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

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	-

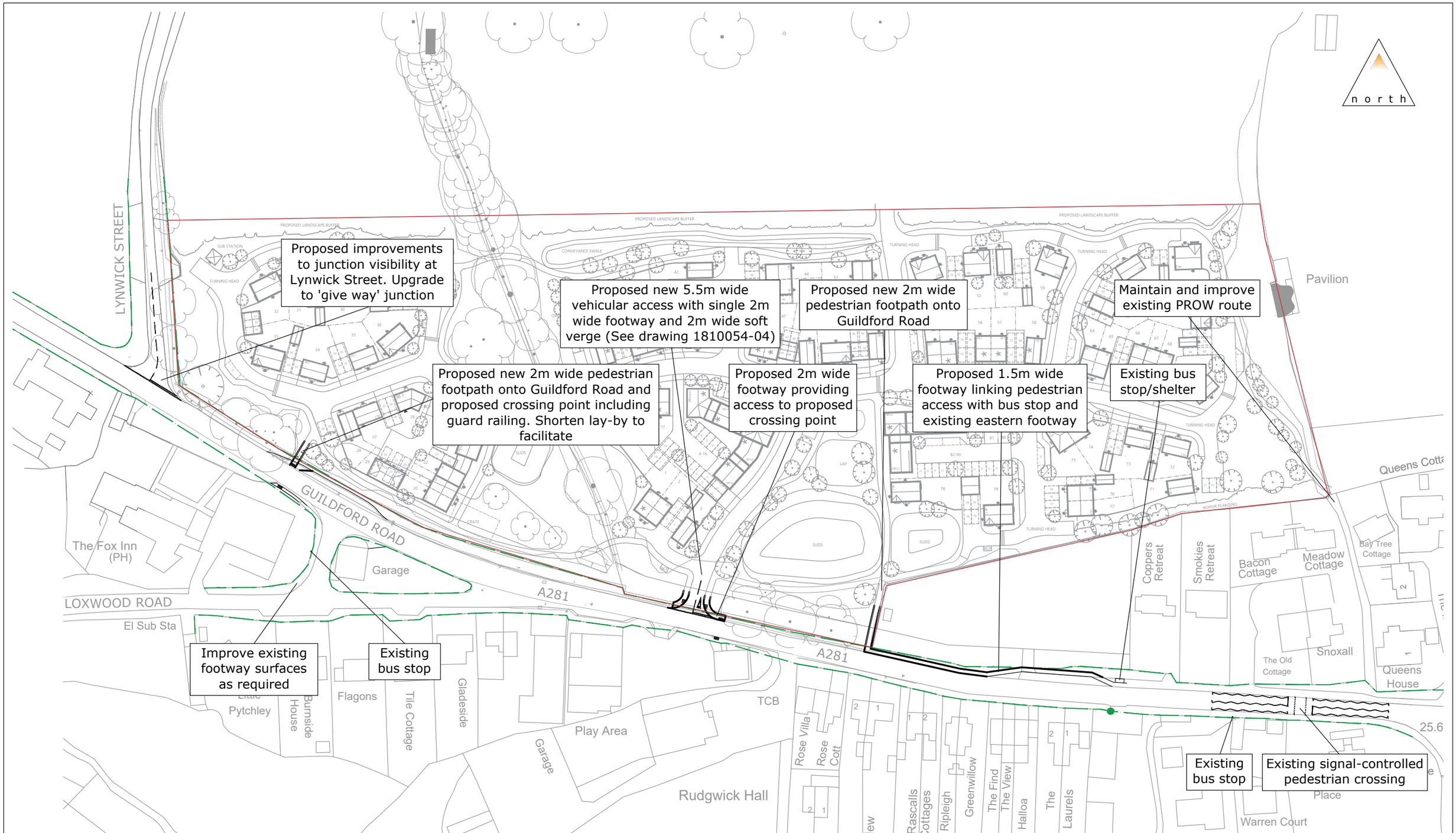
Rev	Description	Date	Au	Ch

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

thrive. architects

Appendix D

Proposed Access Arrangements



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	September	2024	Northbound																				
Time	Total	RunTot	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	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	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 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	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**
06-22	**3543**	**34639**	**0**	**2**	**11**	**26**	**76**	**1263**	**1702**	**398**	**54**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**5.3**	**31.1**	**51.6**	**2165**	**61.1**	**34.4**
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

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

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

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

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Guildford Road, Rudgwick

Title:
Proposed Western Access Arrangement
Lynwick Street

Scale: 1:500 (@ A3)

Notes:

Drawing:
1810054-05

Revision:
F

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

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

Cheyenne House
West Street
Farnham
GU9 7EQ
01483 679350
admin@gateway-rse.co.uk
www.gateway-rse.co.uk

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:

Date: 24/3/2025

Audit Team Member(s)

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

Signed:

Date: 24/3/2025

APPENDIX A
Items Considered by this RSA

Items Considered by this Road Safety Audit

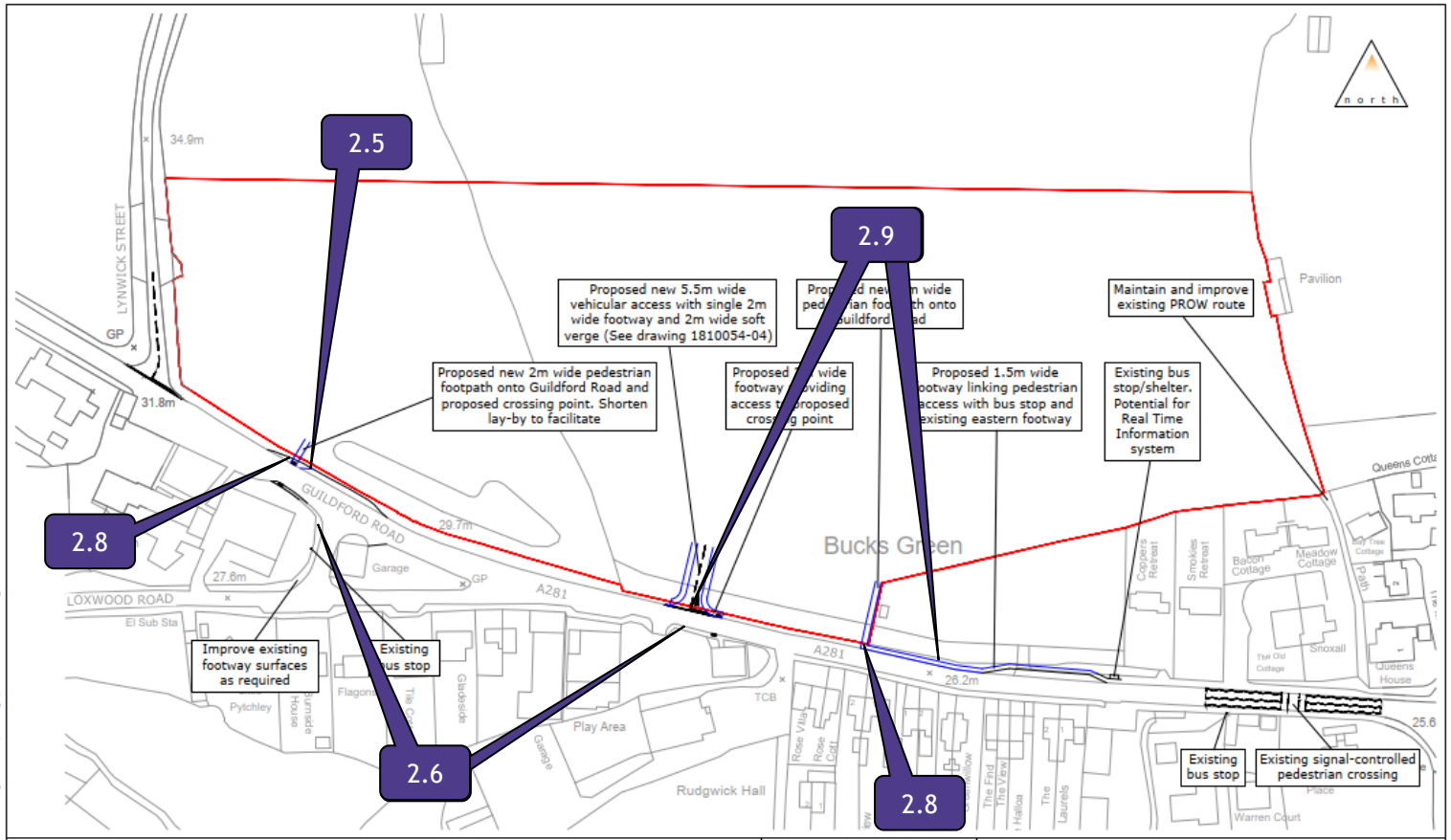
Document ref.	Rev.	Originator	Title
1810054-03	C	Motion	Proposed Access Strategy
1810054-04	B	Motion	Proposed Access Arrangement – Guildford Road

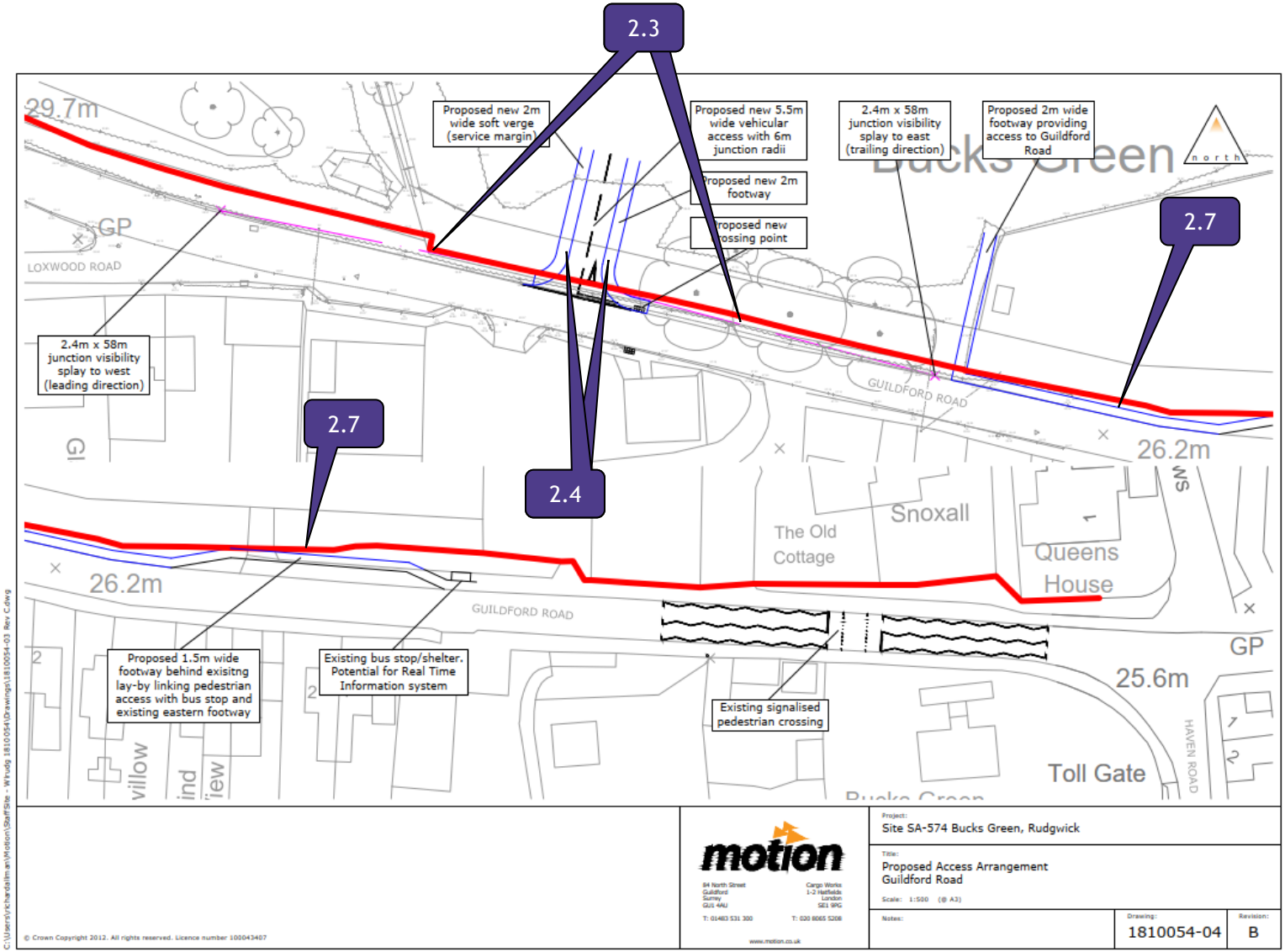
Additional/background information provided to the Audit Team

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

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
north
34.9m
31.8m
29.7m
27.6m
26.2m
25.6
Legend
Site Boundary
© Crown Copyright 2012. All rights reserved. Licence number 100043407
motion
Project: Site SA-574 Bucks Green, Rudgwick
Title: Proposed Access Strategy
Scale: 1:1250 (@ A3)
Drawing: 1810054-03
Revision: C
C:\Users\richardallman\Motion\Staff\Site - Whudg 1810054\Drawings\1810054-03 Rev C.dwg


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
WS
26.2m
GUILDFORD ROAD
GP
25.6m
Toll Gate
HAVEN ROAD
Project:
Site SA-574 Bucks Green, Rudgwick
Title:
Proposed Access Arrangement
Guildford Road
Scale: 1:500 (@ A3)
Notes:
Drawing:
1810054-04
Revision:
B
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
© Crown Copyright 2012. All rights reserved. Licence number 100043407
C:\Users\richardallman\Motion\Staff\Site - Whudg 1810054\Drawings\1810054-03 Rev C.dwg

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)]

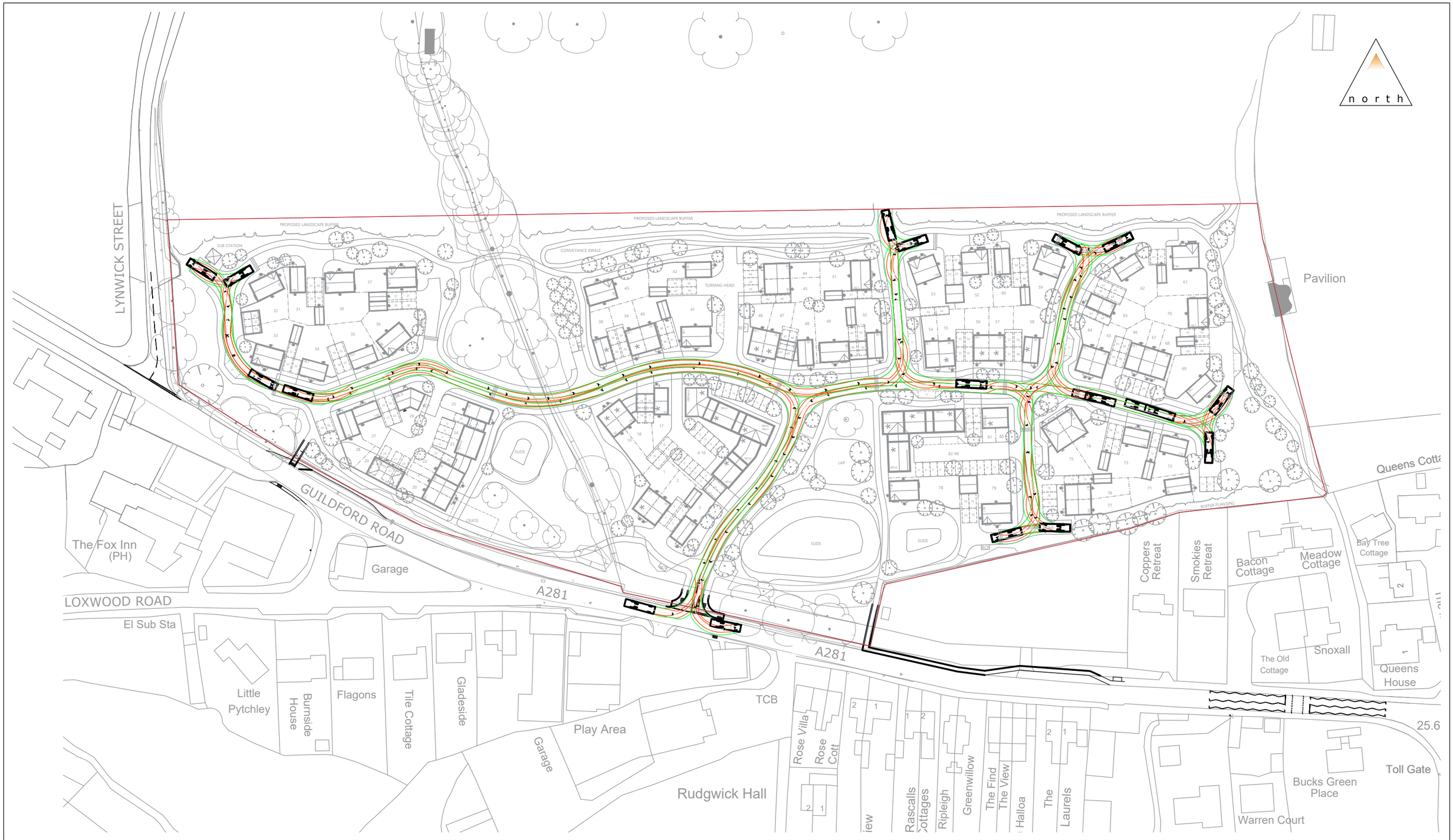
Organisation: West Sussex County Council

Position: [TITLE (press F9)]

Date: [DATE]

Appendix I

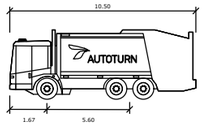
Swept Path Analysis – Refuse and Delivery Vehicle



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

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:

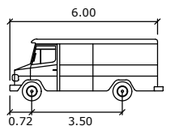
Drawing: 1810054-TK06

Revision: B

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

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

north

LYNWICK STREET

GUILDFORD ROAD

A281

LOXWOOD ROAD

PROPOSED LANDSCAPE BUFFER

CONVEYANCE SWALE

SUB STATION

SUDS

LAP

CRATE

BUFFER PLANTING

Pavilion

Queens Cotta

The Fox Inn (PH)

Garage

El Sub Sta

Little Pytchley

Burnside House

Flagons

Tile Cottage

Gladeside

Garage

Play Area

TCB

Rudgwick Hall

Rose Villa

Rose Cott

Rascalls Cottages

Ripleigh

Greenwillow

The Find

The View

Halloa

The Laurels

Coppers Retreat

Smokies Retreat

Bacon Cottage

Meadow Cottage

Bay Tree Cottage

The Old Cottage

Snoxall

Queens House

25.6

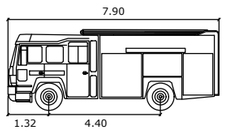
Toll Gate

Bucks Green Place

Warren Court

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

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

Appendix K

Full TRICS Output

Motion High Street Guildford Licence No: 734001

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

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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

Version: 9.5.1.7462

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

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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)

Am	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:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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				