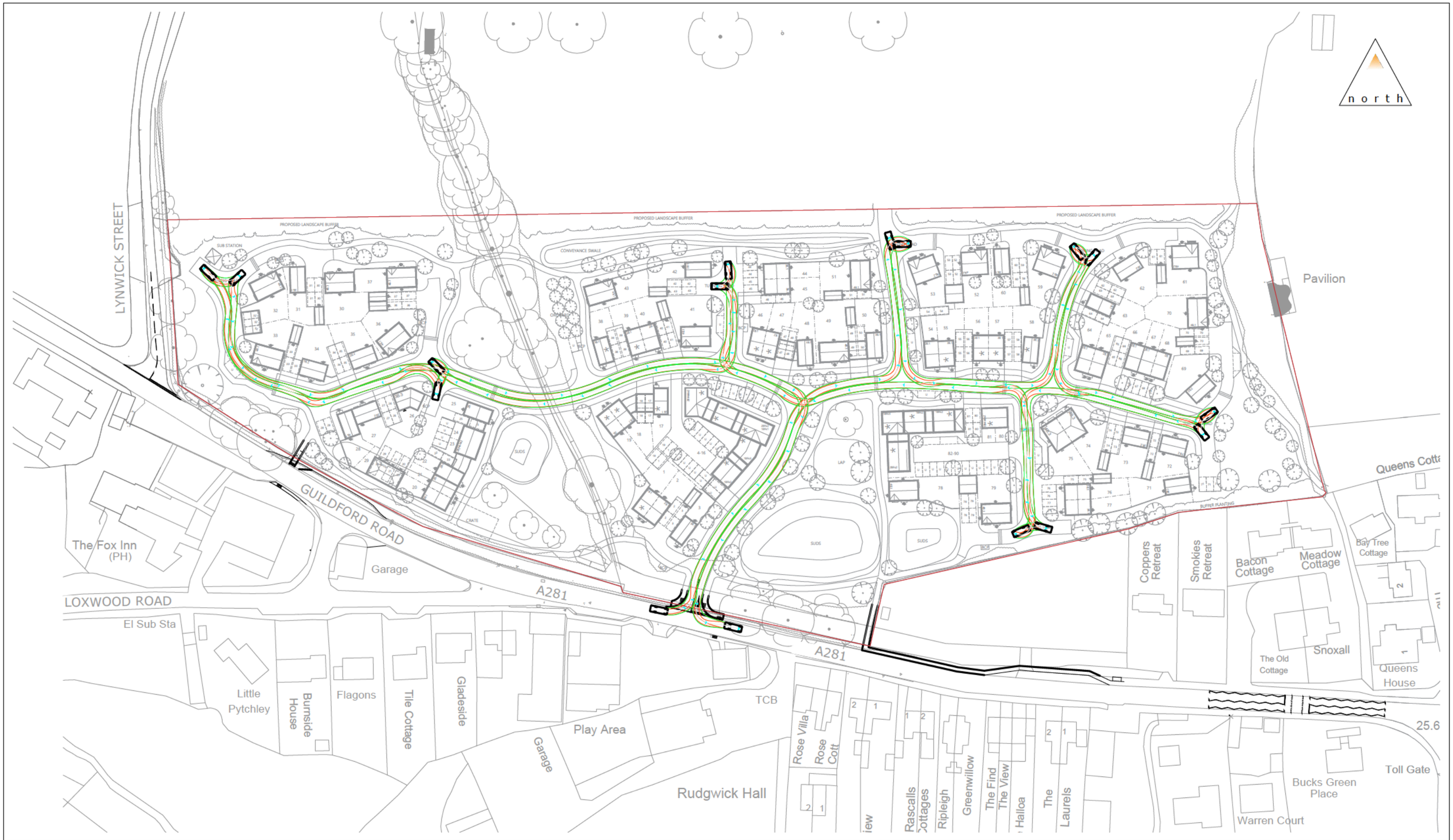

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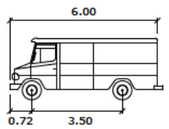
Legend

Site Boundary



Delivery Van

	meters
Width	: 2.10
Track	: 2.10
Lock to Lock Time	: 6.0
Steering Angle	: 46.2

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Swept Path Analysis
Delivery Vehicle

Scale: 1:1250 (@ A3)

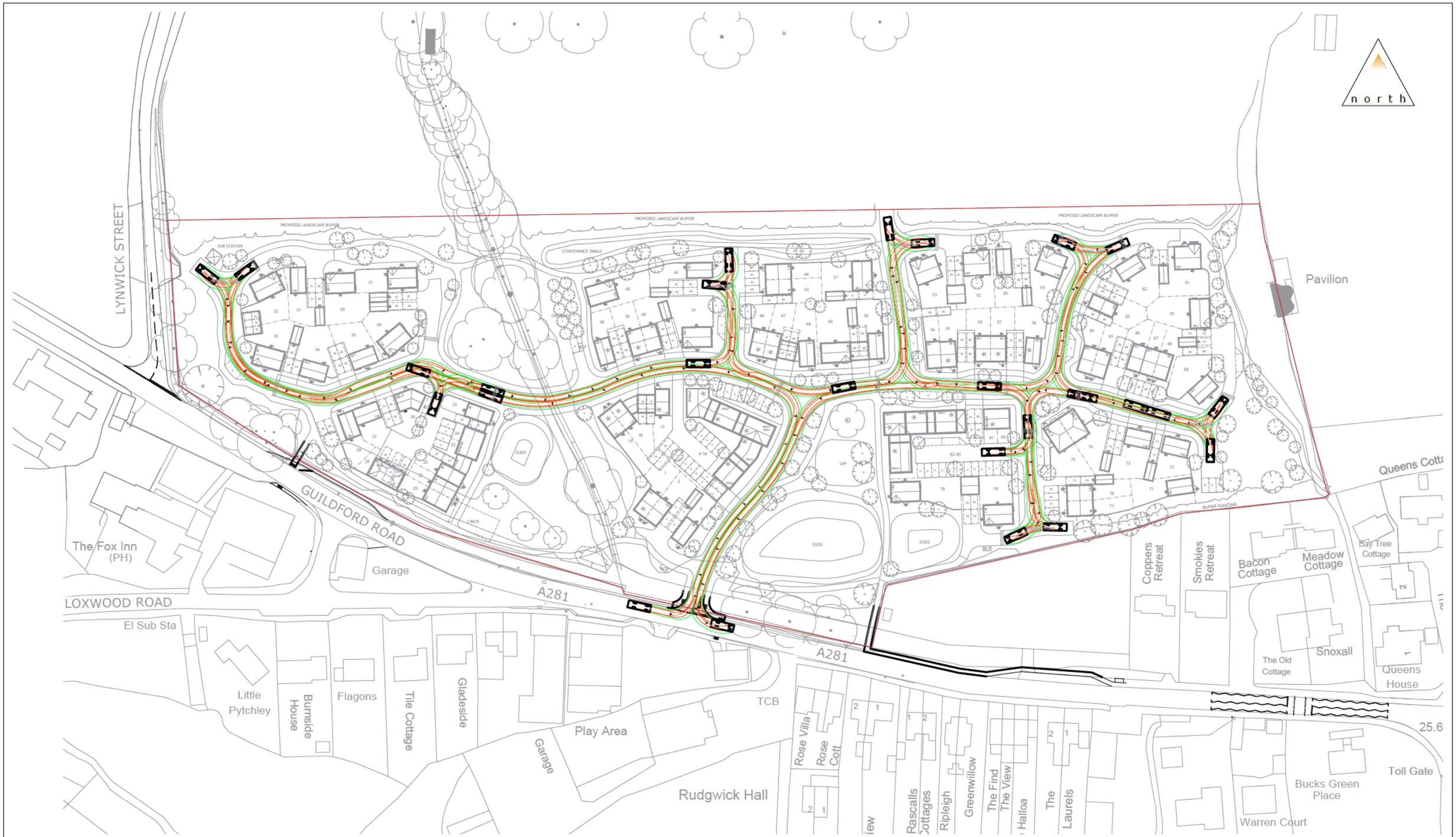
Notes:

Drawing: 1810054-TK04

Revision: A

Appendix J

Swept Path Analysis – Fire Appliance



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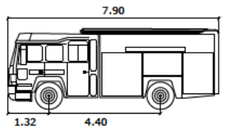
Legend

Site Boundary



Pumping Appliance
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Swept Path Analysis
Fire Appliance

Scale: 1:1250 (@ A3)

Notes:

Drawing: 1810054-TK07

Revision: B

Appendix K

Full TRICS Output

Calculation Reference: AUDIT-734001-250409-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	6 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	8 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	4 days
	MW	MEDWAY	1 days
	SC	SURREY	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	2 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	9 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	2 days
	IM	ISLE OF MAN	3 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:	8 to 149 (units:)
Range Selected by User:	6 to 150 (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 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	11 days
Tuesday	18 days
Wednesday	9 days
Thursday	10 days
Friday	5 days

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

Selected survey types:

Manual count	53 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	12
Edge of Town	41

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	50
Out of Town	1
No Sub Category	2

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	15 days - Selected
Servicing vehicles Excluded	48 days - Selected

Secondary Filtering selection:

Use Class:

C3	53 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	4 days
5,001 to 10,000	15 days
10,001 to 15,000	15 days
15,001 to 20,000	10 days
20,001 to 25,000	7 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	9 days
50,001 to 75,000	8 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	22 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	38 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	33 days
No	20 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	53 days

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

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 CT-03-A-03 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 27/06/23 Survey Type: MANUAL

3 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

4 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY 31/10/23 Survey Type: MANUAL

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY 28/03/17 Survey Type: MANUAL

6 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

7 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY 07/11/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY 12/10/22 Survey Type: MANUAL

9 ES-03-A-09 DETACHED & SEMI-DETACHED EAST SUSSEX
THE FAIRWAY
NEWHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY 13/03/23 Survey Type: MANUAL

10 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY 28/09/23 Survey Type: MANUAL

11 ES-03-A-13 DETACHED HOUSES EAST SUSSEX
A265
HEATHFIELD

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY 18/03/24 Survey Type: MANUAL

12 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY 30/04/24 Survey Type: MANUAL

13 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

14 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

16 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY 19/11/19 Survey Type: MANUAL

17 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY 16/11/21 Survey Type: MANUAL

18 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY 08/11/21 Survey Type: MANUAL

19 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

20 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY 12/09/23 Survey Type: MANUAL

21 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL

22 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY 05/06/23 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

24 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

25 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

26 IM-03-A-06 MIXED HOUSES ISLE OF MAN
MOORAGH PROMENADE
RAMSEY

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: THURSDAY *23/05/24* *Survey Type: MANUAL*

27 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

28 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

29 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

31 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

32 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

33 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

34 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

35 NF-03-A-34 MIXED HOUSES NORFOLK
NORWICH ROAD
SWAFFHAM

Edge of Town
Out of Town
Total No of Dwellings: 80
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

36 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

37 NF-03-A-36 MIXED HOUSES NORFOLK
LONDON ROAD
WYMONDHAM

Edge of Town
No Sub Category
Total No of Dwellings: 75
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

38 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

39 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

40 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

41 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

42 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

43 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

44 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

45 SC-03-A-11 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 96
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

46 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

47 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

48 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

49 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

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

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

51 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

52 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

53 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.083	53	74	0.305	53	74	0.388
08:00 - 09:00	53	74	0.158	53	74	0.388	53	74	0.546
09:00 - 10:00	53	74	0.139	53	74	0.171	53	74	0.310
10:00 - 11:00	53	74	0.127	53	74	0.158	53	74	0.285
11:00 - 12:00	53	74	0.138	53	74	0.143	53	74	0.281
12:00 - 13:00	53	74	0.160	53	74	0.154	53	74	0.314
13:00 - 14:00	53	74	0.165	53	74	0.160	53	74	0.325
14:00 - 15:00	53	74	0.168	53	74	0.196	53	74	0.364
15:00 - 16:00	53	74	0.271	53	74	0.186	53	74	0.457
16:00 - 17:00	53	74	0.281	53	74	0.172	53	74	0.453
17:00 - 18:00	53	74	0.351	53	74	0.170	53	74	0.521
18:00 - 19:00	53	74	0.269	53	74	0.141	53	74	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.310			2.344			4.654

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.*

Parameter summary

Trip rate parameter range selected:	8 - 149 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	53
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.001	53	74	0.001	53	74	0.002
08:00 - 09:00	53	74	0.003	53	74	0.002	53	74	0.005
09:00 - 10:00	53	74	0.003	53	74	0.003	53	74	0.006
10:00 - 11:00	53	74	0.003	53	74	0.003	53	74	0.006
11:00 - 12:00	53	74	0.003	53	74	0.003	53	74	0.006
12:00 - 13:00	53	74	0.001	53	74	0.002	53	74	0.003
13:00 - 14:00	53	74	0.001	53	74	0.001	53	74	0.002
14:00 - 15:00	53	74	0.001	53	74	0.001	53	74	0.002
15:00 - 16:00	53	74	0.001	53	74	0.002	53	74	0.003
16:00 - 17:00	53	74	0.000	53	74	0.001	53	74	0.001
17:00 - 18:00	53	74	0.001	53	74	0.001	53	74	0.002
18:00 - 19:00	53	74	0.000	53	74	0.000	53	74	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.020			0.038

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.001	53	74	0.001	53	74	0.002
08:00 - 09:00	53	74	0.001	53	74	0.001	53	74	0.002
09:00 - 10:00	53	74	0.001	53	74	0.001	53	74	0.002
10:00 - 11:00	53	74	0.001	53	74	0.001	53	74	0.002
11:00 - 12:00	53	74	0.001	53	74	0.001	53	74	0.002
12:00 - 13:00	53	74	0.001	53	74	0.001	53	74	0.002
13:00 - 14:00	53	74	0.001	53	74	0.001	53	74	0.002
14:00 - 15:00	53	74	0.001	53	74	0.001	53	74	0.002
15:00 - 16:00	53	74	0.001	53	74	0.001	53	74	0.002
16:00 - 17:00	53	74	0.001	53	74	0.001	53	74	0.002
17:00 - 18:00	53	74	0.001	53	74	0.001	53	74	0.002
18:00 - 19:00	53	74	0.001	53	74	0.001	53	74	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.004	53	74	0.012	53	74	0.016
08:00 - 09:00	53	74	0.006	53	74	0.019	53	74	0.025
09:00 - 10:00	53	74	0.004	53	74	0.005	53	74	0.009
10:00 - 11:00	53	74	0.004	53	74	0.004	53	74	0.008
11:00 - 12:00	53	74	0.003	53	74	0.003	53	74	0.006
12:00 - 13:00	53	74	0.003	53	74	0.003	53	74	0.006
13:00 - 14:00	53	74	0.003	53	74	0.003	53	74	0.006
14:00 - 15:00	53	74	0.004	53	74	0.003	53	74	0.007
15:00 - 16:00	53	74	0.015	53	74	0.009	53	74	0.024
16:00 - 17:00	53	74	0.010	53	74	0.005	53	74	0.015
17:00 - 18:00	53	74	0.008	53	74	0.006	53	74	0.014
18:00 - 19:00	53	74	0.008	53	74	0.004	53	74	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.076			0.148

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.021	53	74	0.054	53	74	0.075
08:00 - 09:00	53	74	0.048	53	74	0.134	53	74	0.182
09:00 - 10:00	53	74	0.047	53	74	0.039	53	74	0.086
10:00 - 11:00	53	74	0.024	53	74	0.035	53	74	0.059
11:00 - 12:00	53	74	0.038	53	74	0.040	53	74	0.078
12:00 - 13:00	53	74	0.033	53	74	0.034	53	74	0.067
13:00 - 14:00	53	74	0.032	53	74	0.030	53	74	0.062
14:00 - 15:00	53	74	0.042	53	74	0.040	53	74	0.082
15:00 - 16:00	53	74	0.111	53	74	0.051	53	74	0.162
16:00 - 17:00	53	74	0.065	53	74	0.044	53	74	0.109
17:00 - 18:00	53	74	0.056	53	74	0.048	53	74	0.104
18:00 - 19:00	53	74	0.055	53	74	0.030	53	74	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.572			0.579			1.151

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.121	53	74	0.515	53	74	0.636
08:00 - 09:00	53	74	0.240	53	74	0.830	53	74	1.070
09:00 - 10:00	53	74	0.220	53	74	0.278	53	74	0.498
10:00 - 11:00	53	74	0.193	53	74	0.252	53	74	0.445
11:00 - 12:00	53	74	0.218	53	74	0.233	53	74	0.451
12:00 - 13:00	53	74	0.248	53	74	0.238	53	74	0.486
13:00 - 14:00	53	74	0.254	53	74	0.240	53	74	0.494
14:00 - 15:00	53	74	0.270	53	74	0.295	53	74	0.565
15:00 - 16:00	53	74	0.622	53	74	0.317	53	74	0.939
16:00 - 17:00	53	74	0.529	53	74	0.286	53	74	0.815
17:00 - 18:00	53	74	0.577	53	74	0.289	53	74	0.866
18:00 - 19:00	53	74	0.453	53	74	0.229	53	74	0.682
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.945			4.002			7.947

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.067	53	74	0.257	53	74	0.324
08:00 - 09:00	53	74	0.129	53	74	0.343	53	74	0.472
09:00 - 10:00	53	74	0.109	53	74	0.143	53	74	0.252
10:00 - 11:00	53	74	0.093	53	74	0.123	53	74	0.216
11:00 - 12:00	53	74	0.104	53	74	0.113	53	74	0.217
12:00 - 13:00	53	74	0.125	53	74	0.117	53	74	0.242
13:00 - 14:00	53	74	0.129	53	74	0.123	53	74	0.252
14:00 - 15:00	53	74	0.137	53	74	0.164	53	74	0.301
15:00 - 16:00	53	74	0.235	53	74	0.154	53	74	0.389
16:00 - 17:00	53	74	0.244	53	74	0.148	53	74	0.392
17:00 - 18:00	53	74	0.308	53	74	0.150	53	74	0.458
18:00 - 19:00	53	74	0.243	53	74	0.126	53	74	0.369
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.923			1.961			3.884

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.010	53	74	0.039	53	74	0.049
08:00 - 09:00	53	74	0.017	53	74	0.032	53	74	0.049
09:00 - 10:00	53	74	0.022	53	74	0.021	53	74	0.043
10:00 - 11:00	53	74	0.026	53	74	0.027	53	74	0.053
11:00 - 12:00	53	74	0.026	53	74	0.023	53	74	0.049
12:00 - 13:00	53	74	0.028	53	74	0.029	53	74	0.057
13:00 - 14:00	53	74	0.027	53	74	0.029	53	74	0.056
14:00 - 15:00	53	74	0.025	53	74	0.025	53	74	0.050
15:00 - 16:00	53	74	0.026	53	74	0.021	53	74	0.047
16:00 - 17:00	53	74	0.028	53	74	0.017	53	74	0.045
17:00 - 18:00	53	74	0.036	53	74	0.015	53	74	0.051
18:00 - 19:00	53	74	0.021	53	74	0.010	53	74	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.292			0.288			0.580

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	53	74	0.000	53	74	0.003	53	74	0.003
08:00 - 09:00	53	74	0.001	53	74	0.002	53	74	0.003
09:00 - 10:00	53	74	0.001	53	74	0.001	53	74	0.002
10:00 - 11:00	53	74	0.001	53	74	0.002	53	74	0.003
11:00 - 12:00	53	74	0.002	53	74	0.001	53	74	0.003
12:00 - 13:00	53	74	0.001	53	74	0.003	53	74	0.004
13:00 - 14:00	53	74	0.003	53	74	0.002	53	74	0.005
14:00 - 15:00	53	74	0.002	53	74	0.003	53	74	0.005
15:00 - 16:00	53	74	0.002	53	74	0.002	53	74	0.004
16:00 - 17:00	53	74	0.004	53	74	0.003	53	74	0.007
17:00 - 18:00	53	74	0.003	53	74	0.001	53	74	0.004
18:00 - 19:00	53	74	0.002	53	74	0.001	53	74	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.024			0.046

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

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

Appendix L

Census Data Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

	place of work	**usual residence E02006592 : Horsham 005**		WEST	EAST
	Waverley	229	14%	Y	
Horsham Centre	E02006593 : Horsham 006	204	13%		Y
	Crawley	169	10%		Y
	Guildford	115	7%	Y	
Billingshurst	E02006597 : Horsham 010	92	6%		Y
	Westminster,City of London	88	5%		Y
	Mole Valley	82	5%		Y
Warnham/ Kingsfold	E02006590 : Horsham 003	66	4%		Y
	Reigate and Banstead	55	3%		Y
Littlehaven	E02006589 : Horsham 002	52	3%		Y
	Mid Sussex	50	3%		Y
Roffey	E02006591 : Horsham 004	47	3%		Y
Mannings Heath	E02006595 : Horsham 008	43	3%		Y
	Chichester	37	2%	Y	
	E02006596 : Horsham 009	37	2%		Y
Faygate/ Rusper	E02006588 : Horsham 001	31	2%		Y
	Brighton and Hove	23	1%		Y
Storrington	E02006600 : Horsham 013	22	1%		Y
	Woking	19	1%	Y	
Cowfold	E02006598 : Horsham 011	19	1%		Y
	Hillingdon	15	1%	Y	
	Camden	14	1%		Y
	Rushmoor	14	1%		Y
	Tower Hamlets	13	1%		Y
	Worthing	13	1%		Y
Washington	E02006602 : Horsham 015	13	1%		Y
	Kingston upon Thames	12	1%		Y
	Merton	12	1%		Y
	Elmbridge	12	1%	Y	
	Southwark	11	1%		Y
	Croydon	10	1%		Y
Broadbridge Heath	E02006594 : Horsham 007	10	1%		Y
		1,629	100%	26%	74%

Appendix M

Junction 9 Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Guildford Road and Site Access 2.0.j9
Path: C:\GL\wlrudg JM
Report generation date: 22/05/2025 12:03:55

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 Without Development									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 With Development									
Stream B-AC	D5	0.1	8.77	0.09	A	D6	0.0	9.57	0.04	A
Stream C-AB		0.1	4.30	0.04	A		0.2	5.62	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (West)		Major
B	Site Access		Minor
C	Guildford Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (East)	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.02	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	565	0.103	0.260	0.164	0.372
B-C	717	0.110	0.278	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	451	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Guildford Road (East)		ONE HOUR	✓	643	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	451
	B - Site Access	0	0	0
	C - Guildford Road (East)	643	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	7
	B - Site Access	0	0	0
	C - Guildford Road (East)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					590	885
A-B					0	0
A-C					414	621

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	484	121			484				
A-B	0	0			0				
A-C	340	85			340				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	578	145			578				
A-B	0	0			0				
A-C	405	101			405				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	398	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	708	177			708				
A-B	0	0			0				
A-C	497	124			497				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	398	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	708	177			708				
A-B	0	0			0				
A-C	497	124			497				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	468	0.000	0	0.0	0.0	0.000	A
C-A	578	145			578				
A-B	0	0			0				
A-C	405	101			405				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	484	0.000	0	0.0	0.0	0.000	A
C-A	484	121			484				
A-B	0	0			0				
A-C	340	85			340				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	705	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Guildford Road (East)		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	705
	B - Site Access	0	0	0
	C - Guildford Road (East)	386	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	2
	B - Site Access	0	0	0
	C - Guildford Road (East)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					354	531
A-B					0	0
A-C					647	970

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	452	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	291	73			291				
A-B	0	0			0				
A-C	531	133			531				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	347	87			347				
A-B	0	0			0				
A-C	634	158			634				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	364	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	392	0.000	0	0.0	0.0	0.000	A
C-A	425	106			425				
A-B	0	0			0				
A-C	776	194			776				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	364	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	392	0.000	0	0.0	0.0	0.000	A
C-A	425	106			425				
A-B	0	0			0				
A-C	776	194			776				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	424	0.000	0	0.0	0.0	0.000	A
C-A	347	87			347				
A-B	0	0			0				
A-C	634	158			634				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	452	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	447	0.000	0	0.0	0.0	0.000	A
C-A	291	73			291				
A-B	0	0			0				
A-C	531	133			531				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	479	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Guildford Road (East)		ONE HOUR	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	479
	B - Site Access	0	0	0
	C - Guildford Road (East)	683	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	7
	B - Site Access	0	0	0
	C - Guildford Road (East)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					627	940
A-B					0	0
A-C					440	659

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	466	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	514	129			514				
A-B	0	0			0				
A-C	361	90			361				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	614	154			614				
A-B	0	0			0				
A-C	431	108			431				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	383	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	527	132			527				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	383	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	440	0.000	0	0.0	0.0	0.000	A
C-A	752	188			752				
A-B	0	0			0				
A-C	527	132			527				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	462	0.000	0	0.0	0.0	0.000	A
C-A	614	154			614				
A-B	0	0			0				
A-C	431	108			431				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	466	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	479	0.000	0	0.0	0.0	0.000	A
C-A	514	129			514				
A-B	0	0			0				
A-C	361	90			361				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	749	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Guildford Road (East)		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	749
	B - Site Access	0	0	0
	C - Guildford Road (East)	410	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	2
	B - Site Access	0	0	0
	C - Guildford Road (East)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					376	564
A-B					0	0
A-C					687	1031

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	439	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	564	141			564				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	401	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	0	0			0				
A-C	673	168			673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	347	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	381	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	0	0			0				
A-C	825	206			825				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	347	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	381	0.000	0	0.0	0.0	0.000	A
C-A	451	113			451				
A-B	0	0			0				
A-C	825	206			825				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	401	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	369	92			369				
A-B	0	0			0				
A-C	673	168			673				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	439	0.000	0	0.0	0.0	0.000	A
C-A	309	77			309				
A-B	0	0			0				
A-C	564	141			564				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	483	100.000
B - Site Access		ONE HOUR	✓	35	100.000
C - Guildford Road (East)		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	4	479
	B - Site Access	9	0	26
	C - Guildford Road (East)	683	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	7
	B - Site Access	0	0	0
	C - Guildford Road (East)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.77	0.1	A	32	48
C-AB	0.04	4.30	0.1	A	30	45
C-A					606	909
A-B					4	6
A-C					440	659

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	525	0.050	26	0.0	0.1	7.215	A
C-AB	19	5	857	0.022	19	0.0	0.0	4.295	A
C-A	503	126			503				
A-B	3	0.75			3				
A-C	361	90			361				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	494	0.064	31	0.1	0.1	7.781	A
C-AB	27	7	918	0.030	27	0.0	0.0	4.037	A
C-A	596	149			596				
A-B	4	0.90			4				
A-C	431	108			431				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	449	0.086	38	0.1	0.1	8.762	A
C-AB	44	11	1005	0.044	44	0.0	0.1	3.739	A
C-A	719	180			719				
A-B	4	1			4				
A-C	527	132			527				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	449	0.086	39	0.1	0.1	8.766	A
C-AB	44	11	1005	0.044	44	0.1	0.1	3.747	A
C-A	719	180			719				
A-B	4	1			4				
A-C	527	132			527				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	494	0.064	32	0.1	0.1	7.786	A
C-AB	27	7	918	0.030	27	0.1	0.0	4.051	A
C-A	596	149			596				
A-B	4	0.90			4				
A-C	431	108			431				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26	7	525	0.050	26	0.1	0.1	7.226	A
C-AB	19	5	857	0.022	19	0.0	0.0	4.305	A
C-A	503	126			503				
A-B	3	0.75			3				
A-C	361	90			361				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	757	100.000
B - Site Access		ONE HOUR	✓	15	100.000
C - Guildford Road (East)		ONE HOUR	✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	8	749
	B - Site Access	4	0	11
	C - Guildford Road (East)	410	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Site Access	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	0	2
	B - Site Access	0	0	0
	C - Guildford Road (East)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	9.57	0.0	A	14	21
C-AB	0.09	5.62	0.2	A	49	74
C-A					349	523
A-B					7	11
A-C					687	1031

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	484	0.023	11	0.0	0.0	7.609	A
C-AB	33	8	675	0.049	33	0.0	0.1	5.608	A
C-A	293	73			293				
A-B	6	2			6				
A-C	564	141			564				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	446	0.030	13	0.0	0.0	8.315	A
C-AB	46	11	700	0.065	46	0.1	0.1	5.501	A
C-A	344	86			344				
A-B	7	2			7				
A-C	673	168			673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	393	0.042	16	0.0	0.0	9.572	A
C-AB	69	17	737	0.093	68	0.1	0.2	5.378	A
C-A	409	102			409				
A-B	9	2			9				
A-C	825	206			825				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	392	0.042	17	0.0	0.0	9.574	A
C-AB	69	17	737	0.093	69	0.2	0.2	5.391	A
C-A	409	102			409				
A-B	9	2			9				
A-C	825	206			825				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	446	0.030	14	0.0	0.0	8.320	A
C-AB	46	11	700	0.066	46	0.2	0.1	5.520	A
C-A	344	86			344				
A-B	7	2			7				
A-C	673	168			673				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	484	0.023	11	0.0	0.0	7.617	A
C-AB	33	8	675	0.050	34	0.1	0.1	5.624	A
C-A	293	73			293				
A-B	6	2			6				
A-C	564	141			564				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Lynwick Street and Guildford Road 2.0.j9
Path: C:\GL\wlrudg JM\90 Units
Report generation date: 22/05/2025 12:17:41

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.1	8.72	0.09	A	D2	0.3	11.99	0.23	B
Stream C-AB		0.7	5.29	0.24	A		0.2	6.40	0.08	A
	2030 Without Development									
Stream B-AC	D3	0.1	9.06	0.10	A	D4	0.3	12.89	0.25	B
Stream C-AB		0.8	5.36	0.27	A		0.2	6.38	0.09	A
	2030 With Development									
Stream B-AC	D5	0.1	9.10	0.10	A	D6	0.3	13.02	0.26	B
Stream C-AB		0.8	5.34	0.27	A		0.2	6.37	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (West)		Major
B	Lynwick Street		Minor
C	Guildford Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road East	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Lynwick Street	One lane	4.90	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	610	0.111	0.281	0.177	0.401
B-C	775	0.119	0.300	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	329	100.000
B - Lynwick Street		ONE HOUR	✓	36	100.000
C - Guildford Road East		ONE HOUR	✓	593	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	13	316
	B - Lynwick Street	11	0	25
	C - Guildford Road East	524	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	9
	B - Lynwick Street	18	0	16
	C - Guildford Road East	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	8.72	0.1	A	33	50
C-AB	0.24	5.29	0.7	A	154	231
C-A					390	585
A-B					12	18
A-C					290	435

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	507	0.053	27	0.0	0.1	7.494	A
C-AB	104	26	787	0.132	103	0.0	0.3	5.258	A
C-A	342	86			342				
A-B	10	2			10				
A-C	238	59			238				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	485	0.067	32	0.1	0.1	7.959	A
C-AB	144	36	834	0.172	143	0.3	0.4	5.218	A
C-A	390	97			390				
A-B	12	3			12				
A-C	284	71			284				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	452	0.088	40	0.1	0.1	8.718	A
C-AB	214	53	899	0.238	213	0.4	0.7	5.257	A
C-A	439	110			439				
A-B	14	4			14				
A-C	348	87			348				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	452	0.088	40	0.1	0.1	8.724	A
C-AB	214	54	899	0.238	214	0.7	0.7	5.280	A
C-A	439	110			439				
A-B	14	4			14				
A-C	348	87			348				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	32	8	484	0.067	32	0.1	0.1	7.967	A
C-AB	144	36	834	0.173	145	0.7	0.4	5.253	A
C-A	389	97			389				
A-B	12	3			12				
A-C	284	71			284				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	507	0.053	27	0.1	0.1	7.506	A
C-AB	105	26	788	0.133	105	0.4	0.3	5.292	A
C-A	342	85			342				
A-B	10	2			10				
A-C	238	59			238				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	578	100.000
B - Lynwick Street		ONE HOUR	✓	81	100.000
C - Guildford Road East		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	15	563
	B - Lynwick Street	67	0	14
	C - Guildford Road East	269	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	27	2
	B - Lynwick Street	0	0	0
	C - Guildford Road East	3	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	11.99	0.3	B	74	111
C-AB	0.08	6.40	0.2	A	40	59
C-A					230	345
A-B					14	21
A-C					517	775

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	467	0.130	60	0.0	0.1	8.834	A
C-AB	29	7	591	0.048	28	0.0	0.1	6.397	A
C-A	193	48			193				
A-B	11	3			11				
A-C	424	106			424				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	435	0.168	73	0.1	0.2	9.937	A
C-AB	38	9	605	0.062	37	0.1	0.1	6.349	A
C-A	227	57			227				
A-B	13	3			13				
A-C	506	127			506				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	389	0.229	89	0.2	0.3	11.960	B
C-AB	52	13	626	0.084	52	0.1	0.2	6.286	A
C-A	271	68			271				
A-B	17	4			17				
A-C	620	155			620				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	89	22	389	0.229	89	0.3	0.3	11.990	B
C-AB	53	13	626	0.084	53	0.2	0.2	6.283	A
C-A	271	68			271				
A-B	17	4			17				
A-C	620	155			620				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	435	0.168	73	0.3	0.2	9.969	A
C-AB	38	9	605	0.062	38	0.2	0.1	6.334	A
C-A	227	57			227				
A-B	13	3			13				
A-C	506	127			506				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	467	0.131	61	0.2	0.2	8.872	A
C-AB	29	7	591	0.049	29	0.1	0.1	6.393	A
C-A	193	48			193				
A-B	11	3			11				
A-C	424	106			424				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	349	100.000
B - Lynwick Street		ONE HOUR	✓	39	100.000
C - Guildford Road East		ONE HOUR	✓	630	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	14	335
	B - Lynwick Street	12	0	27
	C - Guildford Road East	556	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	9
	B - Lynwick Street	18	0	16
	C - Guildford Road East	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.06	0.1	A	36	54
C-AB	0.27	5.36	0.8	A	175	263
C-A					403	605
A-B					13	19
A-C					307	461

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	499	0.059	29	0.0	0.1	7.651	A
C-AB	117	29	802	0.145	115	0.0	0.3	5.243	A
C-A	358	89			358				
A-B	11	3			11				
A-C	252	63			252				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	475	0.074	35	0.1	0.1	8.176	A
C-AB	162	41	851	0.191	162	0.3	0.5	5.226	A
C-A	404	101			404				
A-B	13	3			13				
A-C	301	75			301				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	440	0.097	43	0.1	0.1	9.052	A
C-AB	245	61	921	0.266	244	0.5	0.8	5.331	A
C-A	448	112			448				
A-B	15	4			15				
A-C	369	92			369				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	440	0.098	43	0.1	0.1	9.059	A
C-AB	246	61	922	0.267	246	0.8	0.8	5.356	A
C-A	448	112			448				
A-B	15	4			15				
A-C	369	92			369				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	475	0.074	35	0.1	0.1	8.187	A
C-AB	163	41	852	0.191	164	0.8	0.5	5.268	A
C-A	403	101			403				
A-B	13	3			13				
A-C	301	75			301				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	499	0.059	29	0.1	0.1	7.664	A
C-AB	118	29	803	0.146	118	0.5	0.3	5.282	A
C-A	357	89			357				
A-B	11	3			11				
A-C	252	63			252				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	614	100.000
B - Lynwick Street		ONE HOUR	✓	86	100.000
C - Guildford Road East		ONE HOUR	✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	16	598
	B - Lynwick Street	71	0	15
	C - Guildford Road East	286	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	27	2
	B - Lynwick Street	0	0	0
	C - Guildford Road East	3	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	12.89	0.3	B	79	118
C-AB	0.09	6.38	0.2	A	44	67
C-A					243	364
A-B					15	22
A-C					549	823

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	457	0.142	64	0.0	0.2	9.148	A
C-AB	32	8	596	0.053	32	0.0	0.1	6.378	A
C-A	204	51			204				
A-B	12	3			12				
A-C	450	113			450				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	422	0.183	77	0.2	0.2	10.421	B
C-AB	42	11	611	0.069	42	0.1	0.1	6.336	A
C-A	239	60			239				
A-B	14	4			14				
A-C	538	134			538				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	374	0.253	94	0.2	0.3	12.846	B
C-AB	59	15	634	0.094	59	0.1	0.2	6.282	A
C-A	285	71			285				
A-B	18	4			18				
A-C	658	165			658				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	374	0.253	95	0.3	0.3	12.889	B
C-AB	59	15	634	0.094	59	0.2	0.2	6.274	A
C-A	285	71			285				
A-B	18	4			18				
A-C	658	165			658				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	422	0.183	78	0.3	0.2	10.467	B
C-AB	42	11	611	0.069	42	0.2	0.1	6.323	A
C-A	239	60			239				
A-B	14	4			14				
A-C	538	134			538				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	457	0.142	65	0.2	0.2	9.191	A
C-AB	32	8	596	0.054	32	0.1	0.1	6.381	A
C-A	204	51			204				
A-B	12	3			12				
A-C	450	113			450				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	352	100.000
B - Lynwick Street		ONE HOUR	✓	39	100.000
C - Guildford Road East		ONE HOUR	✓	637	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	14	338
	B - Lynwick Street	12	0	27
	C - Guildford Road East	563	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	9
	B - Lynwick Street	18	0	16
	C - Guildford Road East	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	9.10	0.1	A	36	54
C-AB	0.27	5.34	0.8	A	177	266
C-A					407	611
A-B					13	19
A-C					310	465

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	498	0.059	29	0.0	0.1	7.669	A
C-AB	118	29	805	0.146	116	0.0	0.3	5.225	A
C-A	362	90			362				
A-B	11	3			11				
A-C	254	64			254				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	474	0.074	35	0.1	0.1	8.201	A
C-AB	164	41	855	0.192	163	0.3	0.5	5.209	A
C-A	409	102			409				
A-B	13	3			13				
A-C	304	76			304				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	439	0.098	43	0.1	0.1	9.093	A
C-AB	249	62	926	0.269	247	0.5	0.8	5.318	A
C-A	453	113			453				
A-B	15	4			15				
A-C	372	93			372				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	438	0.098	43	0.1	0.1	9.100	A
C-AB	249	62	927	0.269	249	0.8	0.8	5.344	A
C-A	452	113			452				
A-B	15	4			15				
A-C	372	93			372				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	474	0.074	35	0.1	0.1	8.213	A
C-AB	165	41	856	0.193	166	0.8	0.5	5.250	A
C-A	408	102			408				
A-B	13	3			13				
A-C	304	76			304				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	7	498	0.059	29	0.1	0.1	7.683	A
C-AB	119	30	806	0.147	119	0.5	0.4	5.265	A
C-A	361	90			361				
A-B	11	3			11				
A-C	254	64			254				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	621	100.000
B - Lynwick Street		ONE HOUR	✓	86	100.000
C - Guildford Road East		ONE HOUR	✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	16	605
	B - Lynwick Street	71	0	15
	C - Guildford Road East	289	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Lynwick Street	C - Guildford Road East
From	A - Guidlford Road (West)	0	27	2
	B - Lynwick Street	0	0	0
	C - Guildford Road East	3	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.26	13.02	0.3	B	79	118
C-AB	0.09	6.37	0.2	A	45	67
C-A					245	368
A-B					15	22
A-C					555	833

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	455	0.142	64	0.0	0.2	9.193	A
C-AB	32	8	596	0.054	32	0.0	0.1	6.372	A
C-A	206	51			206				
A-B	12	3			12				
A-C	455	114			455				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	420	0.184	77	0.2	0.2	10.491	B
C-AB	42	11	612	0.069	42	0.1	0.1	6.328	A
C-A	242	60			242				
A-B	14	4			14				
A-C	544	136			544				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	371	0.255	94	0.2	0.3	12.976	B
C-AB	60	15	635	0.094	60	0.1	0.2	6.274	A
C-A	288	72			288				
A-B	18	4			18				
A-C	666	167			666				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	371	0.255	95	0.3	0.3	13.022	B
C-AB	60	15	635	0.094	60	0.2	0.2	6.266	A
C-A	288	72			288				
A-B	18	4			18				
A-C	666	167			666				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	420	0.184	78	0.3	0.2	10.538	B
C-AB	42	11	612	0.069	43	0.2	0.1	6.314	A
C-A	242	60			242				
A-B	14	4			14				
A-C	544	136			544				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	455	0.142	65	0.2	0.2	9.237	A
C-AB	32	8	597	0.054	32	0.1	0.1	6.374	A
C-A	206	51			206				
A-B	12	3			12				
A-C	455	114			455				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Loxwood Road and Guildford Road (Secondary).j9
Path: C:\GL\wlrudg JM\69 Units\Loxwood Road and Guildford Road (Secondary)_Junctions 9 Report
Report generation date: 22/05/2025 12:27:56

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.3	12.03	0.25	B	D2	0.2	10.53	0.17	B
Stream C-AB		0.1	5.93	0.05	A		0.1	4.53	0.07	A
	2030 Without Development									
Stream B-AC	D3	0.4	12.20	0.27	B	D4	0.2	11.10	0.19	B
Stream C-AB		0.1	6.44	0.05	A		0.2	4.46	0.09	A
	2030 With Development									
Stream B-AC	D5	0.4	13.00	0.28	B	D6	0.2	11.10	0.19	B
Stream C-AB		0.1	5.88	0.06	A		0.2	4.46	0.09	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (West)		Major
B	Loxwood Road (Secondary)		Minor
C	Guildford Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road East	6.20			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Loxwood Road (Secondary)	One lane	5.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	615	0.111	0.281	0.177	0.401
B-C	781	0.119	0.300	-	-
C-B	574	0.220	0.220	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	567	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	92	100.000
C - Guildford Road East		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	567
	B - Loxwood Road (Secondary)	64	0	28
	C - Guildford Road East	326	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	2	0	0
	C - Guildford Road East	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	12.03	0.3	B	84	127
C-AB	0.05	5.93	0.1	A	26	39
C-A					287	430
A-B					0	0
A-C					520	780

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	480	0.144	69	0.0	0.2	8.733	A
C-AB	19	5	626	0.030	18	0.0	0.0	5.922	A
C-A	238	60			238				
A-B	0	0			0				
A-C	427	107			427				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	21	447	0.185	82	0.2	0.2	9.873	A
C-AB	25	6	647	0.038	25	0.0	0.1	5.790	A
C-A	282	70			282				
A-B	0	0			0				
A-C	510	127			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	400	0.253	101	0.2	0.3	11.998	B
C-AB	35	9	677	0.052	35	0.1	0.1	5.615	A
C-A	340	85			340				
A-B	0	0			0				
A-C	624	156			624				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	101	25	400	0.253	101	0.3	0.3	12.034	B
C-AB	35	9	677	0.052	35	0.1	0.1	5.615	A
C-A	340	85			340				
A-B	0	0			0				
A-C	624	156			624				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	83	21	447	0.185	83	0.3	0.2	9.910	A
C-AB	25	6	647	0.038	25	0.1	0.1	5.790	A
C-A	282	70			282				
A-B	0	0			0				
A-C	510	127			510				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	480	0.144	70	0.2	0.2	8.774	A
C-AB	19	5	626	0.030	19	0.1	0.0	5.927	A
C-A	238	60			238				
A-B	0	0			0				
A-C	427	107			427				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	279	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	65	100.000
C - Guildford Road East		ONE HOUR	✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	279
	B - Loxwood Road (Secondary)	50	0	15
	C - Guildford Road East	606	20	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	6	0	7
	C - Guildford Road East	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	10.53	0.2	B	60	89
C-AB	0.07	4.53	0.1	A	51	76
C-A					524	786
A-B					0	0
A-C					256	384

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	477	0.103	48	0.0	0.1	8.394	A
C-AB	34	8	828	0.041	33	0.0	0.1	4.531	A
C-A	438	109			438				
A-B	0	0			0				
A-C	210	53			210				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	450	0.130	58	0.1	0.1	9.177	A
C-AB	47	12	885	0.053	47	0.1	0.1	4.301	A
C-A	516	129			516				
A-B	0	0			0				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	413	0.173	71	0.1	0.2	10.516	B
C-AB	72	18	966	0.074	71	0.1	0.1	4.031	A
C-A	618	154			618				
A-B	0	0			0				
A-C	307	77			307				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	413	0.173	72	0.2	0.2	10.532	B
C-AB	72	18	966	0.074	72	0.1	0.1	4.027	A
C-A	618	154			618				
A-B	0	0			0				
A-C	307	77			307				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	450	0.130	59	0.2	0.2	9.196	A
C-AB	47	12	885	0.053	47	0.1	0.1	4.294	A
C-A	516	129			516				
A-B	0	0			0				
A-C	251	63			251				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	477	0.103	49	0.2	0.1	8.419	A
C-AB	34	8	828	0.041	34	0.1	0.1	4.532	A
C-A	438	109			438				
A-B	0	0			0				
A-C	210	53			210				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	602	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	97	100.000
C - Guildford Road East		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	602
	B - Loxwood Road (Secondary)	68	0	29
	C - Guildford Road East	246	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	2	0	0
	C - Guildford Road East	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	12.20	0.4	B	89	134
C-AB	0.05	6.44	0.1	A	24	37
C-A					216	324
A-B					0	0
A-C					552	829

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	481	0.152	72	0.0	0.2	8.803	A
C-AB	18	4	577	0.031	18	0.0	0.0	6.438	A
C-A	180	45			180				
A-B	0	0			0				
A-C	453	113			453				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	448	0.195	87	0.2	0.2	9.971	A
C-AB	23	6	587	0.039	23	0.0	0.1	6.386	A
C-A	212	53			212				
A-B	0	0			0				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	402	0.266	106	0.2	0.4	12.158	B
C-AB	32	8	602	0.053	32	0.1	0.1	6.313	A
C-A	256	64			256				
A-B	0	0			0				
A-C	663	166			663				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	402	0.266	107	0.4	0.4	12.197	B
C-AB	32	8	602	0.053	32	0.1	0.1	6.316	A
C-A	256	64			256				
A-B	0	0			0				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	448	0.195	88	0.4	0.2	10.013	B
C-AB	23	6	587	0.040	23	0.1	0.1	6.385	A
C-A	212	53			212				
A-B	0	0			0				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	481	0.152	73	0.2	0.2	8.846	A
C-AB	18	4	577	0.031	18	0.1	0.0	6.441	A
C-A	179	45			179				
A-B	0	0			0				
A-C	453	113			453				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	297	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	69	100.000
C - Guildford Road East		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	297
	B - Loxwood Road (Secondary)	53	0	16
	C - Guildford Road East	644	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	6	0	7
	C - Guildford Road East	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	11.10	0.2	B	63	95
C-AB	0.09	4.46	0.2	A	60	89
C-A					551	827
A-B					0	0
A-C					273	409

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	468	0.111	51	0.0	0.1	8.629	A
C-AB	39	10	846	0.046	39	0.0	0.1	4.458	A
C-A	463	116			463				
A-B	0	0			0				
A-C	224	56			224				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	440	0.141	62	0.1	0.2	9.516	A
C-AB	55	14	907	0.060	55	0.1	0.1	4.227	A
C-A	544	136			544				
A-B	0	0			0				
A-C	267	67			267				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	400	0.190	76	0.2	0.2	11.080	B
C-AB	85	21	994	0.086	85	0.1	0.2	3.965	A
C-A	648	162			648				
A-B	0	0			0				
A-C	327	82			327				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	400	0.190	76	0.2	0.2	11.099	B
C-AB	85	21	994	0.086	85	0.2	0.2	3.964	A
C-A	648	162			648				
A-B	0	0			0				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	440	0.141	62	0.2	0.2	9.541	A
C-AB	55	14	907	0.061	55	0.2	0.1	4.222	A
C-A	544	136			544				
A-B	0	0			0				
A-C	267	67			267				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	468	0.111	52	0.2	0.1	8.654	A
C-AB	39	10	846	0.046	39	0.1	0.1	4.458	A
C-A	462	116			462				
A-B	0	0			0				
A-C	224	56			224				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	602	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	97	100.000
C - Guildford Road East		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	602
	B - Loxwood Road (Secondary)	68	0	29
	C - Guildford Road East	346	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	2	0	0
	C - Guildford Road East	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	13.00	0.4	B	89	134
C-AB	0.06	5.88	0.1	A	29	44
C-A					303	454
A-B					0	0
A-C					552	829

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	469	0.156	72	0.0	0.2	9.067	A
C-AB	20	5	632	0.032	20	0.0	0.0	5.880	A
C-A	252	63			252				
A-B	0	0			0				
A-C	453	113			453				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	433	0.201	87	0.2	0.2	10.380	B
C-AB	28	7	655	0.042	27	0.0	0.1	5.742	A
C-A	298	74			298				
A-B	0	0			0				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	384	0.278	106	0.2	0.4	12.952	B
C-AB	40	10	687	0.058	40	0.1	0.1	5.563	A
C-A	359	90			359				
A-B	0	0			0				
A-C	663	166			663				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	384	0.278	107	0.4	0.4	12.999	B
C-AB	40	10	687	0.058	40	0.1	0.1	5.563	A
C-A	359	90			359				
A-B	0	0			0				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	87	22	433	0.201	88	0.4	0.3	10.437	B
C-AB	28	7	655	0.042	28	0.1	0.1	5.741	A
C-A	298	74			298				
A-B	0	0			0				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	469	0.156	73	0.3	0.2	9.113	A
C-AB	21	5	633	0.033	21	0.1	0.0	5.882	A
C-A	252	63			252				
A-B	0	0			0				
A-C	453	113			453				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	297	100.000
B - Loxwood Road (Secondary)		ONE HOUR	✓	69	100.000
C - Guildford Road East		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	297
	B - Loxwood Road (Secondary)	53	0	16
	C - Guildford Road East	644	22	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Loxwood Road (Secondary)	C - Guildford Road East
From	A - Guidlford Road (West)	0	0	4
	B - Loxwood Road (Secondary)	6	0	7
	C - Guildford Road East	2	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	11.10	0.2	B	63	95
C-AB	0.09	4.46	0.2	A	60	89
C-A					551	827
A-B					0	0
A-C					273	409

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	468	0.111	51	0.0	0.1	8.629	A
C-AB	39	10	846	0.046	39	0.0	0.1	4.458	A
C-A	463	116			463				
A-B	0	0			0				
A-C	224	56			224				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	440	0.141	62	0.1	0.2	9.516	A
C-AB	55	14	907	0.060	55	0.1	0.1	4.227	A
C-A	544	136			544				
A-B	0	0			0				
A-C	267	67			267				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	400	0.190	76	0.2	0.2	11.080	B
C-AB	85	21	994	0.086	85	0.1	0.2	3.965	A
C-A	648	162			648				
A-B	0	0			0				
A-C	327	82			327				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	400	0.190	76	0.2	0.2	11.099	B
C-AB	85	21	994	0.086	85	0.2	0.2	3.964	A
C-A	648	162			648				
A-B	0	0			0				
A-C	327	82			327				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	16	440	0.141	62	0.2	0.2	9.541	A
C-AB	55	14	907	0.061	55	0.2	0.1	4.222	A
C-A	544	136			544				
A-B	0	0			0				
A-C	267	67			267				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	468	0.111	52	0.2	0.1	8.654	A
C-AB	39	10	846	0.046	39	0.1	0.1	4.458	A
C-A	462	116			462				
A-B	0	0			0				
A-C	224	56			224				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Loxwood Road and Guildford Road 2.0.j9
Path: C:\GL\wlrudg JM\90 Units\Loxwood Road and Guildford Road 2.0_Junctions 9 Report
Report generation date: 22/05/2025 12:31:29

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.3	13.60	0.20	B	D2	0.2	11.57	0.16	B
Stream C-AB		0.0	0.00	0.00	A		0.0	4.22	0.01	A
	2030 Without Development									
Stream B-AC	D3	0.3	14.77	0.23	B	D4	0.2	12.26	0.17	B
Stream C-AB		0.0	0.00	0.00	A		0.0	4.13	0.01	A
	2030 With Development									
Stream B-AC	D5	0.3	14.83	0.23	B	D6	0.2	12.35	0.17	B
Stream C-AB		0.0	0.00	0.00	A		0.0	4.11	0.01	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (East)		Major
B	Loxwood Road		Minor
C	Guildford Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (West)	6.00			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Loxwood Road	One lane	5.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	615	0.112	0.283	0.178	0.405
B-C	781	0.120	0.303	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	648	100.000
B - Loxwood Road		ONE HOUR	✓	61	100.000
C - Guildford Road (West)		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	81	567
	B - Loxwood Road	61	0	0
	C - Guildford Road (West)	390	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	3	4
	B - Loxwood Road	2	0	0
	C - Guildford Road (West)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	13.60	0.3	B	56	84
C-AB	0.00	0.00	0.0	A	0	0
C-A					358	537
A-B					74	111
A-C					520	780

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	418	0.110	45	0.0	0.1	9.658	A
C-AB	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	61	15			61				
A-C	427	107			427				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	382	0.144	55	0.1	0.2	11.003	B
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	351	88			351				
A-B	73	18			73				
A-C	510	127			510				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	332	0.202	67	0.2	0.2	13.565	B
C-AB	0	0	393	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	89	22			89				
A-C	624	156			624				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	332	0.202	67	0.2	0.3	13.599	B
C-AB	0	0	393	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	89	22			89				
A-C	624	156			624				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	14	382	0.144	55	0.3	0.2	11.038	B
C-AB	0	0	422	0.000	0	0.0	0.0	0.000	A
C-A	351	88			351				
A-B	73	18			73				
A-C	510	127			510				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	46	11	418	0.110	46	0.2	0.1	9.694	A
C-AB	0	0	444	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	61	15			61				
A-C	427	107			427				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	386	100.000
B - Loxwood Road		ONE HOUR	✓	52	100.000
C - Guildford Road (West)		ONE HOUR	✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	108	278
	B - Loxwood Road	51	0	1
	C - Guildford Road (West)	654	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Loxwood Road	4	0	0
	C - Guildford Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	11.57	0.2	B	48	72
C-AB	0.01	4.22	0.0	A	5	8
C-A					596	895
A-B					99	149
A-C					255	383

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	440	0.089	39	0.0	0.1	8.963	A
C-AB	4	0.88	858	0.004	4	0.0	0.0	4.212	A
C-A	490	123			490				
A-B	81	20			81				
A-C	209	52			209				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	410	0.114	47	0.1	0.1	9.904	A
C-AB	5	1	917	0.005	5	0.0	0.0	3.943	A
C-A	585	146			585				
A-B	97	24			97				
A-C	250	62			250				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	368	0.155	57	0.1	0.2	11.552	B
C-AB	8	2	1002	0.008	8	0.0	0.0	3.618	A
C-A	714	179			714				
A-B	119	30			119				
A-C	306	77			306				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	368	0.155	57	0.2	0.2	11.568	B
C-AB	8	2	1002	0.008	8	0.0	0.0	3.620	A
C-A	714	179			714				
A-B	119	30			119				
A-C	306	77			306				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	410	0.114	47	0.2	0.1	9.923	A
C-AB	5	1	917	0.005	5	0.0	0.0	3.950	A
C-A	585	146			585				
A-B	97	24			97				
A-C	250	62			250				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	440	0.089	39	0.1	0.1	8.986	A
C-AB	4	0.89	858	0.004	4	0.0	0.0	4.216	A
C-A	490	123			490				
A-B	81	20			81				
A-C	209	52			209				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	687	100.000
B - Loxwood Road		ONE HOUR	✓	65	100.000
C - Guildford Road (West)		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	85	602
	B - Loxwood Road	65	0	0
	C - Guildford Road (West)	414	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	3	4
	B - Loxwood Road	2	0	0
	C - Guildford Road (West)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	14.77	0.3	B	60	89
C-AB	0.00	0.00	0.0	A	0	0
C-A					380	570
A-B					78	117
A-C					552	829

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	406	0.120	48	0.0	0.1	10.042	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	64	16			64				
A-C	453	113			453				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	368	0.159	58	0.1	0.2	11.610	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	372	93			372				
A-B	76	19			76				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	315	0.227	71	0.2	0.3	14.723	B
C-AB	0	0	384	0.000	0	0.0	0.0	0.000	A
C-A	456	114			456				
A-B	94	23			94				
A-C	663	166			663				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	315	0.227	72	0.3	0.3	14.772	B
C-AB	0	0	384	0.000	0	0.0	0.0	0.000	A
C-A	456	114			456				
A-B	94	23			94				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	368	0.159	59	0.3	0.2	11.654	B
C-AB	0	0	415	0.000	0	0.0	0.0	0.000	A
C-A	372	93			372				
A-B	76	19			76				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	406	0.120	49	0.2	0.1	10.086	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	64	16			64				
A-C	453	113			453				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	410	100.000
B - Loxwood Road		ONE HOUR	✓	55	100.000
C - Guildford Road (West)		ONE HOUR	✓	697	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	115	295
	B - Loxwood Road	54	0	1
	C - Guildford Road (West)	695	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Loxwood Road	4	0	0
	C - Guildford Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	12.26	0.2	B	50	76
C-AB	0.01	4.13	0.0	A	6	9
C-A					634	951
A-B					106	158
A-C					271	406

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	430	0.096	41	0.0	0.1	9.238	A
C-AB	4	0.93	877	0.004	4	0.0	0.0	4.121	A
C-A	521	130			521				
A-B	87	22			87				
A-C	222	56			222				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	398	0.124	49	0.1	0.1	10.309	B
C-AB	5	1	941	0.006	5	0.0	0.0	3.846	A
C-A	621	155			621				
A-B	103	26			103				
A-C	265	66			265				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	354	0.171	60	0.1	0.2	12.240	B
C-AB	9	2	1031	0.008	9	0.0	0.0	3.516	A
C-A	759	190			759				
A-B	127	32			127				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	61	15	354	0.171	61	0.2	0.2	12.259	B
C-AB	9	2	1031	0.008	9	0.0	0.0	3.518	A
C-A	759	190			759				
A-B	127	32			127				
A-C	325	81			325				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	398	0.124	50	0.2	0.1	10.331	B
C-AB	5	1	941	0.006	5	0.0	0.0	3.853	A
C-A	621	155			621				
A-B	103	26			103				
A-C	265	66			265				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	10	430	0.096	42	0.1	0.1	9.264	A
C-AB	4	0.94	877	0.004	4	0.0	0.0	4.126	A
C-A	521	130			521				
A-B	87	22			87				
A-C	222	56			222				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	689	100.000
B - Loxwood Road		ONE HOUR	✓	65	100.000
C - Guildford Road (West)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	87	602
	B - Loxwood Road	65	0	0
	C - Guildford Road (West)	417	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	3	4
	B - Loxwood Road	2	0	0
	C - Guildford Road (West)	8	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	14.83	0.3	B	60	89
C-AB	0.00	0.00	0.0	A	0	0
C-A					383	574
A-B					80	120
A-C					552	829

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	406	0.121	48	0.0	0.1	10.059	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	314	78			314				
A-B	65	16			65				
A-C	453	113			453				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	367	0.159	58	0.1	0.2	11.637	B
C-AB	0	0	414	0.000	0	0.0	0.0	0.000	A
C-A	375	94			375				
A-B	78	20			78				
A-C	541	135			541				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	314	0.228	71	0.2	0.3	14.776	B
C-AB	0	0	383	0.000	0	0.0	0.0	0.000	A
C-A	459	115			459				
A-B	96	24			96				
A-C	663	166			663				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	72	18	314	0.228	72	0.3	0.3	14.825	B
C-AB	0	0	383	0.000	0	0.0	0.0	0.000	A
C-A	459	115			459				
A-B	96	24			96				
A-C	663	166			663				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	58	15	367	0.159	59	0.3	0.2	11.681	B
C-AB	0	0	414	0.000	0	0.0	0.0	0.000	A
C-A	375	94			375				
A-B	78	20			78				
A-C	541	135			541				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	12	406	0.121	49	0.2	0.1	10.101	B
C-AB	0	0	437	0.000	0	0.0	0.0	0.000	A
C-A	314	78			314				
A-B	65	16			65				
A-C	453	113			453				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	410	100.000
B - Loxwood Road		ONE HOUR	✓	56	100.000
C - Guildford Road (West)		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	115	295
	B - Loxwood Road	55	0	1
	C - Guildford Road (West)	700	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Loxwood Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Loxwood Road	4	0	0
	C - Guildford Road (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	12.35	0.2	B	51	77
C-AB	0.01	4.11	0.0	A	6	9
C-A					638	957
A-B					106	158
A-C					271	406

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	430	0.098	42	0.0	0.1	9.272	A
C-AB	4	0.94	880	0.004	4	0.0	0.0	4.109	A
C-A	525	131			525				
A-B	87	22			87				
A-C	222	56			222				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	398	0.127	50	0.1	0.1	10.360	B
C-AB	5	1	944	0.006	5	0.0	0.0	3.832	A
C-A	626	156			626				
A-B	103	26			103				
A-C	265	66			265				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	353	0.175	61	0.1	0.2	12.326	B
C-AB	9	2	1036	0.008	9	0.0	0.0	3.502	A
C-A	764	191			764				
A-B	127	32			127				
A-C	325	81			325				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62	15	353	0.175	62	0.2	0.2	12.348	B
C-AB	9	2	1036	0.008	9	0.0	0.0	3.507	A
C-A	764	191			764				
A-B	127	32			127				
A-C	325	81			325				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	13	398	0.127	51	0.2	0.1	10.383	B
C-AB	5	1	944	0.006	5	0.0	0.0	3.841	A
C-A	626	156			626				
A-B	103	26			103				
A-C	265	66			265				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	430	0.098	42	0.1	0.1	9.299	A
C-AB	4	0.94	880	0.004	4	0.0	0.0	4.114	A
C-A	525	131			525				
A-B	87	22			87				
A-C	222	56			222				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Guildford Road and Haven Road.j9
Path: C:\GL\wlrudg JM\90 Units
Report generation date: 22/05/2025 12:55:19

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.6	11.56	0.37	B	D2	0.3	9.92	0.23	A
Stream C-AB		0.5	6.16	0.21	A		1.4	6.30	0.40	A
	2030 Without Development									
Stream B-AC	D3	0.7	12.57	0.40	B	D4	0.3	10.54	0.25	B
Stream C-AB		0.6	6.23	0.23	A		1.7	6.70	0.45	A
	2030 With Development									
Stream B-AC	D5	0.7	12.67	0.41	B	D6	0.3	10.54	0.25	B
Stream C-AB		0.7	6.33	0.24	A		1.8	6.75	0.45	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (East)		Major
B	Haven Road		Minor
C	Guildford Road (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (West)	6.70			0.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Haven Road	One lane	5.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	615	0.109	0.275	0.173	0.392
B-C	781	0.116	0.294	-	-
C-B	574	0.216	0.216	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	560	100.000
B - Haven Road		ONE HOUR	✓	166	100.000
C - Guildford Road (West)		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	42	518
	B - Haven Road	41	0	125
	C - Guildford Road (West)	395	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Haven Road	3	0	2
	C - Guildford Road (West)	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	11.56	0.6	B	152	228
C-AB	0.21	6.16	0.5	A	111	166
C-A					303	455
A-B					39	58
A-C					475	713

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	568	0.220	124	0.0	0.3	8.088	A
C-AB	76	19	666	0.114	75	0.0	0.2	6.089	A
C-A	263	66			263				
A-B	32	8			32				
A-C	390	97			390				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	537	0.278	149	0.3	0.4	9.254	A
C-AB	103	26	695	0.149	103	0.2	0.3	6.085	A
C-A	302	75			302				
A-B	38	9			38				
A-C	466	116			466				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	46	494	0.370	182	0.4	0.6	11.497	B
C-AB	151	38	737	0.205	151	0.3	0.5	6.150	A
C-A	345	86			345				
A-B	46	12			46				
A-C	570	143			570				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	183	46	494	0.370	183	0.6	0.6	11.557	B
C-AB	152	38	738	0.206	152	0.5	0.5	6.163	A
C-A	345	86			345				
A-B	46	12			46				
A-C	570	143			570				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	37	537	0.278	150	0.6	0.4	9.314	A
C-AB	104	26	696	0.149	105	0.5	0.3	6.107	A
C-A	302	75			302				
A-B	38	9			38				
A-C	466	116			466				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	568	0.220	125	0.4	0.3	8.148	A
C-AB	77	19	667	0.115	77	0.3	0.2	6.117	A
C-A	263	66			263				
A-B	32	8			32				
A-C	390	97			390				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	392	100.000
B - Haven Road		ONE HOUR	✓	98	100.000
C - Guildford Road (West)		ONE HOUR	✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	63	329
	B - Haven Road	41	0	57
	C - Guildford Road (West)	599	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	3
	B - Haven Road	0	0	2
	C - Guildford Road (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.23	9.92	0.3	A	90	135
C-AB	0.40	6.30	1.4	A	270	405
C-A					378	567
A-B					58	87
A-C					302	453

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	548	0.135	73	0.0	0.2	7.566	A
C-AB	177	44	828	0.214	175	0.0	0.5	5.508	A
C-A	355	89			355				
A-B	47	12			47				
A-C	248	62			248				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	88	22	517	0.170	88	0.2	0.2	8.390	A
C-AB	249	62	882	0.282	248	0.5	0.8	5.685	A
C-A	386	96			386				
A-B	57	14			57				
A-C	296	74			296				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	471	0.229	108	0.2	0.3	9.885	A
C-AB	382	95	959	0.398	379	0.8	1.4	6.243	A
C-A	395	99			395				
A-B	69	17			69				
A-C	362	91			362				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	108	27	471	0.229	108	0.3	0.3	9.916	A
C-AB	383	96	960	0.399	383	1.4	1.4	6.305	A
C-A	394	98			394				
A-B	69	17			69				
A-C	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	88	22	516	0.171	88	0.3	0.2	8.424	A
C-AB	250	63	884	0.283	253	1.4	0.8	5.761	A
C-A	384	96			384				
A-B	57	14			57				
A-C	296	74			296				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	18	548	0.135	74	0.2	0.2	7.600	A
C-AB	178	45	830	0.215	180	0.8	0.5	5.572	A
C-A	353	88			353				
A-B	47	12			47				
A-C	248	62			248				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	594	100.000
B - Haven Road		ONE HOUR	✓	176	100.000
C - Guildford Road (West)		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	44	550
	B - Haven Road	43	0	133
	C - Guildford Road (West)	420	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Haven Road	3	0	2
	C - Guildford Road (West)	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	12.57	0.7	B	162	242
C-AB	0.23	6.23	0.6	A	125	187
C-A					315	473
A-B					40	61
A-C					505	757

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	559	0.237	131	0.0	0.3	8.394	A
C-AB	85	21	676	0.126	84	0.0	0.3	6.082	A
C-A	276	69			276				
A-B	33	8			33				
A-C	414	104			414				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	526	0.301	158	0.3	0.4	9.750	A
C-AB	116	29	707	0.165	116	0.3	0.4	6.097	A
C-A	315	79			315				
A-B	40	10			40				
A-C	494	124			494				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	480	0.404	193	0.4	0.7	12.490	B
C-AB	173	43	753	0.229	172	0.4	0.6	6.212	A
C-A	356	89			356				
A-B	48	12			48				
A-C	606	151			606				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	48	480	0.404	194	0.7	0.7	12.574	B
C-AB	173	43	753	0.230	173	0.6	0.6	6.232	A
C-A	355	89			355				
A-B	48	12			48				
A-C	606	151			606				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	158	40	526	0.301	159	0.7	0.4	9.831	A
C-AB	117	29	708	0.165	118	0.6	0.4	6.124	A
C-A	315	79			315				
A-B	40	10			40				
A-C	494	124			494				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	133	33	559	0.237	133	0.4	0.3	8.464	A
C-AB	86	21	676	0.127	86	0.4	0.3	6.115	A
C-A	276	69			276				
A-B	33	8			33				
A-C	414	104			414				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	417	100.000
B - Haven Road		ONE HOUR	✓	104	100.000
C - Guildford Road (West)		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	67	350
	B - Haven Road	43	0	61
	C - Guildford Road (West)	636	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	3
	B - Haven Road	0	0	2
	C - Guildford Road (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.54	0.3	B	95	143
C-AB	0.45	6.70	1.7	A	308	462
C-A					380	571
A-B					61	92
A-C					321	482

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	540	0.145	78	0.0	0.2	7.781	A
C-AB	198	50	845	0.234	196	0.0	0.6	5.544	A
C-A	367	92			367				
A-B	50	13			50				
A-C	263	66			263				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	506	0.185	93	0.2	0.2	8.724	A
C-AB	282	70	903	0.312	281	0.6	0.9	5.800	A
C-A	392	98			392				
A-B	60	15			60				
A-C	315	79			315				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	457	0.251	114	0.2	0.3	10.500	B
C-AB	440	110	985	0.447	437	0.9	1.7	6.606	A
C-A	386	96			386				
A-B	74	18			74				
A-C	385	96			385				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	456	0.251	114	0.3	0.3	10.542	B
C-AB	442	111	987	0.448	442	1.7	1.7	6.696	A
C-A	383	96			383				
A-B	74	18			74				
A-C	385	96			385				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	23	505	0.185	94	0.3	0.2	8.766	A
C-AB	284	71	905	0.314	287	1.7	1.0	5.898	A
C-A	390	98			390				
A-B	60	15			60				
A-C	315	79			315				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	539	0.145	79	0.2	0.2	7.822	A
C-AB	200	50	847	0.236	201	1.0	0.6	5.620	A
C-A	365	91			365				
A-B	50	13			50				
A-C	263	66			263				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	594	100.000
B - Haven Road		ONE HOUR	✓	178	100.000
C - Guildford Road (West)		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	44	550
	B - Haven Road	43	0	135
	C - Guildford Road (West)	420	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	4
	B - Haven Road	3	0	2
	C - Guildford Road (West)	7	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	12.67	0.7	B	163	245
C-AB	0.24	6.33	0.7	A	131	197
C-A					312	468
A-B					40	61
A-C					505	757

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	559	0.240	133	0.0	0.3	8.415	A
C-AB	89	22	676	0.132	88	0.0	0.3	6.123	A
C-A	274	69			274				
A-B	33	8			33				
A-C	414	104			414				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	527	0.304	160	0.3	0.4	9.790	A
C-AB	122	31	707	0.173	122	0.3	0.4	6.158	A
C-A	312	78			312				
A-B	40	10			40				
A-C	494	124			494				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	480	0.408	195	0.4	0.7	12.578	B
C-AB	181	45	753	0.241	180	0.4	0.7	6.308	A
C-A	350	88			350				
A-B	48	12			48				
A-C	606	151			606				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	196	49	480	0.408	196	0.7	0.7	12.666	B
C-AB	182	45	753	0.241	182	0.7	0.7	6.330	A
C-A	350	87			350				
A-B	48	12			48				
A-C	606	151			606				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	160	40	527	0.304	161	0.7	0.4	9.873	A
C-AB	123	31	708	0.173	124	0.7	0.4	6.187	A
C-A	311	78			311				
A-B	40	10			40				
A-C	494	124			494				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	134	34	559	0.240	135	0.4	0.3	8.489	A
C-AB	90	22	676	0.133	90	0.4	0.3	6.160	A
C-A	274	68			274				
A-B	33	8			33				
A-C	414	104			414				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (East)		ONE HOUR	✓	417	100.000
B - Haven Road		ONE HOUR	✓	106	100.000
C - Guildford Road (West)		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	67	350
	B - Haven Road	43	0	63
	C - Guildford Road (West)	636	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (East)	B - Haven Road	C - Guildford Road (West)
From	A - Guidlford Road (East)	0	2	3
	B - Haven Road	0	0	2
	C - Guildford Road (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.54	0.3	B	97	146
C-AB	0.45	6.75	1.8	A	310	466
C-A					379	568
A-B					61	92
A-C					321	482

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	542	0.147	79	0.0	0.2	7.774	A
C-AB	200	50	845	0.236	197	0.0	0.6	5.559	A
C-A	366	91			366				
A-B	50	13			50				
A-C	263	66			263				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	508	0.188	95	0.2	0.2	8.719	A
C-AB	284	71	903	0.315	283	0.6	0.9	5.823	A
C-A	391	98			391				
A-B	60	15			60				
A-C	315	79			315				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	459	0.254	116	0.2	0.3	10.499	B
C-AB	444	111	985	0.451	441	0.9	1.7	6.655	A
C-A	383	96			383				
A-B	74	18			74				
A-C	385	96			385				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	117	29	458	0.255	117	0.3	0.3	10.544	B
C-AB	446	112	987	0.452	446	1.7	1.8	6.746	A
C-A	381	95			381				
A-B	74	18			74				
A-C	385	96			385				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	507	0.188	96	0.3	0.2	8.762	A
C-AB	287	72	906	0.316	290	1.8	1.0	5.926	A
C-A	389	97			389				
A-B	60	15			60				
A-C	315	79			315				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	541	0.148	80	0.2	0.2	7.816	A
C-AB	202	50	847	0.238	203	1.0	0.6	5.636	A
C-A	364	91			364				
A-B	50	13			50				
A-C	263	66			263				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: Guildford Road and Church Street 3.0.j9
Path: C:\GL\wlrudg JM\90 Units
Report generation date: 22/05/2025 12:37:35

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-C	D1	0.2	9.50	0.20	A	D2	0.5	12.60	0.33	B
Stream B-A		0.6	19.67	0.39	C		0.9	23.41	0.47	C
Stream C-AB		0.4	11.02	0.26	B		0.4	11.49	0.28	B
	2030 Without Development									
Stream B-C	D3	0.3	10.29	0.22	B	D4	0.6	14.84	0.38	B
Stream B-A		0.8	22.48	0.44	C		1.1	28.71	0.53	D
Stream C-AB		0.4	11.47	0.28	B		0.4	12.19	0.30	B
	2030 With Development									
Stream B-C	D5	0.3	10.59	0.23	B	D6	0.6	15.45	0.39	C
Stream B-A		0.8	23.59	0.45	C		1.2	30.49	0.55	D
Stream C-AB		0.4	11.66	0.28	B		0.4	12.30	0.30	B

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

File summary

File Description

Title	
Location	
Site number	
Date	14/04/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\glester
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2025 Baseline , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Guidlford Road (West)		Major
B	Church Street		Minor
C	Guildford Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Guildford Road (East)	6.10		✓	2.70	0.0	✓	5.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane plus flare	10.00	5.90	3.80	3.70	3.20	✓	1.00	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	572	0.104	0.262	0.165	0.374
B-C	703	0.107	0.271	-	-
C-B	605	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	420	100.000
B - Church Street		ONE HOUR	✓	192	100.000
C - Guildford Road (East)		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	84	336
	B - Church Street	107	0	85
	C - Guildford Road (East)	457	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	6	7
	B - Church Street	6	0	5
	C - Guildford Road (East)	4	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.20	9.50	0.2	A	78	117
B-A	0.39	19.67	0.6	C	98	147
C-AB	0.26	11.02	0.4	B	96	145
C-A					419	629
A-B					77	116
A-C					308	462

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	556	0.115	63	0.0	0.1	7.302	A
B-A	81	20	378	0.213	79	0.0	0.3	12.011	B
C-AB	79	20	474	0.167	78	0.0	0.2	9.072	A
C-A	344	86			344				
A-B	63	16			63				
A-C	253	63			253				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	526	0.145	76	0.1	0.2	8.004	A
B-A	96	24	346	0.278	96	0.3	0.4	14.360	B
C-AB	94	24	461	0.205	94	0.2	0.3	9.816	A
C-A	411	103			411				
A-B	76	19			76				
A-C	302	76			302				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	474	0.198	93	0.2	0.2	9.453	A
B-A	118	29	301	0.392	117	0.4	0.6	19.462	C
C-AB	116	29	443	0.262	116	0.3	0.4	10.995	B
C-A	503	126			503				
A-B	92	23			92				
A-C	370	92			370				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	23	472	0.198	94	0.2	0.2	9.501	A
B-A	118	29	301	0.392	118	0.6	0.6	19.669	C
C-AB	116	29	443	0.262	116	0.4	0.4	11.021	B
C-A	503	126			503				
A-B	92	23			92				
A-C	370	92			370				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	76	19	524	0.146	77	0.2	0.2	8.045	A
B-A	96	24	346	0.278	97	0.6	0.4	14.527	B
C-AB	94	24	461	0.205	95	0.4	0.3	9.850	A
C-A	411	103			411				
A-B	76	19			76				
A-C	302	76			302				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	64	16	555	0.115	64	0.2	0.1	7.343	A
B-A	81	20	378	0.213	81	0.4	0.3	12.142	B
C-AB	79	20	474	0.167	79	0.3	0.2	9.120	A
C-A	344	86			344				
A-B	63	16			63				
A-C	253	63			253				

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Baseline	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	640	100.000
B - Church Street		ONE HOUR	✓	248	100.000
C - Guildford Road (East)		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	129	511
	B - Church Street	122	0	126
	C - Guildford Road (East)	269	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	2	3
	B - Church Street	1	0	2
	C - Guildford Road (East)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.33	12.60	0.5	B	116	173
B-A	0.47	23.41	0.9	C	112	168
C-AB	0.28	11.49	0.4	B	99	149
C-A					247	370
A-B					118	178
A-C					469	703

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	541	0.175	94	0.0	0.2	8.032	A
B-A	92	23	378	0.243	91	0.0	0.3	12.461	B
C-AB	81	20	485	0.168	81	0.0	0.2	8.892	A
C-A	203	51			203				
A-B	97	24			97				
A-C	385	96			385				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	500	0.227	113	0.2	0.3	9.301	A
B-A	110	27	342	0.321	109	0.3	0.5	15.445	C
C-AB	97	24	463	0.210	97	0.2	0.3	9.836	A
C-A	242	60			242				
A-B	116	29			116				
A-C	459	115			459				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	427	0.325	138	0.3	0.5	12.440	B
B-A	134	34	288	0.466	133	0.5	0.8	22.952	C
C-AB	119	30	432	0.275	119	0.3	0.4	11.461	B
C-A	296	74			296				
A-B	142	36			142				
A-C	563	141			563				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	424	0.327	139	0.5	0.5	12.596	B
B-A	134	34	288	0.467	134	0.8	0.9	23.408	C
C-AB	119	30	432	0.275	119	0.4	0.4	11.493	B
C-A	296	74			296				
A-B	142	36			142				
A-C	563	141			563				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	498	0.228	114	0.5	0.3	9.405	A
B-A	110	27	341	0.321	111	0.9	0.5	15.738	C
C-AB	97	24	463	0.210	98	0.4	0.3	9.874	A
C-A	242	60			242				
A-B	116	29			116				
A-C	459	115			459				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	540	0.176	95	0.3	0.2	8.102	A
B-A	92	23	378	0.243	92	0.5	0.3	12.637	B
C-AB	81	20	485	0.168	82	0.3	0.2	8.934	A
C-A	203	51			203				
A-B	97	24			97				
A-C	385	96			385				

2030 Without Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	446	100.000
B - Church Street		ONE HOUR	✓	204	100.000
C - Guildford Road (East)		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	89	357
	B - Church Street	114	0	90
	C - Guildford Road (East)	485	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	6	7
	B - Church Street	6	0	5
	C - Guildford Road (East)	4	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.22	10.29	0.3	B	83	124
B-A	0.44	22.48	0.8	C	105	157
C-AB	0.28	11.47	0.4	B	102	153
C-A					445	667
A-B					82	123
A-C					328	491

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	547	0.124	67	0.0	0.1	7.499	A
B-A	86	21	368	0.233	85	0.0	0.3	12.636	B
C-AB	84	21	470	0.178	83	0.0	0.2	9.277	A
C-A	365	91			365				
A-B	67	17			67				
A-C	269	67			269				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	513	0.158	81	0.1	0.2	8.330	A
B-A	102	26	334	0.307	102	0.3	0.4	15.477	C
C-AB	100	25	456	0.219	100	0.2	0.3	10.105	B
C-A	436	109			436				
A-B	80	20			80				
A-C	321	80			321				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	451	0.220	99	0.2	0.3	10.216	B
B-A	126	31	286	0.440	124	0.4	0.8	22.136	C
C-AB	123	31	437	0.281	122	0.3	0.4	11.434	B
C-A	534	133			534				
A-B	98	24			98				
A-C	393	98			393				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	449	0.221	99	0.3	0.3	10.293	B
B-A	126	31	285	0.440	125	0.8	0.8	22.481	C
C-AB	123	31	437	0.281	123	0.4	0.4	11.465	B
C-A	534	133			534				
A-B	98	24			98				
A-C	393	98			393				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	511	0.158	81	0.3	0.2	8.389	A
B-A	102	26	334	0.307	104	0.8	0.5	15.727	C
C-AB	100	25	456	0.219	100	0.4	0.3	10.143	B
C-A	436	109			436				
A-B	80	20			80				
A-C	321	80			321				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	545	0.124	68	0.2	0.1	7.544	A
B-A	86	21	368	0.233	86	0.5	0.3	12.807	B
C-AB	84	21	470	0.178	84	0.3	0.2	9.330	A
C-A	365	91			365				
A-B	67	17			67				
A-C	269	67			269				

2030 Without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	680	100.000
B - Church Street		ONE HOUR	✓	264	100.000
C - Guildford Road (East)		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	137	543
	B - Church Street	130	0	134
	C - Guildford Road (East)	286	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	2	3
	B - Church Street	1	0	2
	C - Guildford Road (East)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.38	14.84	0.6	B	123	184
B-A	0.53	28.71	1.1	D	119	179
C-AB	0.30	12.19	0.4	B	106	158
C-A					262	394
A-B					126	189
A-C					498	747

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	529	0.191	100	0.0	0.2	8.378	A
B-A	98	24	367	0.267	96	0.0	0.4	13.257	B
C-AB	87	22	478	0.181	86	0.0	0.2	9.166	A
C-A	215	54			215				
A-B	103	26			103				
A-C	409	102			409				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	481	0.250	120	0.2	0.3	9.954	A
B-A	117	29	327	0.357	116	0.4	0.5	17.010	C
C-AB	103	26	454	0.228	103	0.2	0.3	10.248	B
C-A	257	64			257				
A-B	123	31			123				
A-C	488	122			488				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	394	0.375	147	0.3	0.6	14.513	B
B-A	143	36	269	0.533	141	0.5	1.1	27.760	D
C-AB	127	32	422	0.301	126	0.3	0.4	12.149	B
C-A	315	79			315				
A-B	151	38			151				
A-C	598	149			598				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	390	0.378	147	0.6	0.6	14.843	B
B-A	143	36	268	0.534	143	1.1	1.1	28.709	D
C-AB	127	32	422	0.301	127	0.4	0.4	12.192	B
C-A	315	79			315				
A-B	151	38			151				
A-C	598	149			598				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	478	0.252	121	0.6	0.3	10.124	B
B-A	117	29	327	0.358	119	1.1	0.6	17.509	C
C-AB	103	26	454	0.228	104	0.4	0.3	10.296	B
C-A	257	64			257				
A-B	123	31			123				
A-C	488	122			488				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	527	0.191	101	0.3	0.2	8.467	A
B-A	98	24	366	0.267	99	0.6	0.4	13.495	B
C-AB	87	22	478	0.181	87	0.3	0.2	9.222	A
C-A	215	54			215				
A-B	103	26			103				
A-C	409	102			409				

2030 With Development , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With Development	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	467	100.000
B - Church Street		ONE HOUR	✓	204	100.000
C - Guildford Road (East)		ONE HOUR	✓	604	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	90	377
	B - Church Street	114	0	90
	C - Guildford Road (East)	493	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	6	7
	B - Church Street	6	0	5
	C - Guildford Road (East)	4	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.23	10.59	0.3	B	83	124
B-A	0.45	23.59	0.8	C	105	157
C-AB	0.28	11.66	0.4	B	102	153
C-A					452	678
A-B					83	124
A-C					346	519

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	542	0.125	67	0.0	0.1	7.569	A
B-A	86	21	363	0.236	85	0.0	0.3	12.863	B
C-AB	84	21	466	0.179	83	0.0	0.2	9.363	A
C-A	371	93			371				
A-B	68	17			68				
A-C	284	71			284				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	507	0.160	81	0.1	0.2	8.450	A
B-A	102	26	328	0.313	102	0.3	0.4	15.892	C
C-AB	100	25	451	0.221	100	0.2	0.3	10.227	B
C-A	443	111			443				
A-B	81	20			81				
A-C	339	85			339				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	441	0.225	99	0.2	0.3	10.499	B
B-A	126	31	278	0.451	124	0.4	0.8	23.181	C
C-AB	123	31	432	0.284	122	0.3	0.4	11.623	B
C-A	542	136			542				
A-B	99	25			99				
A-C	415	104			415				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	439	0.226	99	0.3	0.3	10.588	B
B-A	126	31	278	0.452	125	0.8	0.8	23.587	C
C-AB	123	31	432	0.284	123	0.4	0.4	11.655	B
C-A	542	136			542				
A-B	99	25			99				
A-C	415	104			415				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	504	0.160	81	0.3	0.2	8.515	A
B-A	102	26	328	0.313	104	0.8	0.5	16.168	C
C-AB	100	25	451	0.221	100	0.4	0.3	10.266	B
C-A	443	111			443				
A-B	81	20			81				
A-C	339	85			339				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	541	0.125	68	0.2	0.1	7.623	A
B-A	86	21	363	0.236	86	0.5	0.3	13.044	B
C-AB	84	21	466	0.179	84	0.3	0.2	9.417	A
C-A	371	93			371				
A-B	68	17			68				
A-C	284	71			284				

2030 With Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With Development	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Guidlford Road (West)		ONE HOUR	✓	690	100.000
B - Church Street		ONE HOUR	✓	265	100.000
C - Guildford Road (East)		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	138	552
	B - Church Street	131	0	134
	C - Guildford Road (East)	304	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Guidlford Road (West)	B - Church Street	C - Guildford Road (East)
From	A - Guidlford Road (West)	0	2	3
	B - Church Street	1	0	2
	C - Guildford Road (East)	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.39	15.45	0.6	C	123	184
B-A	0.55	30.49	1.2	D	120	180
C-AB	0.30	12.30	0.4	B	106	158
C-A					279	418
A-B					127	190
A-C					507	760

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	526	0.192	100	0.0	0.2	8.440	A
B-A	99	25	363	0.272	97	0.0	0.4	13.486	B
C-AB	87	22	476	0.182	86	0.0	0.2	9.208	A
C-A	229	57			229				
A-B	104	26			104				
A-C	416	104			416				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	477	0.253	120	0.2	0.3	10.087	B
B-A	118	29	322	0.366	117	0.4	0.6	17.480	C
C-AB	103	26	452	0.229	103	0.2	0.3	10.311	B
C-A	273	68			273				
A-B	124	31			124				
A-C	496	124			496				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	384	0.384	146	0.3	0.6	15.053	C
B-A	144	36	262	0.550	142	0.6	1.1	29.337	D
C-AB	127	32	420	0.302	126	0.3	0.4	12.255	B
C-A	334	84			334				
A-B	152	38			152				
A-C	608	152			608				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	148	37	380	0.388	147	0.6	0.6	15.449	C
B-A	144	36	262	0.551	144	1.1	1.2	30.485	D
C-AB	127	32	420	0.302	127	0.4	0.4	12.299	B
C-A	334	84			334				
A-B	152	38			152				
A-C	608	152			608				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	120	30	473	0.255	122	0.6	0.3	10.279	B
B-A	118	29	322	0.366	120	1.2	0.6	18.053	C
C-AB	103	26	452	0.229	104	0.4	0.3	10.358	B
C-A	273	68			273				
A-B	124	31			124				
A-C	496	124			496				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	101	25	523	0.193	101	0.3	0.2	8.535	A
B-A	99	25	362	0.272	99	0.6	0.4	13.741	B
C-AB	87	22	476	0.182	87	0.3	0.2	9.265	A
C-A	229	57			229				
A-B	104	26			104				
A-C	416	104			416				