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Transport Assessment

**Wickhurst Green Broadbridge
Heath**

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Prepared for Vistry Major Project

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1. Introduction

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared by Markides Associates on behalf of Vistry Major Projects (hereafter referred to as “the Client”) in support of the planning application for the Wickhurst Green School Site development (hereafter referred to as “the site”) within Broadbridge Heath, Horsham.
- 1.1.2 The site formed part of the Land South of Broadbridge Heath development, much of the Overall Site has been developed for housing, but there remains a parcel of land within the Overall Site that is allocated as a primary school. However, it has been confirmed by the local authority, West Sussex County Council (WSCC), will not require the site for a new school.
- 1.1.3 The site falls within the administrative authority of Horsham District Council (HDC) and with WSCC serves as the highway authority. The site has been in agricultural/pastoral use as fields in the 18th century and more currently the western field has been in use as a compound as late as 2021.
- 1.1.4 The scheme comprises the construction of circa 89 residential units consisting of a mix of 2-bed, 3-bed and 4-bed units consisting of a mix of ‘for sale’ and ‘affordable’ tenures. A Transport Assessment Scoping Note was prepared and is included in **Appendix A**. A specific transport-related pre-application meeting with WSCC Highways Officer was undertaken on the 29th January 2025. The highway pre-app response is also included in **Appendix A**. The discussion has informed both the scope of this TA and the design evolution of the scheme following officer feedback.
- 1.1.5 A location plan is included in **Figure 1.1**. The site is bounded to the north by Broadbridge Way, to the east by Wickhurst Lane/Old Wickhurst Lane and Tesco Extra along with a sports pitch associated with Broadbridge Heath Leisure Centre, to the south by the Broadbridge Heath development and to the west by Sargent Way.

Figure 1.1 Site Location Plan



1.2 Report Scope and Structure

- 1.2.1 This TA has been prepared to assess the impact of the site on the local highway infrastructure in relation to the proposed scheme.
- 1.2.2 Following this introduction, the remainder of this TS is structured as follows:
- Section 2 describes the existing site and surrounding transport conditions;
 - Section 3 provides a review of the relevant transport planning policy;
 - Section 4 outlines the proposed development in detail, encompassing access, parking, and servicing strategies
 - Section 5 summarises the trip generation associated with the development proposals and;
 - Section 6 –examines the transport impact of the proposed development and provides the results of the junction modelling exercises that were undertaken; and
 - Section 7 provides a summary and a conclusion.

2. Existing Conditions

2.1 Existing Site and Uses

- 2.1.1 The site is bounded to the north by Broadbridge Way, to the east by Wickhurst Lane/Old Wickhurst Lane and Tesco Extra along with a sports pitch associated with Broadbridge Heath Leisure Centre, to the south by Broadbridge Heath development and to the west by Sargent Way.
- 2.1.2 The site has been in agricultural/pastoral use as fields in the 18th century and more currently the western field has been in use as a compound as late as 2021.

2.2 Local Facilities

- 2.2.1 **Table 2.1** provides a summary of the local facilities surrounding the site and approximate walking/cycling distances. The locations of the local facilities are shown in **Figure 2.1**.

Table 2.1 Local Facilities and Travel Time

Facility		Location	Distance	Travel Time (mins)	
				Walk	Cycle
Medical Facilities					
Dentist	Horsham Dental Studio	Sargent Way	100m	1	1
Pharmacy	Tesco Pharmacy	Wickhurst Lane	550m	8	2
Educational Facilities					
Nursery	Bright Horizons Day Nursery	Sargent Way	170m	2	1
	Skylarks Community Pre School	Wickhurst Lane	400m	5	1
Primary	Shelly Primary School	Wickhurst Green	600m	8	2
Secondary	Tanbridge House School	A281	1400	19	5
Retail Facilities					
Local Store	The Co-Operative	Sargent Way	100m	1	1
	One Stop	Billinghurst Green	850m	12	4
Supermarket	Tesco Extra	Wickhurst Lane	550m	8	2
Community Facilities					

Facility		Location	Distance	Travel Time (mins)	
				Walk	Cycle
Post Office	Broadbridge Heath Post Office	Billingshurst Road	850m	12	4
ATM	ATM (One Stop)	Billingshurst Green	850m	12	4
Sports and Open Spaces	Village Centre Recreation Ground	Broadbridge Way	280m	4	2
	Giggles Playground	Church Lane	300m	4	1
	Broadbridge Heath Leisure Centre	Wickhurst Green	550m	7	2

2.2.2 **Table 2.1** shows there are many facilities within an easy walk or cycle of the site, conducive to a sustainable development with active travel at its core.

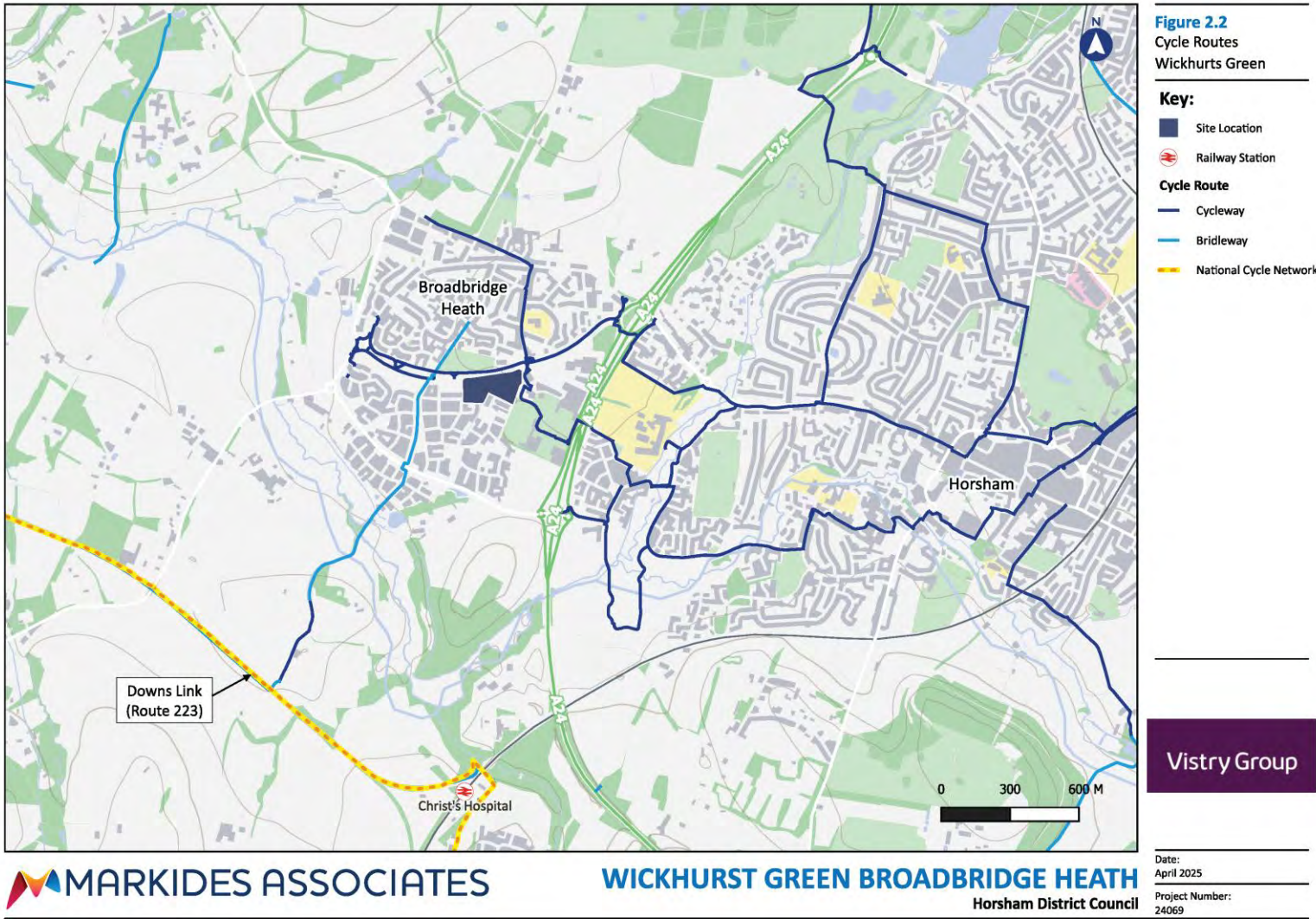
Figure 2.1 Local Facilities Map



2.3 Pedestrian and Cycle Infrastructure

- 2.3.1 In terms of pedestrian infrastructure, Sargent Way is likely to form part of many pedestrian journeys. Along Sargent Way, pedestrian footways of approximately 2m are located along all of the western side of the road and a footway to the east is available to the south of the on-street parking bay fronting the site. The northern end of Sargent Way enables access to the local centre of the Broadbridge Green Development. Local pedestrian infrastructure includes continuous footways and raised tables to aid pedestrians' ability to cross Sargent Way.
- 2.3.2 In terms of cycle infrastructure, there are a number of segregated cycleways. A major route runs adjacent to Broadbridge Way between Broadbridge Heath to Horsham in the east. A second cycleway/bridleway route runs from Church Road to the north, and links the A264 and the National Cycle Network Route 223 (Downs Link) to the south, which connects Cherstey to Shoreham-by-Sea. A summary of these cycle routes in relation to the site is provided in **Figure 2.1**.

Figure 2.2 Local Cycle Routes



2.4 Local Public Transport Infrastructure

Bus

- 2.4.1 The closest bus stops to the site are located circa 100m northwest of the site on Broadbridge Way. The bus stops benefit from a covered shelter and are served by the 63 and 63X which run between Guildford Bus Station and Horsham Railway Station. Details of the local services are outlined in **Table 2.2**.

Table 2.2 Local Bus Services

Service	Route	Peak Hour Frequency		
		Weekday	Saturday	Sunday
63	Gilford Bus Station to Horsham Bus Station via Wickhurst Green, Bramley Grange and Cranleigh	1	1	No Service
63x	Gilford Bus Station to Horsham Railway Station via Wickhurst Green, Bramley Grange and Cranleigh	1 Per day	-	-

- 2.4.2 The closest railway station to the site is Horsham Railway Station. Located approximately 3.5km east of the site. The station is approximately a 13-minute cycle for the site or a 23-minute bus journey via the bus service 63.

Rail

- 2.4.3 Horsham Railway Station is served by both Southern and Thameslink services offering direct services to stations including London Victoria, Croydon, Portsmouth Harbour, London Bridge and Peterborough.

Table 2.3 Horsham Railway Station - Rail Services

Operator	Origin	Destination	Peak Hour Frequency
Horsham Railway Station			
Thameslink	Horsham	Peterborough	2
	Peterborough	Horsham	2
Southern	Bognor Regis	Victoria	2
	Horsham	Victoria	1
	Horsham	Bognor Regis	1
	Victoria	Portsmouth Harbour	1
	Victoria	Horsham	1
	Victoria	Bognor Regis	1
	Southampton Central	Horsham	1
	Portsmouth	Horsham	1
	Total		13

- 2.4.4 As in **Table 2.3**, there are 13 services operating to and from Horsham in the peak hour. Via these services destinations including London, Gatwick Airport, Bognor Regis, Dorking, Epsom and Chichester can be reached within an hour.

2.5 Local Highway Network

- 2.5.1 Sargent Way which runs along the site's western frontage and forms part of an access road through the local residential estate connecting at either end with Broadbridge Road. Sargent Way is a residential road of approximately 5m in width with periodic traffic calming through the use of raised tables. Broadbridge Way is an east-west two-way road that serves as one of the main access roads into the site. Broadbridge Way is dissected in the middle by a bus gate, diverting traffic into the estate likely as a way of discouraging through traffic.
- 2.5.2 On-street parking within close proximity (100m) of the site primarily consists of 5 spaces along Sergeant Way. A short-stay car park with circa 24 spaces is located at the northern end of Sergeants Way, with most local housing including a designated off-street parking bay.

2.6 Existing Traffic Flows

- 2.6.1 Automatic Traffic Count (ATC) surveys were undertaken between the 28th March and 3rd April 2025 on Broadbridge Way and Sargent Way. Classified turning counts and queue surveys at the Broadbridge Way/Wickhurst Lane Roundabout were also undertaken on Tuesday 1st April 2025 for the morning and evening peak periods. All the relevant traffic survey data can be found in **Appendix B**.
- 2.6.2 The existing Broadbridge Way/Wickhurst Lane Roundabout has been examined together using Junctions 9 (ARCADY Module). The traditional morning and evening peaks have been tested. The results are detailed in **Appendix C** and summarised in **Table 2.4**

Table 2.4 Broadbridge Way/Wickhurst Lane Roundabout – 2025 Base AM/PM Peaks

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Broadbridge Way East	0.40	0.7	0.80	3.9
Wickhurst Lane	0.16	0.2	0.38	0.6
Broadbridge Way West	0.27	0.4	0.39	0.6

- 2.6.3 It can be seen from **Table 2.4** that the results indicate that the junction operates well within capacity with RFCs lower than 0.85 and no queueing during both peaks.

3. Planning Policy

3.1 National Policy

National Planning Policy Framework (2024)

3.1.1 The NPPF sets out the government's planning policies at a federal level which act as a framework for local authorities to produce their own plans. Embedded in the NPPF is a presumption in favour of sustainable development. As such, the promotion of sustainable transport is key to these developments and related policies are outlined in Section 9.

3.1.2 In relation to considering development proposals, paragraph 115 states that it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.1.3 Paragraph 116 further states:

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

3.1.4 Paragraph 117 summarises that within this context, development applications should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.2 Local Policy

Horsham District Planning Framework(2015)

- 3.2.1 The Horsham District Planning Framework (HDPF) was published in November 2015 and sets out the vision, objectives and strategy for the Horsham district outside the South Downs National Park (SDNP) over the coming years as the Horsham District Council's adopted Local Plan. It has been prepared in accordance with the NPPF.
- 3.2.2 In regards to transport, the HDPF outlines its commitment to sustainable transport development in Policy 40:

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

Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- 2. Maintains and improves the existing transport system (road, rail, cycle).*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
- 5. Is located in areas where there are, or will be a choice in the modes of transport available*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.*
- 9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.*
- 10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem.*

Horsham District Local Plan 2023-2040 – Regulation 19 (2023)

- 3.2.3 The Horsham District Local Plan (HDLP) was the emerging Local Plan published by the HDC in December 2023 which was prepared to replace the HDPF, covering the period from 2023-2040. The plan was rejected in April 2025 with a recommendation to withdraw the Plan under S22 of the Planning and Compulsory Purchase Act 2004. At the time of writing, the Council has not yet decided their response.

West Sussex Country Council (WSCC) Guidance on Parking at New Developments (2020)

- 3.2.4 The WSCC Guidance on Parking at New Developments was adopted in September 2020 with the ambition for parking in new developments to meet the needs of the development safely in relation to the community and highway network, whilst encouraging sustainable transport modes.
- 3.2.5 For cycle parking for residential developments, Paragraph 4.1 of the guidance document outlines the following minimum provisions summarised in **Table 3.1**.

Table 3.1 Minimum Levels of Cycle Parking Provision

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

- 3.2.6 For vehicle parking spaces, paragraph 5.2 of WSCC guidance relates to the Parking Behaviour Zone (PBZ) for the site which was determined by WSCC based on DfT and census data and is separated into 5 classifications (PBZ1-PBZ5). The proposed development site falls within PBZ 2, of which the forecast parking demand is summarised in **Table 3.2**.

Table 3.2 Residential Parking Demand (Spaces per Dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ2
1	1 to 3	1.4
2	4	1.7
3	5 to 6	2.1
4	7 or more	2.7

4. Development Proposals

4.1 Site History

- 4.1.1 In 2011 an application was submitted in support of an application for up to 963 dwelling and ancillary community uses including land for a primary school to the South of Broadbridge Heath (Ref: DC/09/2101). The application was granted permission in October 2011 with the construction of what became the Broadbridge Heath Development.
- 4.1.2 The site subject to this proposal was initially reserved for a primary school for a period of forty years in accordance with the 2011 planning permission for the South of Broadbridge Heath. The Local Education Authority has recently informed the Client that an additional primary school is not required for the area, and as such does not need to be transferred to HDC on this basis, effectively releasing the site for development.

4.2 Development Schedule

- 4.2.1 The development proposals are for the construction of 89 residential units consisting of a mix of 1-bed to 4-bed units consisting of a mix of 'for sale' and 'affordable' tenures. The proposed unit mix is summarised in **Table 4.1**.

Table 4.1 Accommodation Mix

Dwelling Type	No. Of Units (Affordable)	Number of Units (Sale)	Total
1 Bedroom	11	3	14
2 Bedroom	17	26	43
3 Bedroom	2	26	28
4 Bedroom	2	2	4
Total	32	57	89

4.3 Access

- 4.3.1 The primary access for the site will be via a new access off Sargent Way. The access has been designed to meet Manual for Streets guidance in order to provide sufficient room to accommodate appropriate vehicle access including refuse vehicle and fire tender. Pedestrian footways will be provided on either side of the access and linked with the existing Sargent Way footway. The proposed site access arrangement is outlined in Drawing No. 24069-MA-XX-XX-DR-C-0200.
- 4.3.2 As part of the development proposals, the following highway improvements are proposed:
- Infill existing hatching along Broadbridge Way Eastbound with landscaping/vegetation
 - Provide a 3m shared footway/cycleway east of Sargent Way linking to Broadbridge Way;
 - Provide 2 no. Zebra Crossings along Broadbridge Way; and

- Relocate the existing parking layby on the eastern side of Sargent Way to within the development access road.

4.3.3 The visibility splay of the proposed site access (refer to Drawing No. 24069-MA-XX-XX-DR-C-0201) consists of the following dimensions with the visibility splays assessed in accordance with the guidance outlined in chapter 7 of Manual for Streets 1 (2007):

- X distance of 2.4m;
- Y distance of 43m considering a 30mph speed limit on Sargent Way as per Table 7.1 of MfS1.

Cycle Infrastructure

4.3.4 Cyclists will be able to access the site via the new access from Sargent Way or via Old Wickhurst Lane. Cycle parking will be compliant with WSCC standards, therefore, there will be 103 cycle spaces based on the indicative accommodation mix. Details of the indicative cycle parking numbers are provided in **Table 4.2**.

Table 4.2 Proposed Cycle Parking Provision

Unit Mix	No. Dwells	Cycle Provision
1 Bed Apartment	14	8
2 Bed Apartment	21	11
1 & 2 bedroom house	20	24
3+ bedroom house	31	60
Total		103

Car Parking

4.3.5 The maximum car parking in accordance with WSCC guidance on parking for new developments (2020) are provided in **Table 4.3**

Table 4.3 Proposed Maximum Car Parking Provision

Unit Mix	No. Dwells	Parking Provision
1 Bed Apartment	14	20
2 Bed Apartment	21	77
1 & 2 bedroom house	20	55
3+ bedroom house	31	11
Total		162

4.3.6 It is proposed to provide 141 plot parking spaces, which are provided in a variety of forms, and 24 visitor spaces (including the layby relocated from Sargent Way). These include on-plot parking, perpendicular parking, flexible parking and combination parking with some courtyard parking.

- 4.3.7 In line with WSCC Guidance, and expected planning timeframes, 53% of spaces will be provided with 'active' EV charging infrastructure, with the remaining 47% providing 'passive' provision. However, to meet Building Regulations, 100% of the spaces will require 'active' EV charging.

Delivery and Servicing Strategy

- 4.3.8 Delivery and servicing shall be carried out on-street along Sargent Way or within the internal road network of the site. There will be a bin store for each apartment block adjacent to the service route while the houses will have individual wheelie bins accessed from the rear. Residents of the houses will be required to drag their wheelie bins to the carriageway where they will be processed by refuse teams. All tracking relating to the development proposals can be found in **Appendix D**.

5. TRIP GENERATION AND DISTRIBUTION

5.1 Proposed Residential Trip Generation

- 5.1.1 Reference has been made to the TRICS database, the relevant AM and PM peaks total vehicle trip rates for houses privately owned and flats privately owned, which have been agreed and approved by WSCC, are outlined in **Table 5.1**. The resultant trip generation based on the proposed 89 dwellings is outlined in **Table 5.2**.

Table 5.1 Proposed Residential (Vehicle) Trip Rates

Type	AM Peak			PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rates per Dwelling (Houses Privately Owned)	0.141	0.392	0.533	0.374	0.168	0.542
Trip Rates per Dwelling (Flats Privately Owned)	0.107	0.233	0.340	0.200	0.087	0.287

Table 5.2 Proposed Residential (Vehicle) Trip Generation

Type	AM Peak			PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Trip Rates per Dwelling (Houses Privately Owned)	6	17	23	15	7	22
Trip Rates per Dwelling (Flats Privately Owned)	3	7	11	6	3	9
TOTAL	10	24	34	21	10	31

5.2 Trip Distribution

- 5.2.1 The vehicle trips associated with the proposed development have been distributed on the basis of average directional proportion observed along Sargent Way from the ATC survey. **Table 5.3** summarises the resultant traffic distribution assumptions for the proposed residential use on site.

Table 5.3 Trip Distribution Assumptions

To/From	Residential Trip Distribution (%)
Sargent Way North	72
Sargent Way South	28
Total	100

- 5.2.2 The AM and PM peak hour development generated traffic is shown in **Appendix D**.

5.3 Growth Factors

- 5.3.1 The growth factors used to determine the traffic flow levels in 2027 (anticipated opening year) and 2031 (end of Local Plan year) have been derived from TEMPro v8.1. The Horsham local authority area has been utilised for the assessment, reviewing growth rates for all roads. The 'Core' TEMPro growth scenario has been used for this development proposal. No alternative assumptions have been applied to TEMPro, with the full housing and job growth being considered. Growth factors for the AM peak and PM peak are shown in **Table 5.4**.

Table 5.4 TEMPro Factors

Growth Period	AM Peak	PM Peak
2025 to 2027	1.02438	1.02448
2025 to 2031	1.07304	1.07377

- 5.3.2 Based on the AM and PM growth factors above, the traffic flows for the opening year 2027 and end of Local Plan year 2031 have been calculated. The traffic flows are shown in **Appendix D**.

5.4 Committed Development

- 5.4.1 The Development traffic flows have been obtained from the approved Proposed Retail Park Broadbridge Heath Horsham, Transport Assessment (TA) (Planning Ref: DC/23/1133). These are included in **Appendix F**.

5.5 Traffic Flow Scenarios

- 5.5.1 The Baseline 2027 traffic flows are derived by adding the 2027 traffic flows to the committed development flows. The committed development flows are shown in **Appendix F**.
- 5.5.2 The Baseline 2031 traffic flows are derived by adding the 2031 traffic flows to the committed development flows.
- 5.5.3 The Baseline 2027 with Development traffic flows scenario are derived by adding the Baseline 2027 flows with the development generated flows. Similarly the Baseline 2031 with Development traffic flows scenarios are derived by adding the Baseline 2031 flows with the development generated flows. The 2027 and 2031 with Full Development flows are shown in **Appendix E**.

5.6 Modelling Methodology

- 5.6.1 Industry standard software Junctions 9 (ARCADY and PICADY Modules) are used to test both AM Peak and PM Peak weekday periods of the following junctions:
- Broadbridge Way/Wickhurst Lane Roundabout and proposed Retail Park mini-roundabout; and
 - Proposed site access with Sargent Way.

6. Junction Modelling

6.1 Overview

- 6.1.1 During pre-application discussions with WSCC, there were numerous discussions surrounding the approach to modelling the impact to the road network in light of the application on the former Highways Depot site as detailed in Section 5.4 and Appendix F. WSCC have requested that a VISSIM model be undertaken of the roundabout to reflect the same conditions as assessed under the Former Highways Depot scheme.
- 6.1.2 Given the level of impact of the Proposed Development as detailed in the previous chapter [34 two-way vehicle trips in the AM Peak and 31 two-way vehicles in the PM Peak] the preparation of a full and detailed VISSIM model is considered by the Applicant to be highly disproportionate given the level of traffic forecast to be generated.
- 6.1.3 As a result, this chapter seeks to use the industry modelling software for modelling roundabouts (Junction 9) to reflect the results of the VISSIM model prepared for the Former Highways Depot Scheme and assess the level of the Proposed Development's impact against that.

6.2 Broadbridge Way/Wickhurst Lane Roundabout and the proposed Retail Park mini-roundabout

- 6.2.1 To simulate the VISSIM model from the approved Proposed Retail Park Broadbridge, the existing Broadbridge Way/Wickhurst Lane Roundabout and the proposed Retail Park mini-roundabout have been examined together using Junctions 9 (ARCADY Module). The "2024 Base+ Development" Friday PM Peak traffic flows from the Proposed Retail Park have been tested. The results are detailed in **Appendix C** and summarised in **Table 6.1**.

Table 6.1 Broadbridge Way/Wickhurst Lane Roundabout/ Proposed Retail Park Mini-roundabout – 2024 Base + Development Friday PM Peak Results

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	RFC	Modelled Queue	VISSIM Highest Maximum Queue	VISSIM Highest Average Queue
Broadbridge Way East	0.86	5.6	14-15	<1
Wickhurst Lane	0.48	0.9	14-15	1
Broadbridge Way West	0.35	0.5	12-13	1
Proposed Retail Park Mini-roundabout				
Retail Site Access	0.37	0.6	2-3	<1
Tesco	0.56	1.2	7-8	1
Old Wickhurst Lane	0.00	0.0	0	0
Wickhurst Lane Southbound	1.05	33.0	8-9	<1

- 6.2.2 It can be seen from **Table 6.1** that the modelled queues do not reflect the highest maximum queues or the highest average queues within the VISSIM model. The initial assessment of the peak hour flows in the weekday evening peak period, therefore, required some calibration to satisfactorily match the VISSIM average maximum queues or the highest average queue.
- 6.2.3 To reflect the highest average queue or highest maximum queue lengths within the VISSIM model from the proposed Retail Park scheme, the site specific intercept correction option was selected and the model was manually adjusted accordingly, the results of these tests are included in **Appendix C** and summarised in **Table 6.2** and **Table 6.3**.

Table 6.2 Broadbridge Way Roundabout/Proposed Mini-roundabout – Validated against Highest Average Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout			
Arm	RFC	Modelled Queue	VISSIM Highest Average Queue
Broadbridge Way East	0.48	0.9	<1
Wickhurst Lane	0.51	1.0	1
Broadbridge Way West	0.51	1.0	1
Proposed Retail Park mini-roundabout			
Retail Site Access	0.39	0.6	<1
Tesco	0.53	1.1	1
Old Wickhurst Lane	0.00	0	0
Wickhurst Lane Southbound	0.42	0.7	<1

6.2.4 It can be seen that the modelled queue length and the VISSIM highest average queue are comparable to each other to demonstrate that VISSIM model conditions are reflected within the adjusted ARCADY model in **Table 6.2**.

Table 6.3 Broadbridge Way Roundabout/Proposed Mini-roundabout – Validated against Highest Maximum Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout			
Arm	RFC	Modelled Queue	VISSIM Highest maximum queue
Broadbridge Way East	0.97	14.9	14-15
Wickhurst Lane	0.97	14.6	14-15
Broadbridge Way West	1.05	12.6	12-13
Proposed Retail Park mini-roundabout			
Arm	RFC	Modelled Queue	VISSIM Highest maximum queue
Retail Site Access	0.73	2.4	2-3
Tesco	0.91	7.8	7-8
Old Wickhurst Lane	0.00	0.0	0
Wickhurst Lane Southbound	0.91	8.4	8-9

6.2.5 It can be seen that the modelled queue length and the VISSIM highest maximum queue are comparable to each other to demonstrate that VISSIM model conditions are reflected within the adjusted ARCADY model in **Table 6.3**.

- 6.2.6 As a result, it is considered reasonable to assume that the adjusted ARCADY models accurately reflect the operation of the roundabout/mini-roundabout as experienced within the VISSIM model.
- 6.2.7 On the basis that the ARCADY models are therefore comparable to the VISSIM model, the following section explores the impact of the Baseline and with development scenarios.

Baseline Junction Performance

Baseline 2027 Scenario – ARCADY Model Validated against Highest Average Queue Lengths

Table 6.4 Broadbridge Way Roundabout/Proposed Mini-roundabout – Baseline 2027 scenario Validated against Highest Average Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.30	0.4	0.51	1.0
Wickhurst Lane	0.27	0.4	0.48	0.9
Broadbridge Way West	0.43	0.8	0.62	1.6
Proposed Retail Park mini-roundabout				
Retail Site Access	0.27	0.4	0.39	0.6
Tesco	0.24	0.3	0.48	0.9
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.26	0.4	0.42	0.7

- 6.2.8 Under the “Baseline 2027” scenario, validated against highest average queue lengths, it can be seen that the junctions operate within capacity during the AM and PM peaks with RFCs below 0.85 on all arms and minimal queuing taking place.

Baseline 2027 Scenario - ARCADY Model Validated against Highest Maximum Queue Lengths

Table 6.5 Broadbridge Way Roundabout/ Proposed Mini-roundabout – Baseline 2027 scenario Validated against Highest Maximum Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.60	1.5	1.02	26.4
Wickhurst Lane	0.52	1.1	0.94	9.9
Broadbridge Way West	0.70	2.3	1.22	31.1
Proposed Retail Park mini-roundabout				
Retail Site Access	0.41	0.7	0.71	2.2
Tesco	0.41	0.7	0.83	4.4
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.59	1.4	0.90	7.3

- 6.2.9 Under the “Baseline 2027” scenario, validated against highest maximum queue lengths, it can be seen that the junctions operate within capacity during the AM with RFCs below 0.85 on all arms and minimal queuing taking place.
- 6.2.10 It can be seen from **Table 6.5** that this junction is beginning to have capacity problems under the Baseline 2027 flows in the evening peak. All arms at the Broadbridge Way/Wickhurst Lane Roundabout would be over-capacity. The Wickhurst Lane Southbound approach at the proposed mini-roundabout would be over-capacity.

Baseline 2031 Scenario – ARCADY Model Validated against Highest Average Queue Lengths

Table 6.6 Broadbridge Way Roundabout/Proposed Mini-roundabout – Baseline 2031 scenario Validated against Highest Average Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.31	0.5	0.53	1.1
Wickhurst Lane	0.28	0.4	0.50	1.0
Broadbridge Way West	0.46	0.8	0.67	2.0
Proposed Retail Park mini-roundabout				
Retail Site Access	0.27	0.4	0.42	0.7
Tesco	0.25	0.3	0.50	1.0
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.27	0.4	0.44	0.8

- 6.2.11 Under the “Baseline 2031” scenario, validated against highest average queue lengths, it can be seen that the junctions operate within capacity during the AM and PM peaks with RFCs below 0.85 on all arms and minimal queuing taking place.

Baseline 2031 Scenario – ARCADY Model Validated against Highest Maximum Queue Lengths

Table 6.7 Broadbridge Way Roundabout/ Proposed Mini-roundabout – Baseline 2031 scenario Validated against Highest Maximum Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.63	1.7	1.06	41.5
Wickhurst Lane	0.54	1.55	0.98	14.7
Broadbridge Way West	0.75	2.8	1.33	44.0
Proposed Retail Park mini-roundabout				
Retail Site Access	0.42	0.7	0.73	2.4
Tesco	0.43	0.7	0.87	5.7
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.61	1.6	0.90	7.8

- 6.2.12 Under the “Baseline 2031” scenario, validated against highest maximum queue lengths, it can be seen that the junctions operate within capacity during the AM peak with RFCs below 0.85 on all arms and minimal queuing taking place.
- 6.2.13 It can be seen from **Table 6.7** that this junction is beginning to have capacity problems under the Baseline 2031 flows in the evening peak. All arms at the Broadbridge Way/Wickhurst Lane Roundabout would be over-capacity. The Wickhurst Lane Southbound approach at the proposed mini-roundabout would be over-capacity.

Development Impact

- 6.2.14 In order to assess the level of impact arising from the development traffic, the Baseline models have been run again using the with Development flows. The results of these model runs are shown in full in **Appendix C** and summarised in **Table 6.8** to **Table 6.11**.

Baseline 2027 With Developments Scenario - ARCADYModel Validated against Highest Average Queue Lengths

Table 6.8 Broadbridge Way Roundabout/Proposed Mini-roundabout – Baseline 2027 with dev scenario Validated against Highest Average Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.30	0.4	0.51	1.1
Wickhurst Lane	0.27	0.4	0.48	0.9
Broadbridge Way West	0.46	0.9	0.63	1.7
Proposed Retail Park mini-roundabout				
Retail Site Access	0.27	0.4	0.39	0.6
Tesco	0.24	0.3	0.48	0.9
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.26	0.4	0.42	0.7

- 6.2.15 Under the “Baseline 2027 with development” scenario, validated against highest average queue lengths, it can be seen that the junctions operate within capacity during the AM and PM peaks with RFCs below 0.85 on all arms and minimal queuing taking place.

Baseline 2027 with Development Scenario – ARCADY Model Validated against Highest Maximum Queue Lengths

Table 6.9 Broadbridge Way Roundabout/Proposed Mini-roundabout – Baseline 2027 with Dev scenario Validated against Highest Maximum Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.61	1.6	1.03	31.6
Wickhurst Lane	0.53	1.1	0.95	11.0
Broadbridge Way West	0.75	2.8	1.24	34.4
Proposed Retail Park mini-roundabout				
Retail Site Access	0.41	0.7	0.70	2.1
Tesco	0.41	0.7	0.83	4.4
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.59	1.4	0.89	6.8

- 6.2.16 Under the “Baseline 2031 with development” scenario, validated against highest maximum queue lengths, it can be seen that the junctions operate within capacity during the AM peak with RFCs below 0.85 on all arms and minimal queuing taking place.
- 6.2.17 It can be seen from **Table 6.9** that this junction is beginning to have capacity problems under the Baseline 2031 with development flows in the evening peak. All arms at the Broadbridge Way/Wickhurst Lane Roundabout would be over-capacity. The Wickhurst Lane Southbound approach at the proposed mini-roundabout would be over-capacity.
- 6.2.18 Under the “Baseline 2027 + Development PM Peak” scenario, it can be seen that the proposed mini-roundabout’s RFC values and corresponding queues at each arm remain unchanged or with some marginal reductions when compared to the Baseline 2024 scenario results outlined in **Table 6.5**.
- 6.2.19 For the Broadbridge Way/Wickhurst Lane Roundabout, the RFC value on the Broadbridge Way East approach increased slightly by 0.01 to 1.03 and the corresponding queue increased by 5.2 PCUs to 31.6 PCUs. The RFC value on the Wickhurst Lane approach increased slightly by 0.01 to 0.95 and the corresponding queue increased by 1.1 PCUs to 11.0 PCUs. The RFC value on the Broadbridge Way West approach increased slightly by 0.02 to 1.24 and the corresponding queue increased by 3.3 PCUs to 34.41 PCUs.

Baseline 2031 With Developments Scenario – ARCADY Model Validated against Highest Average Queue Lengths

Table 6.10 Broadbridge Way Roundabout/Proposed Mini-roundabout – Baseline 2031 with dev Validated against Highest Average Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.31	0.5	0.54	1.2
Wickhurst Lane	0.28	0.4	0.51	1.0
Broadbridge Way West	0.49	0.9	0.68	2.1
Proposed Retail Park mini-roundabout				
Retail Site Access	0.27	0.4	0.42	0.7
Tesco	0.25	0.3	0.50	1.0
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.27	0.4	0.44	0.8

- 6.2.20 Under the “Baseline 2031 with development” scenario, validated against the highest average queue lengths, it can be seen that the junctions operate within capacity during the AM and PM peaks with RFCs below 0.85 on all arms and minimal queuing taking place.

Baseline 2031 with Development Scenario – ARCADY Model Validated against Highest Maximum Queue Lengths

Table 6.11 Broadbridge Way Roundabout/ Proposed Mini-roundabout – Baseline 2031 with Dev Validated against Highest Maximum Queue Lengths

Broadbridge Way/Wickhurst Lane Roundabout				
Arm	AM Peak		PM Peak	
	RFC	Modelled Queue	RFC	Modelled Queue
Broadbridge Way East	0.64	1.8	1.07	48.2
Wickhurst Lane	0.54	1.2	0.99	16.4
Broadbridge Way West	0.79	3.5	1.36	47.8
Proposed Retail Park mini-roundabout				
Retail Site Access	0.42	0.7	0.72	2.3
Tesco	0.43	0.7	0.87	5.7
Old Wickhurst Lane	0.00	0.0	0.00	0.0
Wickhurst Lane Southbound	0.61	1.6	0.89	7.0

- 6.2.21 Under the “Baseline 2031 with development” scenario, validated against highest maximum queue lengths, it can be seen that the junctions operate within capacity during the AM peak with RFCs below 0.85 on all arms and minimal queuing taking place.
- 6.2.22 It can be seen from **Table 6.11** that this junction is beginning to have capacity problems under the Baseline 2031 with development flows in the evening peak. All arms at the Broadbridge Way/Wickhurst Lane Roundabout would be over-capacity. The Wickhurst Lane Southbound approach at the proposed mini-roundabout would be over-capacity.
- 6.2.23 Under the “Baseline 2031 + Development PM Peak” scenario, it can be seen that the proposed mini-roundabout’s RFC values and corresponding queues at each arm remain unchanged or with some marginal reductions when compared to the Baseline 2031 scenario results outlined in **Table 6.5**.
- 6.2.24 For the Broadbridge Way/Wickhurst Lane Roundabout, the RFC value on the Broadbridge Way East approach increased slightly by 0.01 to 1.07 and the corresponding queue increased by 6.7 PCUs to 48.2 PCUs. The RFC value on the Wickhurst Lane approach increased slightly by 0.01 to 0.99 and the corresponding queue increased by 1.7 PCUs to 16.4 PCUs. The RFC value on the Broadbridge Way West approach increased slightly by 0.03 to 1.36 and the corresponding queue increased by 3.8 PCUs to 47.8 PCUs.
- 6.2.25 An extract from the VISSIM modelling commentary from the approved Proposed Retail Park TA is as follows:

“The modelling indicates that across 10 simulation runs the average queueing on a Friday during the peak hour with development in place was again typically fairly minimal, i.e. although queues do form on the local network they disperse fairly quickly.

However, on occasion across all model runs the queue would extend to block back between the two roundabouts. This is to be expected given the proximity of the roundabouts and the level of traffic passing through them. The modelling shows that while temporary blocking back does occur, it quickly disperses. This is typical of retail parks at busy times.

As in the 2021 base scenario in the 2024 base plus development assessment the average queue on Broadbridge Way is typically minimal, however throughout the model runs the queue can build up and disperse. The maximum queue during the peak hour tends to reach around 9 vehicles however on one occasion in one of the model runs the queue was around 14 vehicles. This queue would disperse fairly quickly.

Therefore in summary at peak times of the day on a Friday there would typically be no discernible queueing on the local road network as a result of the scheme proposals. However on Broadbridge Way for short periods of time a queue may occur and then disperse quickly.”

- 6.2.26 The Broadbridge Heath Highways Depot scheme has undertaken a significant level of highway modelling to demonstrate the acceptability of the access proposals onto Wickhurst Lane, including its impact on the Broadbridge Way / Wickhurst Lane roundabout. The VISSIM modelling undertaken by the Depot’s Applicant has shown that the impact of the proposals is acceptable to WSSC in that, whilst queues on Broadbridge Way are forecast to occur, they will disperse quickly and therefore cannot be considered as resulting in a severe impact in line with the NPPF Para 116.
- 6.2.27 The ARCADY modelling results, validated against highest maximum queue lengths and highest average queue lengths of the Depot’s VISSIM model has demonstrated that the proposed development will not significantly impact the operation of the Broadbridge Way/Wickhurst Lane Roundabout/ Proposed Retail Park mini-roundabout.
- 6.2.28 It is anticipated that the proposed Wickhurst Green School Site will be adding a mere 22 vehicles in the PM Peak to the Broadbridge Way/Wickhurst Lane Roundabout which will be carrying a total 1,915 vehicles as predicted by the proposed Depot Scheme. Hence the proposed development is constituting just 1.1% of the total traffic at this junction in the PM peak. It is considered that the highway impact of the proposed development will be negligible, and unnoticeable from the variation inherent in day-to-day traffic flows which WSCC have already accepted as being an acceptable occurrence as part of the Former Highways Depot Scheme.

6.3 Site access/Sargent Way Access

- 6.3.1 The assessment of the Site access/Sargent Way Access junction has been undertaken using PICADY 9 (the Priority Intersection Module) within Junction 9 modelling software.

- 6.3.2 **Table 6.12** outlines the results of the junction capacity assessment, the full modelling outputs can be found in **Appendix C**.

Table 6.12 Site access/Sargent Way Access – PICADY results

Movement	2027				2031			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Site Access right/left turnout	0.06	0.1	0.03	0	0.06	0.1	0.03	0
Sargent Way right turn in	0.01	0	0.01	0	0.01	0	0.01	0

- 6.3.3 It can be seen from **Table 6.12** that the proposed site access onto Sargent Way will operate within capacity under the '2027 with Dev' scenario during the AM and PM peak periods, with RFCs below 0.85 and minimal queuing taking place. It can also be seen from the table that the proposed junction will continue to operate within capacity in 2031 during the AM and PM peak periods, with RFCs below 0.85 and minimal queuing taking place.

7. Summary and Conclusions

7.1 Summary

- 7.1.1 This Transport Assessment has been prepared by Markides Associates on behalf of Vistry Major Project in support of the planning application for the Wickhurst Green School Site development within Broadbridge Heath, Horsham.
- 7.1.2 The scheme comprises the construction of circa 89 residential units consisting of a mix of 2-bed, 3-bed and 4-bed units consisting of a mix of 'for sale' and 'affordable' tenures.
- 7.1.3 The proposal will utilise the proposed vehicular access along Sargent Way which is demonstrated to operate well within its theoretical capacity in both the AM and PM Peak.
- 7.1.4 Further modelling has been undertaken for the Broadbridge Way / Wickhurst Lane roundabout following pre-application consultation, particularly in light of the impact of the recently approved Former Highways Depot scheme at this junction. Traffic flows have been derived for the following scenarios:
- Baseline 2027;
 - Baseline 2031;
 - Baseline 2027 with Development; and
 - Baseline 2031 with Development
- 7.1.5 The future year scenarios modelled with the Former Highways Depot trips but without the Proposed Development trips indicate some queuing and capacity issues, however, these were deemed acceptable by WSCC with the queues identified as being likely to dissipate quickly. When adding the additional trips generated by the Proposed Development, the modelling clearly demonstrates that there is no discernable change to the operation of the roundabout in terms of capacity and queue lengths, and therefore the impact of the Proposed Development considered alongside the Former Highways Depot indicates that similar conclusions can be drawn.
- 7.1.6 The NPPF identifies that planning consent should only be refused where severe residual impact occurs. The junction modelling undertaken within this Transport Assessment considered the impact of the trips generated by the Proposed Development has demonstrated that the Broadbridge Way Roundabout/ Proposed Mini-roundabout junctions cannot be considered as severe.

7.2 Conclusions

- 7.2.1 The development site is well located in terms of access to sustainable modes of transport, with transport planning policy at local, regional and national level supports sustainable developments.

- 7.2.2 Markides Associates are therefore of the view that the impact of the development proposals can be accommodated within the local highway network and that the development proposals are therefore considered acceptable in transport and highways terms.

DRAWINGS

24069-MA-XX-XX-DR-C-0200

24069-MA-XX-XX-DR-C-0201

N:\34069 - Wickhurst Green Heath - Planning\06 - CAD\BIM\03.01 CAD\A - Preliminary\24069-MA-XX-XX-DR-C-2010 Proposed Highway Updates.dwg



DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
- This drawing is based upon drawing number 24.1945.1000P Wickhurst Green - Proposed Site Layout.dwg supplied by FINC Architects Ltd and Markides Associates shall not be liable for any inaccuracies or deficiencies.
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KEY:

- Red line Boundary
- Area to be Infilled
- Highway Boundary Extent
- Carriageway
- Proposed Footway
- Proposed Raised Table
- Proposed Layby
- Infilled With Vegetation

Revision History						
P01	FOR INFORMATION	BRG	LL	LL	14.03.25	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FOR INFORMATION	BRG	LL	LL	14.04.25	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

VISTRY MAJOR PROJECTS



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W: www.markidesassociates.co.uk

Project

WICKHURST GREEN
BROADBRIDGE HEATH

Drawing Title

HIGHWAY PROPOSALS
GENERAL OVERVIEW

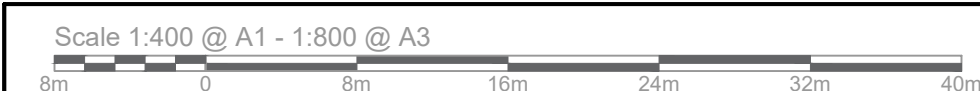
Markides Associates reference:

24069

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24069-MA-XX-XX-DR-C-201

- P01





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NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
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KEY:

- Red line Boundary
- Area to be infilled
- Carriageway
- Footway
- Proposed Raised Table
- Proposed Relocated Layby
- Existing Hatching to be infilled With Vegetation



Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P01	FOR INFORMATION	BRG	LL	LL	14.03.25	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P02	FOR INFORMATION	BRG	LL	LL	14.04.25	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

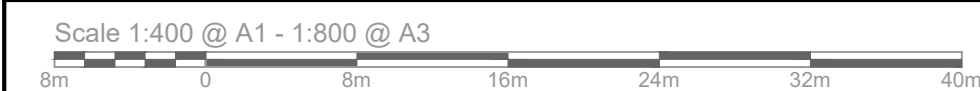
VISTRY MAJOR PROJECTS



Project
WICKHURST GREEN
BROADBRIDGE HEATH

Drawing Title
HIGHWAY PROPOSALS
JUNCTION & PEDESTRIAN
VISIBILITY SPLAYS

Markides Associates reference: 24069 1:400 @ A1
24069-MA-XX-XX-DR-C-200 - P01



APPENDICES

Appendix A – Transport Assessment Scoping Note & Response

Appendix B – Traffic Survey Data

Appendix C – Junction Capacity Analysis

Appendix D – Swept Path Analysis

Appendix E – Traffic Flow Diagrams

Appendix F – Committed Development Flows

APPENDIX A – TRANSPORT ASSESSMENT SCOPING NOTE & RESPONSE

WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION

TO:	Developer (Developer Pre App Only) FAO: Louis Lau - Louis Lau – Markides Associates
FROM:	Stephen Ge WSCC - Highways Authority
DATE:	31 January 2025
LOCATION:	BROADBRIDGE HEATH PLAYING FIELD WICKHURST LANE BROADBRIDGE HEATH WEST SUSSEX RH12 3LT
SUBJECT:	PRE-01-25 Proposed development of 80 dwellings and associated access, parking and landscaping on land at Wickhurst Green.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	-

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Land South of Broadbridge Heath Playing Field. This response is informed by the Transport Assessment Scoping note, site access drawing and a meeting on the 29th of January 2025.

The application is expected to be a full application and during the meeting was raised that it could be for 90-95 units to meet comments on increasing the density of the site.

Access – Vehicular access would be via a simple priority junction onto Sargent Way, the existing raised table would be extended in length. **Visibility splays in line with MfS parameters would be provided and radii of 6m and an 5.5m carriageway would be provided.** At present the land to the south of the access is not adopted highway (it is being offered for adoption) as such the blue line boundary should establish the land within the applicant's control and ability to provide appropriate visibility splays. Residential properties were shown with in the vicinity of the layby with direct access onto Sargent Way north of the site access. At present there is a layby to the north of the proposed junction location, it should be established if this is a legacy of the sites use as a compound for the wider Broadbridge Heath build or is provided to meet the parking needs of the development.

A stage 1 Road Safety Audit should be provided and a GG119 compliant designers response, I am happy to comment on the DR prior to the application being submitted.

Sustainable Transport Access

Links to the north - A connection to the north was shown on the masterplan tabled, some concern is raised by the applicant team on the potential of a ransom strip. Plans should be provided to show the land ownership and its interaction with the highway boundary. Suitable crossing connections would enable future residents to access the shared use path on the north side of Broadbridge Way and playing fields. The reintroduction of a solid kerb and backfilling of the highway land with grass/landscaping could be incorporated to facilitate a crossing provision/reduce speeds and enhance the highway environment.

Appropriate pedestrian crossing points should also be provided to the north west of the site allowing pedestrians to cross to the Co-Op and bus stops.

Links to the east - a pedestrian and cycle(?) Connection is shown onto Old Wickhurst lane to the north east of the site, a further link to the south east of the site onto Old Wickhurst Lane should be investigated.

Links to the south - A connection is also shown to the south onto Carter Drive which operates as a shared space.

During a recent planning committee members have raised the following local plan policy and placed significant weight upon it, therefore it will be important to maximise sustainable transport connections.

"Criterion 10 of Policy 6 (Broadbridge Heath Quadrant), 10. To maximise the site's accessibility by a range of alternative means of travel to the car, development will improve existing and create new pedestrian and cycle connections within the site and from the surrounding area; and support public transport including improvements to reinforce linkages locally and into the town centre."

Public Transport

The site is located in close proximity to the bus stops in front of Co-Op which is served by the number 63 bus providing hourly services to Horsham and Guildford. The stops do not currently benefit from Real Time Information and as such would likely be secured from any application.

Trip Generation

Whilst the site has previously benefited from the outline approval for the wider Broadbridge Heath scheme (DC/09/2101), forming 963 dwellings and a primary school. It is considered that the permission for the school has lapsed as the reserve matter application has not been submitted. If even the permission hasn't lapsed the education requirements of the wider development would already be present on the network and as such a robust assessment of all new trip should be undertaken.

A TRICS assessment is to be undertaken rather than relying on the trip rates to support the wider 2009 application.

Post meeting trip rates have been provided of 0.407 and 0.386 for dwellings and 0.340 and 0.287 for flats are considered appropriate.

Trip Distribution and Assignment

No information was submitted on the trip distribution, Census Journey to Work information could provide an appropriate methodology. From ANPR information it is

recorded that approximately 85% of trips from the Sargent Way area route to the east, a copy of this is included within the pre app email.

Junction Modelling

Scope to be agreed following provision of trip rates and distribution but likely to be limited to the site access and Broadbridge Way/Wickhurst Lane Rbt.

The Broadbridge Way / Wickhurst Lane modelling should have regard to the access arrangements (mini rbt) of the Broadbridge Heath Depot site DC/23/1133 which would make modelling with ARCADY difficult due to the inability to accurately reflect the interactions between the junctions.

An end of current local plan scenario should be provided

Sargent Way

WSCC are due to implement ANPR camera enforcement of the bus gate on Broadbridge Way and will look to provide supporting measures to stop vehicles cutting through the co-op car park. It is anticipated existing residents will highlight the additional vehicles along Sargent Way as a concern. It is therefore recommended that the additional peak hour and daily flows are provided travelling along Sargent Way.

Internal Layout

During the meeting a plan was shown detailing the internal layout, a pedestrian route was shown along the northern boundary internal to the site. It would be beneficial if this was a shared use route with appropriate connections. Cyclists would also be able to use the carriageway within the site.

Parking

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

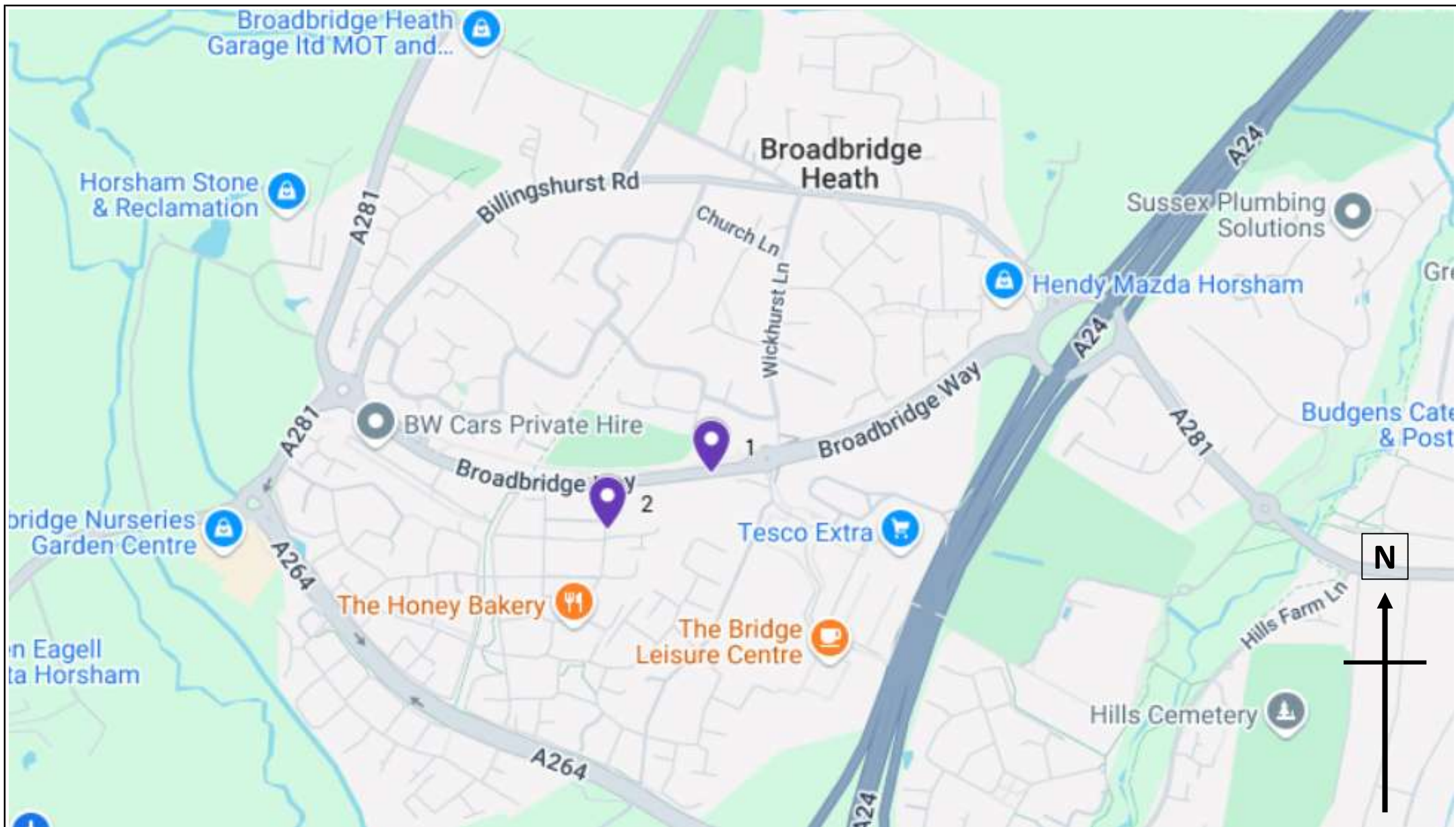
Travel Plan

A travel plan and travel plan auditing fee would be secured via S106

Stephen Gee

Planning Services

APPENDIX B – TRAFFIC SURVEY DATA



	Site / Location:	ATC sites 1 and 2	Project No:	16618	Drawing No:	16618-ATC	Drawn By:	FLM
	Survey Date:	Friday 28th March to Thursday 3rd April 2025	Project Name:		Horsham			
	Survey Times:	24/7	Drawing Title:		Site Layout and Observed Movements			

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Broadbridge Way, 51.067145, -0.361092	West	30	28 March 2025	03 April 2025	19711	2871	2816	14422	73.2	5985	30.4	286	1.5	33.0	37.6
		East	30	28 March 2025	03 April 2025	18267	2738	2610	11386	62.3	3794	20.8	115	0.6	31.5	36.1
		Two way	30	28 March 2025	03 April 2025	37978	5610	5425	25808	68.0	9779	25.8	401	1.1	32.2	36.9

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0
0545	4	1	0	2	0	0	1	0	0	0	0	0	0	0	0	2	50.0	2	50.0	0	0.0
0600	8	0	0	7	0	1	0	0	0	0	0	0	0	0	0	6	75.0	3	37.5	0	0.0
0615	15	0	1	14	0	0	0	0	0	0	0	0	0	0	0	12	80.0	7	46.7	1	6.7
0630	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	12	85.7	3	21.4	0	0.0
0645	18	0	0	17	0	1	0	0	0	0	0	0	0	0	0	16	88.9	11	61.1	1	5.6
0700	24	0	1	21	0	2	0	0	0	0	0	0	0	0	0	18	75.0	8	33.3	1	4.2
0715	36	0	0	33	0	3	0	0	0	0	0	0	0	0	0	29	80.6	19	52.8	0	0.0
0730	45	0	0	41	0	4	0	0	0	0	0	0	0	0	0	31	68.9	15	33.3	1	2.2
0745	37	0	0	36	0	1	0	0	0	0	0	0	0	0	0	27	73.0	13	35.1	1	2.7
0800	50	1	0	43	0	6	0	0	0	0	0	0	0	0	0	36	72.0	11	22.0	1	2.0
0815	35	0	0	32	0	3	0	0	0	0	0	0	0	0	0	22	62.9	5	14.3	0	0.0
0830	52	0	0	50	0	2	0	0	0	0	0	0	0	0	0	38	73.1	12	23.1	0	0.0
0845	53	0	0	52	0	1	0	0	0	0	0	0	0	0	0	24	45.3	7	13.2	0	0.0
0900	54	0	0	52	0	2	0	0	0	0	0	0	0	0	0	40	74.1	14	25.9	0	0.0
0915	37	1	0	34	0	2	0	0	0	0	0	0	0	0	0	28	75.7	13	35.1	1	2.7
0930	48	1	0	43	0	4	0	0	0	0	0	0	0	0	0	23	47.9	9	18.8	0	0.0
0945	39	0	1	36	1	1	0	0	0	0	0	0	0	0	0	17	43.6	8	20.5	0	0.0
1000	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	15	60.0	8	32.0	0	0.0
1015	48	0	0	44	0	4	0	0	0	0	0	0	0	0	0	33	68.8	12	25.0	0	0.0
1030	55	0	0	54	0	1	0	0	0	0	0	0	0	0	0	39	70.9	10	18.2	2	3.6
1045	48	0	0	46	1	1	0	0	0	0	0	0	0	0	0	35	72.9	11	22.9	0	0.0
1100	52	0	1	48	0	3	0	0	0	0	0	0	0	0	0	30	57.7	8	15.4	0	0.0
1115	60	0	1	58	0	1	0	0	0	0	0	0	0	0	0	34	56.7	13	21.7	0	0.0
1130	42	1	0	40	0	1	0	0	0	0	0	0	0	0	0	24	57.1	7	16.7	2	4.8
1145	49	0	0	46	0	2	0	0	0	1	0	0	0	0	0	38	77.6	15	30.6	0	0.0
1200	60	0	0	55	0	5	0	0	0	0	0	0	0	0	0	47	78.3	14	23.3	0	0.0
1215	60	2	0	56	0	2	0	0	0	0	0	0	0	0	0	38	63.3	17	28.3	0	0.0
1230	63	0	0	60	1	2	0	0	0	0	0	0	0	0	0	50	79.4	19	30.2	1	1.6
1245	62	0	2	56	0	4	0	0	0	0	0	0	0	0	0	50	80.7	18	29.0	0	0.0
1300	79	0	0	72	0	7	0	0	0	0	0	0	0	0	0	57	72.2	19	24.1	2	2.5
1315	49	1	0	45	0	3	0	0	0	0	0	0	0	0	0	35	71.4	17	34.7	1	2.0
1330	54	0	0	51	0	3	0	0	0	0	0	0	0	0	0	40	74.1	14	25.9	0	0.0
1345	55	0	0	50	0	5	0	0	0	0	0	0	0	0	0	39	70.9	17	30.9	0	0.0
1400	68	0	0	64	0	4	0	0	0	0	0	0	0	0	0	44	64.7	20	29.4	1	1.5
1415	55	0	0	52	0	3	0	0	0	0	0	0	0	0	0	35	63.6	14	25.5	1	1.8
1430	56	0	1	53	0	2	0	0	0	0	0	0	0	0	0	38	67.9	19	33.9	0	0.0
1445	50	0	0	49	1	0	0	0	0	0	0	0	0	0	0	38	76.0	13	26.0	0	0.0
1500	59	0	0	56	0	3	0	0	0	0	0	0	0	0	0	46	78.0	15	25.4	1	1.7
1515	58	0	1	50	0	5	1	0	0	1	0	0	0	0	0	33	56.9	14	24.1	0	0.0
1530	98	0	0	97	0	1	0	0	0	0	0	0	0	0	0	58	59.2	18	18.4	0	0.0
1545	82	0	0	79	0	3	0	0	0	0	0	0	0	0	0	58	70.7	21	25.6	1	1.2
1600	71	0	1	70	0	0	0	0	0	0	0	0	0	0	0	51	71.8	27	38.0	0	0.0
1615	61	0	1	59	0	1	0	0	0	0	0	0	0	0	0	50	82.0	23	37.7	2	3.3
1630	89	0	1	85	0	3	0	0	0	0	0	0	0	0	0	68	76.4	31	34.8	3	3.4
1645	75	0	0	73	0	2	0	0	0	0	0	0	0	0	0	55	73.3	16	21.3	0	0.0
1700	64	0	1	61	0	2	0	0	0	0	0	0	0	0	0	52	81.3	25	39.1		

Site
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16618 / Horsham
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Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	0	0.0	
0015	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	3	75.0	0	0.0	
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0045	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0	
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0145	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0600	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0615	8	0	0	7	0	1	0	0	0	0	0	0	0	0	8	100.0	6	75.0	0	0.0	
0630	9	0	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	3	33.3	0	0.0	
0645	7	0	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	5	71.4	0	0.0	
0700	12	1	0	10	0	1	0	0	0	0	0	0	0	0	9	75.0	5	41.7	0	0.0	
0715	12	0	1	10	0	1	0	0	0	0	0	0	0	0	12	100.0	10	83.3	0	0.0	
0730	10	0	0	10	0	0	0	0	0	0	0	0	0	0	8	80.0	4	40.0	0	0.0	
0745	14	0	0	11	0	3	0	0	0	0	0	0	0	0	11	78.6	8	57.1	0	0.0	
0800	19	0	0	17	0	2	0	0	0	0	0	0	0	0	14	73.7	8	42.1	0	0.0	
0815	22	0	0	21	0	1	0	0	0	0	0	0	0	0	16	72.7	7	31.8	1	4.5	
0830	28	0	0	27	0	1	0	0	0	0	0	0	0	0	23	82.1	6	21.4	0	0.0	
0845	28	0	1	26	0	1	0	0	0	0	0	0	0	0	20	71.4	6	21.4	0	0.0	
0900	32	1	0	29	0	2	0	0	0	0	0	0	0	0	25	78.1	14	43.8	1	3.1	
0915	32	0	0	29	0	3	0	0	0	0	0	0	0	0	23	71.9	6	18.8	0	0.0	
0930	43	1	0	39	0	3	0	0	0	0	0	0	0	0	26	60.5	11	25.6	1	2.3	
0945	59	0	0	56	0	3	0	0	0	0	0	0	0	0	44	74.6	23	39.0	0	0.0	
1000	52	1	1	49	0	1	0	0	0	0	0	0	0	0	33	63.5	13	25.0	1	1.9	
1015	55	0	0	53	0	2	0	0	0	0	0	0	0	0	41	74.6	15	27.3	0	0.0	
1030	65	0	0	63	0	2	0	0	0	0	0	0	0	0	44	67.7	17	26.2	1	1.5	
1045	73	0	0	68	0	5	0	0	0	0	0	0	0	0	47	64.4	18	24.7	1	1.4	
1100	64	0	1	60	0	3	0	0	0	0	0	0	0	0	45	70.3	15	23.4	1	1.6	
1115	56	0	0	55	0	1	0	0	0	0	0	0	0	0	43	76.8	15	26.8	1	1.8	
1130	81	1	0	80	0	0	0	0	0	0	0	0	0	0	63	77.8	20	24.7	1	1.2	
1145	82	0	0	80	0	2	0	0	0	0	0	0	0	0	62	75.4	24	29.3	1	1.2	
1200	71	0	2	67	0	2	0	0	0	0	0	0	0	0	48	67.6	21	29.6	0	0.0	
1215	62	0	0	60	0	1	1	0	0	0	0	0	0	0	44	71.0	25	40.3	2	3.2	
1230	76	1	0	74	0	1	0	0	0	0	0	0	0	0	53	69.7	18	23.7	1	1.3	
1245	88	0	0	84	0	4	0	0	0	0	0	0	0	0	73	83.0	32	36.4	2	2.3	
1300	90	0	1	86	1	2	0	0	0	0	0	0	0	0	69	76.7	26	28.9	0	0.0	
1315	69	0	1	66	0	2	0	0	0	0	0	0	0	0	58	84.1	19	27.5	0	0.0	
1330	77	0	1	74	0	2	0	0	0	0	0	0	0	0	64	83.1	25	32.5	0	0.0	
1345	72	0	0	70	0	2	0	0	0	0	0	0	0	0	49	68.1	16	22.2	0	0.0	
1400	80	1	0	77	0	2	0	0	0	0	0	0	0	0	57	71.3	18	22.5	0	0.0	
1415	74	0	2	72	0	0	0	0	0	0	0	0	0	0	54	73.0	17	23.0	1	1.4	
1430	73	0	0	71	0	2	0	0	0	0	0	0	0	0	47	64.4	14	19.2	2	2.7	
1445	61	0	1	57	0	3	0	0	0	0	0	0	0	0	37	60.7	17	27.9	0	0.0	
1500	63	0	1	57	0	5	0	0	0	0	0	0	0	0	45	71.4	13	20.6	0	0.0	
1515	88	0	0	86	1	1	0	0	0	0	0	0	0	0	57	64.8	18	20.5	1	1.1	
1530	64	0	1	62	0	1	0	0	0	0	0	0	0	0	38	59.4	10	15.6	0	0.0	
1545	79	0	0	77	0	2	0	0	0	0	0	0	0	0	54	68.4	18	22.8	3	3.8	
1600	64	0	1	61	0	2	0	0	0	0	0	0	0	0	43	67.2	13	20.3	1	1.6	
1615	82	0	1	78	0	2	1	0	0	0	0	0	0	0	49	59.8	18	22.0	1	1.2	
1630	78	0	0	78	0	0	0	0	0	0	0	0	0	0	45	57.7	7	9.0	0	0.0	
1645	74	0	0	74	0	0	0	0	0	0	0	0	0	0	51	68.9	5	6.8	0	0.0	
1700	66	0	0	64	0	2	0	0	0	0	0	0	0	0	40	60.6	11	16.7	0	0.0	
1715	75	0	0	75	0	0	0	0	0	0	0	0	0	0	48	64.0	21	28.0	1	1.3	
1730	68	0	0	67	0	1	0	0	0	0	0	0	0	0	48	70.6	20	29.4	1	1.5	
1745	64	1	0	63	0	0	0	0	0	0	0	0	0	0	45	70.3	10				

Site
Location
Direction

1
Broadbridge Way, S1.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0
0015	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100.0	3	75.0	1	25.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0045	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100.0	2	50.0	0	0.0
0215	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0615	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0630	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0
0645	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0715	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0
0730	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	57.1	2	28.6	0	0.0
0745	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	0	0.0
0800	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	0	0.0
0815	12	0	0	8	0	4	0	0	0	0	0	0	0	0	0	11	91.7	5	41.7	0	0.0
0830	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	9	90.0	5	50.0	0	0.0
0845	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	100.0	5	50.0	0	0.0
0900	8	1	1	6	0	0	0	0	0	0	0	0	0	0	0	6	75.0	5	62.5	0	0.0
0915	18	0	0	16	0	2	0	0	0	0	0	0	0	0	0	11	61.1	5	27.8	1	5.6
0930	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	11	78.6	8	57.1	0	0.0
0945	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	15	79.0	7	36.8	0	0.0
1000	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	23	67.7	11	32.4	1	2.9
1015	51	0	0	48	0	3	0	0	0	0	0	0	0	0	0	37	72.6	18	35.3	1	2.0
1030	49	0	0	49	0	0	0	0	0	0	0	0	0	0	0	39	79.6	20	40.8	0	0.0
1045	54	0	0	54	0	0	0	0	0	0	0	0	0	0	0	45	83.3	21	38.9	2	3.7
1100	58	0	0	57	0	1	0	0	0	0	0	0	0	0	0	47	81.0	27	46.6	0	0.0
1115	67	2	0	63	0	2	0	0	0	0	0	0	0	0	0	46	80.7	22	38.6	0	0.0
1130	65	0	0	60	0	5	0	0	0	0	0	0	0	0	0	49	75.4	8	12.3	0	0.0
1145	58	0	0	56	0	2	0	0	0	0	0	0	0	0	0	40	69.0	16	27.6	1	1.7
1200	62	0	1	60	0	1	0	0	0	0	0	0	0	0	0	47	75.8	14	22.6	0	0.0
1215	63	0	0	62	0	1	0	0	0	0	0	0	0	0	0	53	84.1	25	39.7	1	1.6
1230	62	0	1	60	0	1	0	0	0	0	0	0	0	0	0	46	74.2	12	19.4	0	0.0
1245	53	0	0	51	0	2	0	0	0	0	0	0	0	0	0	40	75.5	19	35.9	2	3.8
1300	69	1	0	64	0	4	0	0	0	0	0	0	0	0	0	51	73.9	19	27.5	3	4.3
1315	65	0	2	59	0	4	0	0	0	0	0	0	0	0	0	49	75.4	19	29.2	0	0.0
1330	63	1	0	60	0	2	0	0	0	0	0	0	0	0	0	46	73.0	17	27.0	3	4.8
1345	76	0	0	74	0	2	0	0	0	0	0	0	0	0	0	53	69.7	31	40.8	2	2.6
1400	73	1	0	69	0	3	0	0	0	0	0	0	0	0	0	54	74.0	25	34.3	2	2.7
1415	52	1	2	48	0	1	0	0	0	0	0	0	0	0	0	34	65.4	9	17.3	1	1.9
1430	55	0	0	55	0	0	0	0	0	0	0	0	0	0	0	39	70.9	18	32.7	2	3.6
1445	59	0	0	58	0	1	0	0	0	0	0	0	0	0	0	51	86.4	19	32.2	0	0.0
1500	47	1	0	45	0	1	0	0	0	0	0	0	0	0	0	34	72.3	19	40.4	1	2.1
1515	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	31	62.0	15	30.0	0	0.0
1530	59	0	0	57	0	2	0	0	0	0	0	0	0	0	0	43	72.9	15	25.4	0	0.0
1545	57	1	0	53	0	2	0	1	0	0	0	0	0	0	0	45	79.0	18	31.6	0	0.0
1600	63	0	0	62	0	1	0	0	0	0	0	0	0	0	0	39	61.9	12	19.1	1	1.6
1615	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	19	79.2	10	41.7	0	0.0
1630	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	24	82.8	13	44.8	1	3.4
1645	23	0	1	22	0	0	0	0	0	0	0	0	0	0	0	16	69.6	5	21.7	1	4.3
1700	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	27	93.1	13	44.8	0	0.0
1715	37	0	1																		

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0315	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	7	87.5	4	50.0	0	0.0
0615	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	7	53.9	3	23.1	0	0.0
0630	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0.0
0645	15	0	0	13	0	2	0	0	0	0	0	0	0	0	0	10	66.7	8	53.3	1	6.7
0700	20	0	1	16	0	3	0	0	0	0	0	0	0	0	0	16	80.0	9	45.0	0	0.0
0715	29	0	0	27	0	1	0	0	0	0	0	1	0	0	0	25	86.2	12	41.4	1	3.4
0730	29	0	0	27	0	2	0	0	0	0	0	0	0	0	0	21	72.4	8	27.6	2	6.9
0745	36	0	0	31	0	4	0	0	1	0	0	0	0	0	0	32	88.9	21	58.3	2	5.6
0800	32	0	0	31	0	1	0	0	0	0	0	0	0	0	0	27	84.4	11	34.4	0	0.0
0815	29	0	0	27	0	2	0	0	0	0	0	0	0	0	0	22	75.9	4	13.8	0	0.0
0830	42	0	0	40	0	2	0	0	0	0	0	0	0	0	0	28	66.7	8	19.1	0	0.0
0845	42	0	1	37	0	3	0	0	0	1	0	0	0	0	0	33	78.6	10	23.8	0	0.0
0900	35	0	0	34	0	0	1	0	0	0	0	0	0	0	0	31	88.6	16	45.7	1	2.9
0915	36	0	0	34	0	2	0	0	0	0	0	0	0	0	0	32	88.9	9	25.0	1	2.8
0930	36	0	0	35	0	1	0	0	0	0	0	0	0	0	0	27	75.0	11	30.6	0	0.0
0945	38	1	0	31	0	6	0	0	0	0	0	0	0	0	0	33	86.8	14	36.8	0	0.0
1000	25	0	0	23	0	2	0	0	0	0	0	0	0	0	0	23	92.0	12	48.0	1	4.0
1015	43	1	0	36	0	6	0	0	0	0	0	0	0	0	0	24	55.8	11	25.6	0	0.0
1030	36	0	0	34	0	2	0	0	0	0	0	0	0	0	0	25	69.4	11	30.6	0	0.0
1045	40	0	0	38	0	2	0	0	0	0	0	0	0	0	0	36	90.0	12	30.0	0	0.0
1100	35	0	0	34	0	1	0	0	0	0	0	0	0	0	0	21	60.0	5	14.3	0	0.0
1115	46	1	0	44	0	1	0	0	0	0	0	0	0	0	0	36	78.3	7	15.2	0	0.0
1130	48	0	0	47	1	0	0	0	0	0	0	0	0	0	0	39	81.3	16	33.3	2	4.2
1145	46	0	0	43	0	3	0	0	0	0	0	0	0	0	0	34	73.9	18	39.1	2	4.3
1200	32	1	1	30	0	0	0	0	0	0	0	0	0	0	0	23	71.9	11	34.4	0	0.0
1215	60	0	1	52	0	7	0	0	0	0	0	0	0	0	0	44	73.3	21	35.0	0	0.0
1230	50	0	0	47	0	3	0	0	0	0	0	0	0	0	0	42	84.0	22	44.0	3	6.0
1245	46	0	0	44	0	2	0	0	0	0	0	0	0	0	0	42	91.3	21	45.7	2	4.3
1300	57	0	1	52	0	4	0	0	0	0	0	0	0	0	0	44	77.2	23	40.4	4	7.0
1315	53	1	1	49	0	2	0	0	0	0	0	0	0	0	0	45	84.9	24	45.3	1	1.9
1330	48	0	0	46	0	2	0	0	0	0	0	0	0	0	0	40	83.3	16	33.3	0	0.0
1345	54	1	0	48	1	4	0	0	0	0	0	0	0	0	0	43	79.6	14	25.9	0	0.0
1400	50	0	1	48	0	1	0	0	0	0	0	0	0	0	0	39	78.0	21	42.0	2	4.0
1415	64	0	2	60	0	1	1	0	0	0	0	0	0	0	0	44	68.8	22	34.4	2	3.1
1430	46	0	0	42	0	3	1	0	0	0	0	0	0	0	0	35	76.1	14	30.4	0	0.0
1445	57	0	0	55	0	2	0	0	0	0	0	0	0	0	0	42	73.7	21	36.8	2	3.5
1500	56	0	3	52	0	1	0	0	0	0	0	0	0	0	0	48	85.7	22	39.3	0	0.0
1515	62	1	2	56	0	3	0	0	0	0	0	0	0	0	0	42	67.7	18	29.0	0	0.0
1530	86	0	0	84	1	1	0	0	0	0	0	0	0	0	0	53	61.6	21	24.4	1	1.2
1545	62	1	1	56	0	3	0	0	0	0	0	0	0	0	0	40	64.5	19	30.7	0	0.0
1600	67	0	0	63	0	3	1	0	0	0	0	0	0	0	0	46	68.7	19	28.4	0	0.0
1615	62	0	0	61	0	1	0	0	0	0	0	0	0	0	0	55	88.7	17	27.4	1	1.6
1630	81	0	0	78	0	3	0	0	0	0	0	0	0	0	0	54	66.7	21	25.9	0	0.0
1645	59	0	0	58	0	1	0	0	0	0	0	0	0	0	0	45	76.3	14	23.7	0	0.0
1700	59	0	0	57	0	2	0	0	0	0	0	0	0	0	0	42	71.2	13	22.0		

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0600	9	1	0	5	0	3	0	0	0	0	0	0	0	0	0	8	88.9	6	66.7	0	0.0
0615	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	9	81.8	5	45.5	0	0.0
0630	14	1	0	12	0	1	0	0	0	0	0	0	0	0	0	11	78.6	2	14.3	0	0.0
0645	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	11	84.6	7	53.9	1	7.7
0700	26	0	1	24	0	1	0	0	0	0	0	0	0	0	0	21	80.8	10	38.5	0	0.0
0715	41	0	0	38	0	3	0	0	0	0	0	0	0	0	0	33	80.5	24	58.5	0	0.0
0730	30	0	0	27	1	2	0	0	0	0	0	0	0	0	0	27	90.0	15	50.0	0	0.0
0745	31	0	0	28	0	3	0	0	0	0	0	0	0	0	0	26	83.9	11	35.5	1	3.2
0800	32	1	0	28	0	3	0	0	0	0	0	0	0	0	0	25	78.1	12	37.5	0	0.0
0815	23	0	0	21	0	2	0	0	0	0	0	0	0	0	0	21	91.3	7	30.4	0	0.0
0830	41	0	1	37	0	3	0	0	0	0	0	0	0	0	0	25	61.0	11	26.8	1	2.4
0845	53	0	0	50	0	2	1	0	0	0	0	0	0	0	0	42	79.3	18	34.0	0	0.0
0900	34	0	0	30	0	2	1	0	0	1	0	0	0	0	0	29	85.3	12	35.3	1	2.9
0915	43	0	1	38	0	4	0	0	0	0	0	0	0	0	0	30	69.8	6	14.0	0	0.0
0930	34	1	0	29	0	4	0	0	0	0	0	0	0	0	0	29	85.3	14	41.2	0	0.0
0945	42	0	0	38	0	4	0	0	0	0	0	0	0	0	0	30	71.4	10	23.8	0	0.0
1000	37	0	0	33	0	4	0	0	0	0	0	0	0	0	0	29	78.4	10	27.0	2	5.4
1015	33	0	0	29	0	4	0	0	0	0	0	0	0	0	0	25	75.8	11	33.3	1	3.0
1030	33	0	0	29	0	4	0	0	0	0	0	0	0	0	0	21	63.6	13	39.4	1	3.0
1045	35	0	1	28	0	6	0	0	0	0	0	0	0	0	0	27	77.1	12	34.3	0	0.0
1100	45	0	0	41	0	3	0	0	0	0	0	1	0	0	0	30	66.7	8	17.8	0	0.0
1115	30	0	0	28	1	1	0	0	0	0	0	0	0	0	0	25	83.3	14	46.7	0	0.0
1130	41	0	2	36	0	3	0	0	0	0	0	0	0	0	0	31	75.6	11	26.8	1	2.4
1145	42	1	0	39	0	0	2	0	0	0	0	0	0	0	0	29	69.1	12	28.6	0	0.0
1200	55	0	0	54	0	1	0	0	0	0	0	0	0	0	0	43	78.2	13	23.6	0	0.0
1215	44	0	0	41	0	3	0	0	0	0	0	0	0	0	0	33	75.0	9	20.5	0	0.0
1230	51	0	1	46	0	4	0	0	0	0	0	0	0	0	0	40	78.4	16	31.4	2	3.9
1245	46	0	0	41	0	4	0	0	0	0	0	1	0	0	0	33	71.7	12	26.1	0	0.0
1300	47	0	0	43	0	4	0	0	0	0	0	0	0	0	0	37	78.7	14	29.8	0	0.0
1315	54	0	0	49	0	5	0	0	0	0	0	0	0	0	0	39	72.2	18	33.3	0	0.0
1330	46	0	0	45	0	1	0	0	0	0	0	0	0	0	0	37	80.4	14	30.4	0	0.0
1345	45	0	1	39	0	5	0	0	0	0	0	0	0	0	0	37	82.2	9	20.0	1	2.2
1400	48	0	0	44	0	4	0	0	0	0	0	0	0	0	0	36	75.0	15	31.3	0	0.0
1415	56	0	0	53	0	3	0	0	0	0	0	0	0	0	0	45	80.4	21	37.5	2	3.6
1430	50	1	0	48	0	1	0	0	0	0	0	0	0	0	0	38	76.0	13	26.0	0	0.0
1445	43	0	0	40	0	3	0	0	0	0	0	0	0	0	0	35	81.4	18	41.9	1	2.3
1500	54	0	2	49	0	3	0	0	0	0	0	0	0	0	0	37	68.5	15	27.8	2	3.7
1515	40	0	0	40	0	0	0	0	0	0	0	0	0	0	0	31	77.5	9	22.5	1	2.5
1530	79	0	0	77	0	2	0	0	0	0	0	0	0	0	0	50	63.3	19	24.1	0	0.0
1545	69	0	1	64	0	4	0	0	0	0	0	0	0	0	0	52	75.4	22	31.9	0	0.0
1600	54	0	1	48	0	5	0	0	0	0	0	0	0	0	0	37	68.5	15	27.8	1	1.9
1615	47	0	3	42	0	2	0	0	0	0	0	0	0	0	0	40	85.1	22	46.8	0	0.0
1630	58	0	0	53	0	5	0	0	0	0	0	0	0	0	0	39	67.2	16	27.6	0	0.0
1645	50	0	1	49	0	0	0	0	0	0	0	0	0	0	0	40	80.0	19	38.0	2	4.0
1700	67	0	0	66	0	1	0	0	0	0	0	0	0	0	0	60	89.6	23	34.3	1	

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	
0600	12	0	0	12	0	0	0	0	0	0	0	0	0	0	11	91.7	10	83.3	1	8.3	
0615	10	0	1	9	0	0	0	0	0	0	0	0	0	0	7	70.0	4	40.0	0	0.0	
0630	13	0	0	13	0	0	0	0	0	0	0	0	0	0	11	84.6	5	38.5	0	0.0	
0645	20	0	0	19	0	1	0	0	0	0	0	0	0	0	15	75.0	10	50.0	1	5.0	
0700	19	0	1	15	0	3	0	0	0	0	0	0	0	0	16	84.2	7	36.8	0	0.0	
0715	27	0	1	22	0	3	1	0	0	0	0	0	0	0	24	88.9	14	51.9	0	0.0	
0730	46	1	0	41	0	2	2	0	0	0	0	0	0	0	36	78.3	22	47.8	1	2.2	
0745	28	0	0	26	0	2	0	0	0	0	0	0	0	0	25	89.3	12	42.9	1	3.6	
0800	38	1	1	36	0	0	0	0	0	0	0	0	0	0	25	65.8	10	26.3	0	0.0	
0815	35	0	0	35	0	0	0	0	0	0	0	0	0	0	32	91.4	18	51.4	3	8.6	
0830	28	0	0	27	0	1	0	0	0	0	0	0	0	0	22	78.6	10	35.7	0	0.0	
0845	46	1	0	43	0	2	0	0	0	0	0	0	0	0	34	73.9	17	37.0	0	0.0	
0900	43	0	1	39	0	3	0	0	0	0	0	0	0	0	32	74.4	13	30.2	0	0.0	
0915	30	1	0	28	0	1	0	0	0	0	0	0	0	0	25	83.3	13	43.3	1	3.3	
0930	29	0	0	26	0	2	1	0	0	0	0	0	0	0	24	82.8	8	27.6	0	0.0	
0945	36	0	0	34	0	2	0	0	0	0	0	0	0	0	33	91.7	15	41.7	2	5.6	
1000	29	1	0	25	0	3	0	0	0	0	0	0	0	0	25	86.2	12	41.4	0	0.0	
1015	29	0	0	27	0	2	0	0	0	0	0	0	0	0	22	75.9	10	34.5	1	3.4	
1030	33	0	0	32	0	1	0	0	0	0	0	0	0	0	26	78.8	10	30.3	0	0.0	
1045	32	0	0	31	0	1	0	0	0	0	0	0	0	0	28	87.5	8	25.0	0	0.0	
1100	36	0	0	35	0	1	0	0	0	0	0	0	0	0	25	69.4	7	19.4	0	0.0	
1115	39	1	0	37	0	0	1	0	0	0	0	0	0	0	29	74.4	14	35.9	1	2.6	
1130	42	0	0	40	0	2	0	0	0	0	0	0	0	0	30	71.4	12	28.6	0	0.0	
1145	43	0	0	38	0	5	0	0	0	0	0	0	0	0	36	83.7	20	46.5	2	4.7	
1200	51	0	1	47	0	2	1	0	0	0	0	0	0	0	42	82.4	23	45.1	0	0.0	
1215	47	0	0	45	0	2	0	0	0	0	0	0	0	0	37	78.7	14	29.8	0	0.0	
1230	51	0	0	47	0	4	0	0	0	0	0	0	0	0	39	76.5	16	31.4	1	2.0	
1245	40	0	0	37	0	3	0	0	0	0	0	0	0	0	30	75.0	12	30.0	0	0.0	
1300	60	0	0	53	0	6	1	0	0	0	0	0	0	0	40	66.7	14	23.3	1	1.7	
1315	37	0	0	35	0	1	1	0	0	0	0	0	0	0	28	75.7	12	32.4	2	5.4	
1330	48	0	0	45	0	3	0	0	0	0	0	0	0	0	29	60.4	16	33.3	2	4.2	
1345	32	0	0	29	0	3	0	0	0	0	0	0	0	0	27	84.4	15	46.9	2	6.3	
1400	47	1	0	46	0	0	0	0	0	0	0	0	0	0	35	74.5	15	31.9	0	0.0	
1415	34	0	0	31	0	3	0	0	0	0	0	0	0	0	32	94.1	20	58.8	2	5.9	
1430	34	1	0	33	0	0	0	0	0	0	0	0	0	0	25	73.5	16	47.1	0	0.0	
1445	56	0	0	51	0	5	0	0	0	0	0	0	0	0	51	91.1	23	41.1	0	0.0	
1500	42	0	0	39	0	3	0	0	0	0	0	0	0	0	31	73.8	14	33.3	1	2.4	
1515	42	0	0	42	0	0	0	0	0	0	0	0	0	0	34	81.0	13	31.0	0	0.0	
1530	73	1	1	68	0	3	0	0	0	0	0	0	0	0	46	63.0	19	26.0	0	0.0	
1545	60	0	0	58	0	2	0	0	0	0	0	0	0	0	47	78.3	23	38.3	0	0.0	
1600	51	0	0	49	0	2	0	0	0	0	0	0	0	0	37	72.6	12	23.5	0	0.0	
1615	61	0	0	58	0	3	0	0	0	0	0	0	0	0	50	82.0	20	32.8	1	1.6	
1630	54	0	1	47	0	6	0	0	0	0	0	0	0	0	43	79.6	23	42.6	1	1.9	
1645	57	0	0	54	0	3	0	0	0	0	0	0	0	0	48	84.2	24	42.1	0	0.0	
1700	52	0	1	50	0	1	0	0	0	0	0	0	0	0	44	84.6	25	48.1	0	0.0	
1715	99	0	0	75	0	4	0	0	0	0	0	0	0	0	61	77.2	26	32.9	0	0.0	
1730	61	1	0	59	0	1	0	0	0	0	0	0	0	0	46	75.4	27	44.3	1	1.6	
1745	68	0	1	65	0	2	0	0	0	0	0	0	0	0	50						

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	1	33.3	
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0515	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0530	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0545	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	
0600	4	1	0	2	0	1	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	
0615	8	0	1	7	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25.0	0	0.0	
0630	8	0	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0.0	
0645	20	0	0	17	0	3	0	0	0	0	0	0	0	0	17	85.0	16	80.0	0	0.0	
0700	19	0	0	18	0	1	0	0	0	0	0	0	0	0	18	94.7	8	42.1	0	0.0	
0715	47	0	0	43	0	4	0	0	0	0	0	0	0	0	38	80.9	19	40.4	1	2.1	
0730	40	0	0	38	0	2	0	0	0	0	0	0	0	0	33	82.5	15	37.5	1	2.5	
0745	35	0	0	30	0	4	1	0	0	0	0	0	0	0	24	68.6	13	37.1	1	2.9	
0800	30	1	0	26	0	3	0	0	0	0	0	0	0	0	24	80.0	10	33.3	0	0.0	
0815	34	0	0	34	0	0	0	0	0	0	0	0	0	0	26	76.5	12	35.3	0	0.0	
0830	48	2	0	42	0	4	0	0	0	0	0	0	0	0	38	79.2	15	31.3	1	2.1	
0845	49	0	0	47	0	2	0	0	0	0	0	0	0	0	34	69.4	19	38.8	0	0.0	
0900	35	0	0	34	0	1	0	0	0	0	0	0	0	0	25	71.4	10	28.6	2	5.7	
0915	29	0	0	24	0	5	0	0	0	0	0	0	0	0	25	86.2	11	37.9	0	0.0	
0930	17	1	0	15	0	1	0	0	0	0	1	0	0	0	13	76.5	7	41.2	0	0.0	
0945	32	0	1	28	0	2	0	0	0	0	0	0	0	0	20	62.5	9	28.1	0	0.0	
1000	30	0	1	29	0	0	0	0	0	0	0	0	0	0	18	60.0	9	30.0	0	0.0	
1015	32	0	1	27	0	3	1	0	0	0	0	0	0	0	25	78.1	10	31.3	1	3.1	
1030	38	0	2	33	0	3	0	0	0	0	0	0	0	0	31	81.6	12	31.6	2	5.3	
1045	48	0	0	44	0	4	0	0	0	0	0	0	0	0	33	68.8	14	29.2	0	0.0	
1100	36	1	1	34	0	0	0	0	0	0	0	0	0	0	29	80.6	14	38.9	1	2.8	
1115	45	1	0	42	0	2	0	0	0	0	0	0	0	0	30	66.7	11	24.4	0	0.0	
1130	54	0	0	52	0	2	0	0	0	0	0	0	0	0	42	77.8	16	29.6	1	1.9	
1145	37	0	0	34	0	3	0	0	0	0	0	0	0	0	26	70.3	10	27.0	0	0.0	
1200	56	0	1	50	1	4	0	0	0	0	0	0	0	0	37	66.1	17	30.4	1	1.8	
1215	47	0	1	43	0	3	0	0	0	0	0	0	0	0	38	80.9	16	34.0	0	0.0	
1230	46	0	0	45	0	1	0	0	0	0	0	0	0	0	30	65.2	13	28.3	0	0.0	
1245	38	0	0	36	0	2	0	0	0	0	0	0	0	0	32	84.2	11	29.0	0	0.0	
1300	33	0	0	30	0	3	0	0	0	0	0	0	0	0	23	69.7	7	21.2	0	0.0	
1315	35	0	0	32	0	3	0	0	0	0	0	0	0	0	28	80.0	9	25.7	0	0.0	
1330	44	1	0	41	0	2	0	0	0	0	0	0	0	0	37	84.1	16	36.4	0	0.0	
1345	49	0	1	47	0	1	0	0	0	0	0	0	0	0	38	77.6	15	30.6	2	4.1	
1400	46	0	0	44	0	2	0	0	0	0	0	0	0	0	31	67.4	13	28.3	0	0.0	
1415	43	0	2	37	0	3	0	1	0	0	0	0	0	0	38	88.4	17	39.5	0	0.0	
1430	64	0	0	64	0	0	0	0	0	0	0	0	0	0	36	56.3	14	21.9	0	0.0	
1445	50	0	1	45	0	4	0	0	0	0	0	0	0	0	34	68.0	17	34.0	0	0.0	
1500	38	0	1	37	0	0	0	0	0	0	0	0	0	0	33	86.8	14	36.8	0	0.0	
1515	56	0	0	54	0	2	0	0	0	0	0	0	0	0	35	62.5	8	14.3	0	0.0	
1530	71	0	1	69	0	1	0	0	0	0	0	0	0	0	48	67.6	15	21.1	1	1.4	
1545	62	0	2	55	0	5	0	0	0	0	0	0	0	0	39	62.9	19	30.7	1	1.6	
1600	58	2	1	52	2	2	0	0	0	0	0	0	0	0	36	62.1	13	22.4	0	0.0	
1615	55	0	0	51	0	2	2	0	0	0	0	0	0	0	39	70.9	16	29.1	1	1.8	
1630	61	0	0	61	0	0	0	0	0	0	0	0	0	0	39	63.9	12	19.7	0	0.0	
1645	57	0	0	54	0	3	0	0	0	0	0	0	0	0	39	68.4	15	26.3	1	1.8	
1700	56	0	0	55	0	1	0	0	0	0	0	0	0	0	34	60.7	16	28.6	1	1.8	
1715	59	0	1	55	0	3	0	0	0	0	0	0	0	0	42	71.2	16	27.1	0	0.0	
1730	70	0	0	67	0	3	0	0	0	0	0	0	0	0	55	78.6	20	28.6	1	1.4	
1745	72	1	0	70	0	1	0	0	0	0	0	0	0	0	54	75.0	2				

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

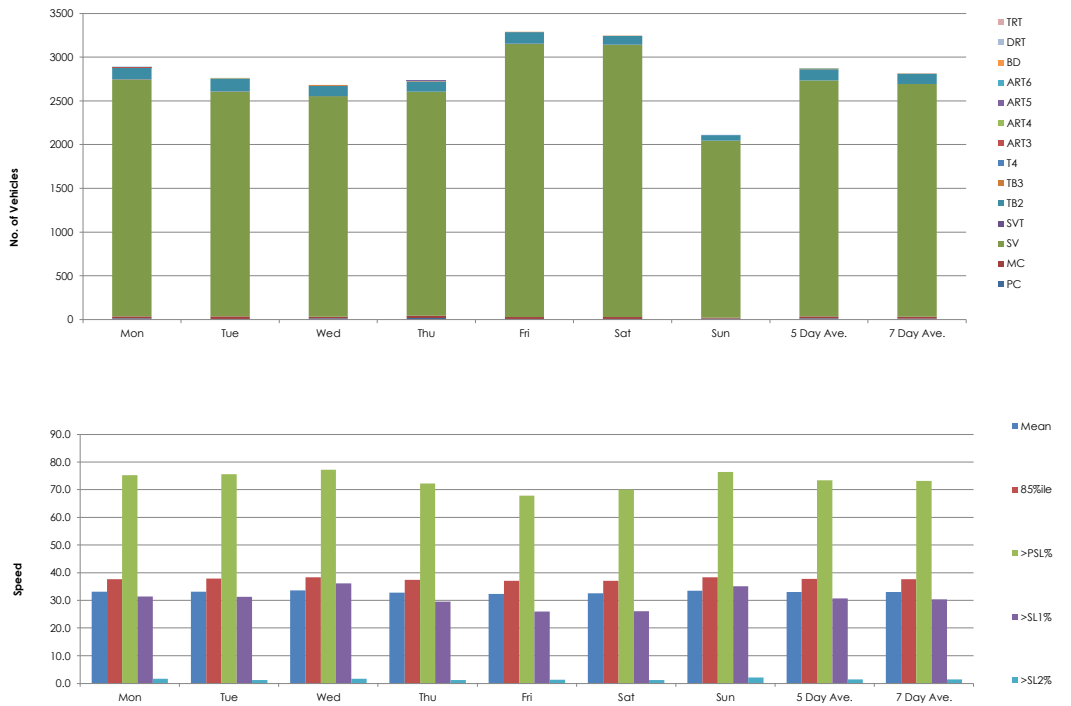
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	90.6	4	47.2	0	3.8
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	64.3	1	35.7	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	93.3	1	60.0	0	6.7
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	90.9	1	63.6	0	9.1
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	46.2	0	0.0
0500	5	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	63.9	2	38.9	0	5.6
0600	39	1	0	35	0	3	0	0	0	0	0	0	0	0	0	31	79.2	19	48.5	1	2.2
0700	102	0	1	92	0	8	1	0	0	0	0	0	0	0	0	82	80.6	44	43.6	2	2.0
0800	133	1	1	123	0	7	0	0	0	0	0	0	0	0	0	98	74.1	39	29.4	1	0.8
0900	136	1	1	124	0	9	0	0	0	0	0	0	0	0	0	101	74.3	43	31.6	2	1.3
1000	166	0	1	155	0	9	0	0	0	0	0	0	0	0	0	121	73.1	50	30.2	3	1.5
1100	198	1	1	188	0	7	0	0	0	0	0	0	0	0	0	145	72.9	55	27.7	2	1.2
1200	220	1	2	207	0	10	0	0	0	0	0	0	0	0	0	168	76.1	69	31.2	3	1.2
1300	223	1	1	208	0	12	0	0	0	0	0	0	0	0	0	169	75.8	68	30.5	4	1.7
1400	221	1	2	209	0	8	0	0	0	0	0	0	0	0	0	161	72.8	69	31.3	3	1.4
1500	251	1	2	238	0	8	0	0	0	0	0	0	0	0	0	173	68.8	66	26.4	2	0.8
1600	238	0	2	228	0	7	1	0	0	0	0	0	0	0	0	171	71.9	65	27.5	3	1.1
1700	243	1	1	234	0	7	0	0	0	0	0	0	0	0	0	180	73.9	75	31.0	2	1.0
1800	220	1	2	209	0	7	0	0	0	0	0	0	0	0	0	159	72.2	64	29.3	2	1.0
1900	168	1	2	161	0	5	0	0	0	0	0	0	0	0	0	116	68.7	44	25.9	4	2.5
2000	110	1	2	105	0	2	0	0	0	0	0	0	0	0	0	77	70.1	32	29.3	2	2.1
2100	64	0	1	62	0	2	0	0	0	0	0	0	0	0	0	45	69.5	18	28.5	2	2.5
2200	42	0	0	41	0	0	0	0	0	0	0	0	0	0	0	31	73.7	15	36.9	1	3.4
2300	22	0	1	21	0	0	0	0	0	0	0	0	0	0	0	18	81.8	9	39.0	1	5.8
07-19	2350	9	16	2215	2	102	4	0	0	1	0	0	0	0	0	1727	73.5	709	30.2	28	1.2
06-22	2732	11	21	2578	2	113	5	0	0	1	0	0	0	0	0	1995	73.0	822	30.1	37	1.4
06-00	2796	11	22	2640	2	114	5	0	0	1	0	0	0	0	0	2044	73.1	846	30.3	40	1.4
00-00	2816	12	22	2659	2	114	5	0	0	1	0	0	0	0	0	2060	73.2	855	30.4	41	1.5

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	2889	14	21	2709	3	129	8	0	2	2	0	1	0	0	0	2175	75.3	906	31.4	49	1.7
Tue	2764	9	27	2571	2	146	6	0	0	1	0	2	0	0	0	2089	75.6	863	31.2	33	1.2
Wed	2681	14	20	2521	1	115	10	0	0	0	0	0	0	0	0	2071	77.3	969	36.1	45	1.7
Thu	2732	17	28	2560	2	116	7	1	0	0	1	0	0	0	0	1973	72.2	808	29.6	33	1.2
Fri	3291	9	21	3120	4	133	2	0	0	2	0	0	0	0	0	2231	67.8	854	26.0	44	1.3
Sat	3245	8	22	3110	3	99	3	0	0	0	0	0	0	0	0	2273	70.1	844	26.0	37	1.1
Sun	2109	10	13	2024	0	61	0	1	0	0	0	0	0	0	0	1610	76.3	741	35.1	45	2.1
5 Day Ave.	2871	13	23	2696	2	128	7	0	0	1	0	1	0	0	0	2108	73.4	880	30.7	41	1.4
7 Day Ave.	2816	12	22	2659	2	114	5	0	0	1	0	0	0	0	0	2060	73.2	855	30.4	41	1.5
Grand Total	19711	81	152	18615	15	799	36	2	2	5	1	3	0	0	0	14422	73.2	5985	30.4	286	1.5

Summary Graphs



16618 / Horsham
March 2025
Automatic Traffic Count

Time	Fri 28 March 2025															Speed Bins (mph)																											
	Total	Mean	Vpp 85																																								
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140												
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0015	1	38.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0030	2	39.1	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0045	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0100	1	35.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0115	1	33.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0200	1	40.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0315	1	38.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0330	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0415	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0430	1	35.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0445	1	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0500	2	30.0	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0515	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0530	2	43.5	-	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0545	4	28.0	-	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0600	8	35.4	-	0	0	0	0	0	2	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0615	15	34.4	40.6	0	0	0	1	0	2	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0630	14	33.4	40.8	0	0	0	0	0	2	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0645	18	36.2	42.8	0	0	0	0	1	1	5	7	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0700	24	33.0	38.5	0	0	1	0	1	4	10	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0715	36	34.5	39.4	0	0	0	0	0	7	10	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0730	45	32.9	38.8	0	0	0	0	2	12	16	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0745	37	32.9	37.7	0	0	0	0	2	8	14	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0800	50	32.2	36.6	0	0	0	2	0	12	25	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0815	35	31.4	35.2	0	0	0	0	1	12	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0830	52	31.9	35.8	0	0	0	0	0	14	26	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0845	53	29.8	34.6	0	0	0	0	6	23	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0900	54	32.2	37.3	0	0	0	0	3	11	26	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0915	37	33.2	39.2	0	0	0	1	0	8	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0930	48	30.7	37.1	0	0	1	0	1	23	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
0945	39	30.7	36.2	0	0	0	0	0	22	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1000	25	31.9	37.9	0	0	0	0	1	9	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1015	48	31.6	35.5	0	0	0	0	2	13	25	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1030	55	32.6	37.3	0	0	0	0	5	29	15	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1045	48	32.2	37.0	0	0	0	0	0	13	24	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1100	52	31.5	35.1	0	0	0	0	2	20	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1115	40	31.6	38.3	0	0	0	0	0	26	21	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0												
1130	42	31.9	36.9	0	0	0	1	2	15	17	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0																		

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

		Sal		29 March 2025		Speed Bins (mph)																									
Time	Total	Mean	Vpp 85	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	3	37.1	-	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	4	34.9	-	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	30.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	4	34.7	-	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	33.8	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	27.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	33.4	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	29.3	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	50.7	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	44.6	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	31.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	37.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	30.2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	37.9	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	8	36.3	-	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	9	32.5	-	0	0	0	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	7	35.0	-	0	0	0	0	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	12	32.1	36.9	0	0	0	1	0	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	12	37.8	41.2	0	0	0	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	10	33.9	-	0	0	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	14	35.4	41.8	0	0	0	0	1	2	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	19	33.7	38.5	0	0	0	0	1	4	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	22	33.7	38.8	0	0	0	0	0	6	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	28	32.7	37.4	0	0	0	0	0	5	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	28	31.6	36.4	0	0	0	1	3	4	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	32	34.5	41.3	0	0	1	0	0	6	11	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	32	32.0	37.5	0	0	0	0	0	9	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	43	32.5	38.1	0	0	1	0	0	16	15	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	59	33.3	38.4	0	0	1	0	0	14	21	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	52	31.7	36.0	0	0	0	0	3	16	20	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	55	32.6	35.8	0	0	0	0	2	12	26	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	65	32.3	36.9	0	0	0	0	2	19	27	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	73	32.4	36.9	0	0	0	0	0	26	29	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	64	32.9	36.5	0	0	0	0	2	17	30	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	56	33.2	38.6	0	0	0	0	3	10	28	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	81	32.9	37.0	0	0	0	1	2	15	43	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	82	33.1	37.5	0	0	0	0	1	19	38	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	71	32.6	37.8	0	0	0	0	0	23	27	18	3	0	0	0	0	0	0	0	0	0	0</									

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Sun		Mean	Vpp 85	Speed Bins (mph)																										
	Total				0 5	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140
0000	6	33.9	-	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	4	38.8	-	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	36.5	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	35.6	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	32.5	-	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	36.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	47.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	35.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	39.4	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	37.3	-	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	30.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	35.6	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	34.4	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	36.0	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	4	31.6	-	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	38.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	31.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	3	34.1	-	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	7	31.0	-	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	7	34.6	-	0	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	35.4	-	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	12	34.4	37.4	0	0	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	10	34.3	-	0	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	10	35.0	-	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	8	30.8	-	0	0	2	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	18	32.4	38.0	0	0	0	1	1	5	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	14	35.5	39.9	0	0	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	19	33.2	36.7	0	0	0	0	0	0	4	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	34	33.4	39.3	0	0	0	0	1	10	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	51	33.1	37.8	0	0	0	0	2	12	19	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	49	34.1	38.1	0	0	0	0	1	9	19	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	54	34.2	38.1	0	0	0	0	0	9	24	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	58	34.1	39.3	0	0	0	1	3	7	20	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	57	33.6	38.6	0	0	1	0	1	9	24	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	65	32.4	35.0	0	0	0	0	0	0	16	41	5	3	0	0	0	0	0	0	0	0	0	0	0	0						

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
West

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Mon	Total	Mean	Vpp 85	31 March 2025																											
					Speed Bins (mph)																											
					0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135
0000		2	17.6	-	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015		1	34.5	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030		1	40.4	-	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045		1	30.3	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115		1	31.6	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145		1	31.5	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230		2	35.3	-	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300		1	35.6	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315		2	35.0	-	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345		1	38.3	-	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430		1	32.7	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500		1	36.5	-	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515		1	14.0	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530		2	31.0	-	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545		0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600		8	34.2	-	-	0	0	1	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615		13	30.9	37.7	-	0	0	0	0	1	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630		7	33.3	-	-	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645		15	34.8	41.2	-	0	0	0	0	1	4	2	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700		20	32.3	37.8	-	0	0	1	0	1	2	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715		29	34.2	38.9	-	0	0	0	0	2	2	13	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730		29	33.9	38.1	-	0	0	0	0	0	8	13	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745		36	36.3	40.7	-	0	0	0	0	0	4	11	14	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800		32	33.5	37.4	-	0	0	0	0	0	1	4	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815		29	32.2	35.1	-	0	0	0	0	0	7	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830		42	31.9	36.3	-	0	0	0	0	1	13	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845		42	33.0	37.3	-	0	0	0	0	1	8	23	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900		35	34.7	38.8	-	0	0	0	0	0	1	3	15	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915		36	33.4	36.9	-	0	0	0	0	0	1	3	23	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930		36	32.5	37.4	-	0	0	0	0	0	1	8	16	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945		38	33.0	37.5	-	0	0	0	0	1	1	3	19	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000		25	34.8	38.4	-	0	0	0	0	0	0	2	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015		43	31.8	38.8	-	0	0	0	0	1	1	17	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030		36	32.9	39.8	-	0	0	0	0	0	0	11	14	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045		40	33.7	36.2	-	0	0	0	0	0	0	4	24	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100		35	31.0	35.6	-	0	0	0	0	0	1	13	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115		46	32.6	37.2	-	0	0	0	0	1	0	9	29	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130		48	34.0	37.3	-	0	0	0	0	0	0	9	23	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145		46	33.2	37.9	-	0	0	0	0	0	2	10	16	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200		32	32.9	38.5	-	0	0	0	1	0	2	6	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215</																																

16618 / Horsham
March 2025
Automatic Traffic Count

01 April 2025

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

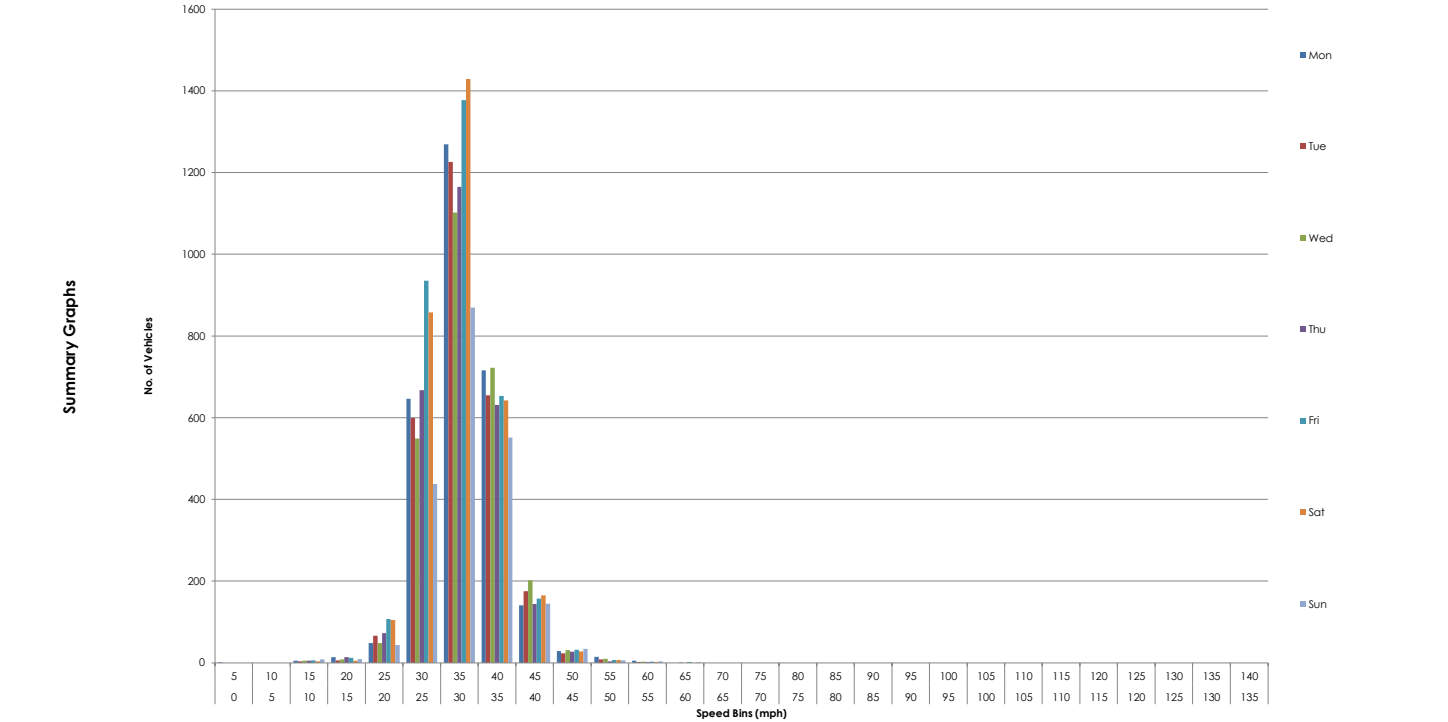
[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

Time	Virtual Da		Virtual Day (7)																																		
	Total	Mean	Vpp 85	Speed Bins (mph)																																	
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140						
0000	8	34.9	-	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	2	32.6	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	2	36.9	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	2	36.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	2	35.5	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	5	31.5	-	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	39	34.3	40.0	0	0	1	0	0	7	12	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0700	102	34.1	39.0	0	0	0	1	2	16	38	33	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	133	32.9	37.4	0	0	0	1	4	30	59	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	136	32.9	37.7	0	0	1	0	2	31	58	34	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	166	33.0	37.2	0	0	0	0	3	42	71	39	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	198	32.8	37.4	0	0	0	1	5	48	90	42	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1200	220	33.1	37.6	0	0	0	0	4	48	99	55	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1300	223	33.1	37.5	0	0	0	0	5	49	101	53	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1400	221	33.0	37.4	0	0	0	1	4	55	92	56	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1500	251	32.4	36.8	0	0	0	1	8	69	106	54	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1600	238	32.7	37.1	0	0	0	0	7	59	106	50	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1700	243	33.1	37.8	0	0	0	1	5	58	104	60	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1800	220	32.8	37.4	0	0	0	1	5	55	95	48	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1900	168	32.6	37.4	0	0	0	1	7	46	72	29	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2000	110	32.7	37.8	0	0	0	0	4	28	45	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2100	64	32.7	38.2	0	0	0	1	3	16	26	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2200	42	33.8	40.0	0	0	0	0	2	9	15	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2300	22	35.1	41.0	0	0	0	0	0	0	4	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07-19	2350	32.9	37.5	0	0	4	8	54	558	1018	553	127	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-22	2732	32.9	37.5	0	0	5	9	68	655	1173	632	152	27	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-00	2796	32.9	37.6	0	0	5	10	70	668	1198	646	159	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00-00	2816	33.0	37.6	0	0	5	10	70	670	1205	653	161	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Virtual We			Virtual Week (1)																																		
Time	Total	Mean	Vpp 85	Speed Bins (mph)																																	
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140						
Mon	2889	33.1	37.6	1	0	5	14	48	646	1269	716	141	29	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Tue	2764	33.1	37.9	0	0	4	6	66	599	1226	655	175	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Wed	2681	33.6	38.3	0	0	5	8	48	549	1102	722	202	31	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Thu	2732	32.8	37.4	0	0	5	14	73	667	1165	631	144	27	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Fri	3291	32.3	37.1	0	0	6	12	107	935	1377	653	157	32	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Sat	3245	32.5	37.0	0	0	4	5	105	858	1429	642	165	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Sun	2109	33.5	38.3	0	0	8	9	44	438	869	551	145	34	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5 Day Ave.	2871	33.0	37.7	0	0	5	11	68	679	1228	675	164	28	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7 Day Ave.	2816	33.0	37.6	0	0	5	10	70	670	1205	653	161	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Grand Total	19711	33.0	37.6	1	0	37	68	491	4692	8437	4570	1129	204	57	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					



16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	
0015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0	
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0100	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0245	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	
0430	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	
0445	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0500	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	
0515	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0545	6	0	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0.0	
0600	7	0	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	1	14.3	0	0.0	
0615	6	0	1	5	0	0	0	0	0	0	0	0	0	0	5	83.3	3	50.0	1	16.7	
0630	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	1	20.0	
0645	21	0	1	18	0	2	0	0	0	0	0	0	0	0	17	81.0	8	38.1	0	0.0	
0700	10	0	0	10	0	0	0	0	0	0	0	0	0	0	10	100.0	3	30.0	0	0.0	
0715	17	0	0	15	0	2	0	0	0	0	0	0	0	0	15	88.2	9	52.9	0	0.0	
0730	26	0	0	26	0	0	0	0	0	0	0	0	0	0	23	88.5	9	34.6	0	0.0	
0745	23	0	0	23	0	0	0	0	0	0	0	0	0	0	17	73.9	8	34.8	0	0.0	
0800	38	1	0	35	0	2	0	0	0	0	0	0	0	0	24	63.2	11	29.0	0	0.0	
0815	31	3	0	24	0	4	0	0	0	0	0	0	0	0	18	58.1	7	22.6	0	0.0	
0830	33	2	1	27	0	3	0	0	0	0	0	0	0	0	22	66.7	10	30.3	0	0.0	
0845	58	2	0	56	0	0	0	0	0	0	0	0	0	0	40	69.0	13	22.4	0	0.0	
0900	49	0	0	46	0	3	0	0	0	0	0	0	0	0	38	77.6	19	38.8	1	2.0	
0915	55	0	1	53	0	1	0	0	0	0	0	0	0	0	43	78.2	20	36.4	0	0.0	
0930	56	0	0	55	0	1	0	0	0	0	0	0	0	0	37	66.1	16	28.6	1	1.8	
0945	77	1	0	75	0	1	0	0	0	0	0	0	0	0	43	55.8	14	18.2	1	1.3	
1000	47	1	0	44	0	2	0	0	0	0	0	0	0	0	37	78.7	14	29.8	0	0.0	
1015	52	0	0	51	0	1	0	0	0	0	0	0	0	0	32	61.5	7	13.5	1	1.9	
1030	56	0	1	53	0	2	0	0	0	0	0	0	0	0	34	60.7	9	16.1	0	0.0	
1045	55	1	0	53	0	1	0	0	0	0	0	0	0	0	35	63.6	7	12.7	0	0.0	
1100	57	1	3	52	0	1	0	0	0	0	0	0	0	0	26	45.6	7	12.3	0	0.0	
1115	54	0	0	54	0	0	0	0	0	0	0	0	0	0	20	37.0	6	11.1	1	1.9	
1130	71	2	1	65	0	3	0	0	0	0	0	0	0	0	38	53.5	9	12.7	0	0.0	
1145	55	0	0	53	0	2	0	0	0	0	0	0	0	0	27	49.1	7	12.7	1	1.8	
1200	70	0	0	68	0	2	0	0	0	0	0	0	0	0	42	60.0	11	15.7	0	0.0	
1215	81	0	1	76	0	4	0	0	0	0	0	0	0	0	46	56.8	6	7.4	0	0.0	
1230	50	0	1	49	0	0	0	0	0	0	0	0	0	0	37	74.0	10	20.0	0	0.0	
1245	58	1	0	56	0	1	0	0	0	0	0	0	0	0	26	44.8	9	15.5	0	0.0	
1300	48	0	0	48	0	0	0	0	0	0	0	0	0	0	35	72.9	10	20.8	0	0.0	
1315	46	0	0	44	1	1	0	0	0	0	0	0	0	0	29	63.0	9	19.6	0	0.0	
1330	61	0	0	61	0	0	0	0	0	0	0	0	0	0	34	55.7	7	11.5	0	0.0	
1345	74	1	1	71	0	1	0	0	0	0	0	0	0	0	43	58.1	12	16.2	0	0.0	
1400	57	2	2	51	0	2	0	0	0	0	0	0	0	0	26	45.6	13	22.8	0	0.0	
1415	62	0	1	60	0	1	0	0	0	0	0	0	0	0	34	54.8	7	11.3	0	0.0	
1430	44	1	1	40	0	2	0	0	0	0	0	0	0	0	29	65.9	12	27.3	0	0.0	
1445	55	0	1	52	0	2	0	0	0	0	0	0	0	0	36	65.5	8	14.6	0	0.0	
1500	39	1	0	38	0	0	0	0	0	0	0	0	0	0	26	66.7	12	30.8	0	0.0	
1515	49	0	2	46	0	1	0	0	0	0	0	0	0	0	30	61.2	6	12.2	0	0.0	
1530	55	0	1	52	0	2	0	0	0	0	0	0	0	0	24	43.6	6	10.9	0	0.0	
1545	49	1	1	47	0	0	0	0	0	0	0	0	0	0	28	57.1	7	14.3	1	2.0	
1600	44	0	1	42	0	1	0	0	0	0	0	0	0	0	26	59.1	7	15.9	0	0.0	
1615	46	0	0	45	0	1	0	0	0	0	0	0	0	0	27	58.7	2	4.3	0	0.0	
1630	43	2	0	40	0	1	0	0	0	0	0	0	0	0	24	55.8	7	16.3	0	0.0	
1645	44	0	1	41	0	2	0	0	0	0	0	0	0	0	19	43.2	6	13.6	0	0.0	
1700	48	1	0	45	0	2	0	0	0	0	0	0	0	0	22	45.8	6	12.5	0	0.0	
1715	34	0	0	33	0	1	0	0	0	0	0	0	0	0	19	55.9	6	17.7	0	0.0	
1730	44	0	0	41	0	3	0	0	0	0	0	0	0	0	22	50.0	9	20.5	0	0.0	
1745	40	1	0	39	0	0	0	0	0	0	0	0	0	0	19	47.5	2	5.0	0	0.0	
1800</																					

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0	
0015	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	25.0	0	0.0	0	0.0	
0030	5	0	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	2	40.0	1	20.0	
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0245	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0530	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0600	6	0	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	1	16.7	0	0.0	
0615	5	0	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	2	40.0	0	0.0	
0630	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	
0645	6	0	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0	
0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	
0715	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0	
0730	15	1	0	14	0	0	0	0	0	0	0	0	0	0	12	80.0	4	26.7	0	0.0	
0745	11	0	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	4	36.4	0	0.0	
0800	9	0	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	4	44.4	0	0.0	
0815	14	0	0	13	0	1	0	0	0	0	0	0	0	0	7	50.0	4	28.6	0	0.0	
0830	18	0	1	17	0	0	0	0	0	0	0	0	0	0	16	88.9	8	44.4	0	0.0	
0845	18	0	0	17	0	1	0	0	0	0	0	0	0	0	13	72.2	4	22.2	0	0.0	
0900	24	1	0	22	0	1	0	0	0	0	0	0	0	0	15	62.5	7	29.2	0	0.0	
0915	24	1	0	22	0	1	0	0	0	0	0	0	0	0	18	75.0	3	12.5	0	0.0	
0930	36	1	1	34	0	0	0	0	0	0	0	0	0	0	24	66.7	10	27.8	0	0.0	
0945	52	1	0	51	0	0	0	0	0	0	0	0	0	0	31	59.6	9	17.3	0	0.0	
1000	40	0	0	38	0	2	0	0	0	0	0	0	0	0	27	67.5	12	30.0	0	0.0	
1015	57	0	0	54	0	3	0	0	0	0	0	0	0	0	40	70.2	12	21.1	3	5.3	
1030	50	1	0	48	0	1	0	0	0	0	0	0	0	0	42	84.0	16	32.0	0	0.0	
1045	67	0	0	66	0	1	0	0	0	0	0	0	0	0	44	65.7	14	20.9	0	0.0	
1100	43	0	0	42	0	1	0	0	0	0	0	0	0	0	34	79.1	15	34.9	0	0.0	
1115	40	0	1	38	0	1	0	0	0	0	0	0	0	0	28	70.0	5	12.5	0	0.0	
1130	60	1	0	57	0	2	0	0	0	0	0	0	0	0	45	75.0	14	23.3	0	0.0	
1145	51	0	0	50	0	1	0	0	0	0	0	0	0	0	31	60.8	7	13.7	0	0.0	
1200	61	1	1	57	0	2	0	0	0	0	0	0	0	0	37	60.7	12	19.7	0	0.0	
1215	67	0	0	55	0	2	0	0	0	0	0	0	0	0	36	63.2	12	21.1	0	0.0	
1230	58	0	0	55	0	3	0	0	0	0	0	0	0	0	29	50.0	7	12.1	0	0.0	
1245	62	0	0	60	0	2	0	0	0	0	0	0	0	0	45	72.6	12	19.4	0	0.0	
1300	47	1	0	45	0	1	0	0	0	0	0	0	0	0	35	74.5	11	23.4	1	2.1	
1315	49	0	1	46	0	2	0	0	0	0	0	0	0	0	36	73.5	13	26.5	1	2.0	
1330	42	0	0	42	0	0	0	0	0	0	0	0	0	0	25	59.5	10	23.8	1	2.4	
1345	40	0	0	38	0	2	0	0	0	0	0	0	0	0	26	65.0	6	15.0	0	0.0	
1400	44	0	1	43	0	0	0	0	0	0	0	0	0	0	28	63.6	10	22.7	0	0.0	
1415	38	0	2	36	0	0	0	0	0	0	0	0	0	0	27	71.1	11	29.0	0	0.0	
1430	39	0	1	37	0	1	0	0	0	0	0	0	0	0	30	76.9	15	38.5	0	0.0	
1445	27	1	1	24	0	1	0	0	0	0	0	0	0	0	18	66.7	6	22.2	0	0.0	
1500	40	1	0	38	0	1	0	0	0	0	0	0	0	0	25	62.5	8	20.0	0	0.0	
1515	39	0	0	38	0	1	0	0	0	0	0	0	0	0	27	69.2	8	20.5	2	5.1	
1530	27	0	0	27	0	0	0	0	0	0	0	0	0	0	21	77.8	8	29.6	0	0.0	
1545	41	0	0	39	0	2	0	0	0	0	0	0	0	0	25	61.0	8	19.5	0	0.0	
1600	22	0	0	22	0	0	0	0	0	0	0	0	0	0	15	68.2	4	18.2	1	4.5	
1615	18	0	1	16	0	1	0	0	0	0	0	0	0	0	10	55.6	5	27.8	0	0.0	
1630	20	0	0	19	0	1	0	0	0	0	0	0	0	0	13	65.0	7	35.0	1	5.0	
1645	26	0	0	25	0	1	0	0	0	0	0	0	0	0	12	46.2	4	15.4	0	0.0	
1700	30	0	0	29	0	0	0	1	0	0	0	0	0	0	22	73.3	12	40.0	0	0.0	
1715	34	0	1	32	0	1	0	0	0	0	0	0	0	0	23	67.7	11	32.4	0	0.0	
1730	24	0	1	22	0	1	0	0	0	0	0	0	0	0	18	75.0	10	41.7	1	4.2	
1745	29	0	0	26	0	3	0	0	0	0	0	0	0	0	24	82.8	10	34.5	0	0.0	
1800	25	0																			

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0130	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0430	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0500	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	2	40.0	1	20.0	0	0.0
0515	5	0	0	4	0	1	0	0	0	0	0	0	0	0	0	3	60.0	3	60.0	0	0.0
0530	12	0	1	10	0	1	0	0	0	0	0	0	0	0	0	10	83.3	4	33.3	0	0.0
0545	20	1	0	18	0	0	1	0	0	0	0	0	0	0	0	16	80.0	5	25.0	1	5.0
0600	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	87.5	3	37.5	0	0.0
0615	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0.0
0630	20	0	0	17	0	1	1	0	0	1	0	0	0	0	0	14	70.0	6	30.0	0	0.0
0645	18	0	0	17	0	0	1	0	0	0	0	0	0	0	0	15	83.3	3	16.7	0	0.0
0700	26	0	0	18	0	7	0	0	0	1	0	0	0	0	0	17	65.4	5	19.2	1	3.8
0715	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	20	83.3	11	45.8	0	0.0
0730	40	1	0	36	0	3	0	0	0	0	0	0	0	0	0	26	65.0	9	22.5	0	0.0
0745	52	1	0	50	0	1	0	0	0	0	0	0	0	0	0	32	61.5	10	19.2	0	0.0
0800	57	0	1	53	0	2	0	0	1	0	0	0	0	0	0	46	80.7	12	21.1	0	0.0
0815	87	0	0	85	0	2	0	0	0	0	0	0	0	0	0	59	67.8	21	24.1	0	0.0
0830	67	0	2	62	0	3	0	0	0	0	0	0	0	0	0	50	74.6	16	23.9	0	0.0
0845	40	0	0	39	0	1	0	0	0	0	0	0	0	0	0	30	75.0	11	27.5	0	0.0
0900	48	0	0	45	0	3	0	0	0	0	0	0	0	0	0	31	64.6	9	18.8	0	0.0
0915	48	0	0	42	0	6	0	0	0	0	0	0	0	0	0	30	62.5	7	14.6	0	0.0
0930	40	0	0	38	0	2	0	0	0	0	0	0	0	0	0	28	70.0	9	22.5	0	0.0
0945	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	27	81.8	10	30.3	0	0.0
1000	33	0	0	31	0	2	0	0	0	0	0	0	0	0	0	23	69.7	7	21.2	0	0.0
1015	32	1	0	31	0	0	0	0	0	0	0	0	0	0	0	19	59.4	10	31.3	0	0.0
1030	32	1	0	30	0	1	0	0	0	0	0	0	0	0	0	18	56.3	5	15.6	0	0.0
1045	30	1	0	25	0	4	0	0	0	0	0	0	0	0	0	15	50.0	7	23.3	0	0.0
1100	31	0	0	29	0	2	0	0	0	0	0	0	0	0	0	23	74.2	7	22.6	0	0.0
1115	46	1	0	40	1	4	0	0	0	0	0	0	0	0	0	31	67.4	13	28.3	0	0.0
1130	42	0	1	37	0	4	0	0	0	0	0	0	0	0	0	29	69.1	2	4.8	0	0.0
1145	41	0	0	40	0	1	0	0	0	0	0	0	0	0	0	24	58.5	7	17.1	1	2.4
1200	34	0	1	32	0	1	0	0	0	0	0	0	0	0	0	22	64.7	10	29.4	0	0.0
1215	36	0	1	33	0	2	0	0	0	0	0	0	0	0	0	24	66.7	10	27.8	0	0.0
1230	32	0	0	29	0	3	0	0	0	0	0	0	0	0	0	14	43.8	2	6.3	0	0.0
1245	40	0	0	40	0	0	0	0	0	0	0	0	0	0	0	19	47.5	8	20.0	0	0.0
1300	40	0	0	38	0	2	0	0	0	0	0	0	0	0	0	28	70.0	7	17.5	0	0.0
1315	39	0	0	38	0	1	0	0	0	0	0	0	0	0	0	23	59.0	10	25.6	0	0.0
1330	49	0	0	46	0	3	0	0	0	0	0	0	0	0	0	33	67.4	10	20.4	0	0.0
1345	46	0	0	45	0	1	0	0	0	0	0	0	0	0	0	28	60.9	8	17.4	0	0.0
1400	34	0	0	32	0	2	0	0	0	0	0	0	0	0	0	21	61.8	7	20.6	0	0.0
1415	42	0	2	37	0	3	0	0	0	0	0	0	0	0	0	24	57.1	7	16.7	0	0.0
1430	41	0	0	37	0	4	0	0	0	0	0	0	0	0	0	22	53.7	5	12.2	0	0.0
1445	59	2	1	49	0	7	0	0	0	0	0	0	0	0	0	35	59.3	12	20.3	0	0.0
1500	46	0	0	44	1	1	0	0	0	0	0	0	0	0	0	27	58.7	7	15.2	0	0.0
1515	52	1	0	48	0	3	0	0	0	0	0	0	0	0	0	26	50.0	7	13.5	0	0.0
1530	59	0	0	54	0	5	0	0	0	0	0	0	0	0	0	34	57.6	9	15.3	0	0.0
1545	47	0	0	45	0	2	0	0	0	0	0	0	0	0	0	36	76.6	9	19.2	0	0.0
1600	58	0	0	58	0	0	0	0	0	0	0	0	0	0	0	34	58.6	13	22.4	0	0.0
1615	49	0	0	45	0	4	0	0	0	0	0	0	0	0	0	30	61.2	9	18.4	0	0.0
1630	70	0	1	67	0	2	0	0	0	0	0	0	0	0	0	46	65.7	13	18.6	1	1.4
1645	61	0	0	58	0	3	0	0	0	0	0	0	0	0	0	53	86.9	20	32.8	0	0.0
1700	67	0	0	63	0	4	0	0	0	0	0	0	0	0	0	51	76.1	19	28.4	0	0.0

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0
0430	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0
0515	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	5	83.3	1	16.7	0	0.0
0530	9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	5	55.6	2	22.2	0	0.0
0545	9	0	0	8	0	0	1	0	0	0	0	0	0	0	0	8	88.9	2	22.2	0	0.0
0600	17	1	0	15	0	1	0	0	0	0	0	0	0	0	0	10	58.8	3	17.7	0	0.0
0615	13	0	0	11	0	1	1	0	0	0	0	0	0	0	0	11	84.6	2	15.4	1	7.7
0630	24	0	0	23	0	1	0	0	0	0	0	0	0	0	0	18	75.0	2	8.3	0	0.0
0645	22	0	1	18	0	1	1	0	0	1	0	0	0	0	0	15	68.2	6	27.3	1	4.5
0700	29	0	1	25	0	3	0	0	0	0	0	0	0	0	0	22	75.9	2	6.9	0	0.0
0715	38	0	0	35	0	3	0	0	0	0	0	0	0	0	0	32	84.2	18	47.4	0	0.0
0730	40	0	1	38	0	1	0	0	0	0	0	0	0	0	0	25	62.5	9	22.5	0	0.0
0745	59	1	1	54	0	2	0	0	0	1	0	0	0	0	0	35	59.3	9	15.3	1	1.7
0800	46	0	1	44	1	0	0	0	0	0	0	0	0	0	0	36	78.3	13	28.3	0	0.0
0815	77	0	1	75	0	1	0	0	0	0	0	0	0	0	0	46	59.7	12	15.6	0	0.0
0830	71	0	0	67	0	3	1	0	0	0	0	0	0	0	0	45	63.4	15	21.1	1	1.4
0845	41	0	0	41	0	0	0	0	0	0	0	0	0	0	0	28	68.3	11	26.8	0	0.0
0900	57	0	0	55	1	1	0	0	0	0	0	0	0	0	0	39	68.4	16	28.1	0	0.0
0915	44	0	0	40	0	4	0	0	0	0	0	0	0	0	0	28	63.6	13	29.6	0	0.0
0930	40	0	1	36	0	3	0	0	0	0	0	0	0	0	0	19	47.5	8	20.0	0	0.0
0945	29	0	0	27	0	2	0	0	0	0	0	0	0	0	0	23	79.3	13	44.8	0	0.0
1000	31	0	0	27	0	3	0	0	0	0	0	0	0	0	0	19	61.3	6	19.4	0	0.0
1015	27	0	0	26	0	1	0	0	0	0	0	0	0	0	0	17	63.0	7	25.9	0	0.0
1030	33	0	0	30	0	3	0	0	0	0	0	0	0	0	0	13	39.4	2	6.1	1	3.0
1045	34	0	0	33	0	1	0	0	0	0	0	0	0	0	0	19	55.9	5	14.7	0	0.0
1100	38	0	0	35	0	3	0	0	0	0	0	0	0	0	0	24	63.2	11	29.0	0	0.0
1115	24	0	0	23	0	1	0	0	0	0	0	0	0	0	0	14	58.3	7	29.2	0	0.0
1130	30	0	1	27	0	2	0	0	0	0	0	0	0	0	0	22	73.3	5	16.7	1	3.3
1145	41	1	0	40	0	0	0	0	0	0	0	0	0	0	0	23	56.1	9	22.0	1	2.4
1200	42	1	0	38	0	3	0	0	0	0	0	0	0	0	0	24	57.1	6	14.3	0	0.0
1215	33	0	0	29	0	4	0	0	0	0	0	0	0	0	0	20	60.6	6	18.2	0	0.0
1230	46	0	1	44	1	0	0	0	0	0	0	0	0	0	0	18	39.1	7	15.2	0	0.0
1245	44	0	1	40	0	3	0	0	0	0	0	0	0	0	0	32	72.7	5	11.4	1	2.3
1300	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	22	78.6	5	17.9	0	0.0
1315	37	0	0	33	0	4	0	0	0	0	0	0	0	0	0	20	54.1	8	21.6	0	0.0
1330	39	1	0	36	0	2	0	0	0	0	0	0	0	0	0	23	59.0	9	23.1	0	0.0
1345	39	0	1	37	0	1	0	0	0	0	0	0	0	0	0	26	66.7	13	33.3	1	2.6
1400	39	1	0	37	0	1	0	0	0	0	0	0	0	0	0	32	82.1	15	38.5	0	0.0
1415	29	0	0	25	0	4	0	0	0	0	0	0	0	0	0	18	62.1	6	20.7	0	0.0
1430	30	0	0	27	0	3	0	0	0	0	0	0	0	0	0	20	66.7	4	13.3	0	0.0
1445	44	1	0	40	0	3	0	0	0	0	0	0	0	0	0	23	52.3	5	11.4	0	0.0
1500	54	0	0	51	0	3	0	0	0	0	0	0	0	0	0	38	70.4	11	20.4	0	0.0
1515	50	0	1	47	0	2	0	0	0	0	0	0	0	0	0	29	58.0	8	16.0	0	0.0
1530	50	0	0	47	0	3	0	0	0	0	0	0	0	0	0	25	50.0	12	24.0	1	2.0
1545	60	0	0	57	0	3	0	0	0	0	0	0	0	0	0	42	70.0	12	20.0	0	0.0
1600	41	0	0	37	0	3	0	0	0	0	1	0	0	0	0	26	63.4	11	26.8	0	0.0
1615	60	0	1	55	0	4	0	0	0	0	0	0	0	0	0	44	73.3	15	25.0	0	0.0
1630	68	1	1	64	0	2	0	0	0	0	0	0	0	0	0	40	58.8	10	14.7	1	1.5
1645	60	0	2	58	0	0	0	0	0	0	0	0	0	0	0	41	68.3	13	21.7	0	0.0
1700	78	0	0	78	0	0	0	0	0	0	0	0	0	0	0	43	80.8	22	28.2	3	3.8
17																					

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0430	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0	
0445	6	0	0	4	0	1	0	0	0	1	0	0	0	0	0	5	83.3	3	50.0	0	0.0	
0500	5	0	0	4	0	0	1	0	0	0	0	0	0	0	0	4	80.0	0	0.0	0	0.0	
0515	9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	4	44.4	3	33.3	0	0.0	
0530	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	8	80.0	3	30.0	0	0.0	
0545	11	1	0	10	0	0	0	0	0	0	0	0	0	0	0	6	54.6	1	9.1	0	0.0	
0600	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	12	80.0	3	20.0	0	0.0	
0615	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	16	84.2	4	21.1	0	0.0	
0630	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	7	53.9	2	15.4	0	0.0	
0645	24	0	0	22	0	1	1	0	0	0	0	0	0	0	0	23	95.8	10	41.7	1	4.2	
0700	28	0	0	25	0	2	1	0	0	0	0	0	0	0	0	17	60.7	7	25.0	0	0.0	
0715	36	0	0	32	0	2	1	0	0	1	0	0	0	0	0	24	66.7	14	38.9	1	2.8	
0730	40	0	1	36	0	2	1	0	0	0	0	0	0	0	0	25	62.5	13	32.5	0	0.0	
0745	50	1	0	48	0	1	0	0	0	0	0	0	0	0	0	44	88.0	11	22.0	0	0.0	
0800	45	0	1	43	0	1	0	0	0	0	0	0	0	0	0	27	60.0	8	17.8	0	0.0	
0815	70	0	0	68	0	1	0	0	1	0	0	0	0	0	0	52	74.3	17	24.3	0	0.0	
0830	84	1	1	78	0	4	0	0	0	0	0	0	0	0	0	58	69.1	9	10.7	0	0.0	
0845	43	0	0	41	0	2	0	0	0	0	0	0	0	0	0	28	65.1	12	27.9	1	2.3	
0900	56	0	0	53	0	2	0	0	0	1	0	0	0	0	0	30	53.6	15	26.8	0	0.0	
0915	46	0	1	42	0	3	0	0	0	0	0	0	0	0	0	28	60.9	9	19.6	1	2.2	
0930	46	0	0	42	0	4	0	0	0	0	0	0	0	0	0	27	58.7	5	10.9	0	0.0	
0945	36	0	1	30	0	5	0	0	0	0	0	0	0	0	0	22	61.1	12	33.3	0	0.0	
1000	30	0	2	27	0	1	0	0	0	0	0	0	0	0	0	18	60.0	8	26.7	2	6.7	
1015	42	0	0	40	0	2	0	0	0	0	0	0	0	0	0	33	78.6	8	19.1	0	0.0	
1030	30	0	1	28	0	1	0	0	0	0	0	0	0	0	0	20	66.7	5	16.7	0	0.0	
1045	24	0	0	21	0	3	0	0	0	0	0	0	0	0	0	15	62.5	6	25.0	0	0.0	
1100	39	0	1	36	0	2	0	0	0	0	0	0	0	0	0	23	59.0	9	23.1	0	0.0	
1115	26	2	1	23	0	0	0	0	0	0	0	0	0	0	0	13	50.0	5	19.2	1	3.8	
1130	33	0	1	29	0	3	0	0	0	0	0	0	0	0	0	25	75.8	9	27.3	0	0.0	
1145	36	0	0	33	0	3	0	0	0	0	0	0	0	0	0	18	50.0	2	5.6	0	0.0	
1200	28	0	0	26	0	2	0	0	0	0	0	0	0	0	0	21	75.0	5	17.9	0	0.0	
1215	41	0	1	38	0	2	0	0	0	0	0	0	0	0	0	30	73.2	13	31.7	1	2.4	
1230	36	0	0	32	0	4	0	0	0	0	0	0	0	0	0	23	63.9	11	30.6	0	0.0	
1245	33	1	0	30	0	2	0	0	0	0	0	0	0	0	0	14	42.4	5	15.2	0	0.0	
1300	35	2	0	31	0	2	0	0	0	0	0	0	0	0	0	25	71.4	12	34.3	0	0.0	
1315	35	0	0	33	0	2	0	0	0	0	0	0	0	0	0	28	80.0	16	45.7	0	0.0	
1330	40	0	0	36	0	4	0	0	0	0	0	0	0	0	0	23	57.5	9	22.5	0	0.0	
1345	37	0	0	36	0	1	0	0	0	0	0	0	0	0	0	21	56.8	7	18.9	0	0.0	
1400	37	0	0	35	0	2	0	0	0	0	0	0	0	0	0	20	54.1	8	21.6	0	0.0	
1415	35	1	0	31	0	3	0	0	0	0	0	0	0	0	0	27	77.1	8	22.9	0	0.0	
1430	33	0	0	31	0	2	0	0	0	0	0	0	0	0	0	22	66.7	12	36.4	0	0.0	
1445	33	1	0	30	0	1	0	0	0	1	0	0	0	0	0	21	63.6	7	21.2	0	0.0	
1500	47	0	0	46	0	1	0	0	0	0	0	0	0	0	0	34	72.3	10	21.3	0	0.0	
1515	53	0	0	52	0	1	0	0	0	0	0	0	0	0	0	32	60.4	3	5.7	0	0.0	
1530	45	0	0	42	0	3	0	0	0	0	0	0	0	0	0	22	48.9	4	8.9	0	0.0	
1545	50	0	0	47	0	3	0	0	0	0	0	0	0	0	0	28	56.0	14	28.0	0	0.0	
1600	34	0	0	32	0	2	0	0	0	0	0	0	0	0	0	22	64.7	9	26.5	0	0.0	
1615	64	0	0	62	0	2	0	0	0	0	0	0	0	0	0	39	60.9	14	21.9	0	0.0	
1630	63	0	2	58	0	2	0	0	0	0	1	0	0	0	0	43	68.3	15	23.8	1	1.6	
1645	56	0	0	54	0	2	0	0	0	0	0	0	0	0	0	39	69.6	11	19.6	0	0.0	
1700	68	0	1	65	0	2	0	0	0	0	0	0	0	0	0	40	58.8	12	17.7	1	1.5	

16618 / Horsham
March 2025
Automatic Traffic Count

Nationwide Data Collection

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

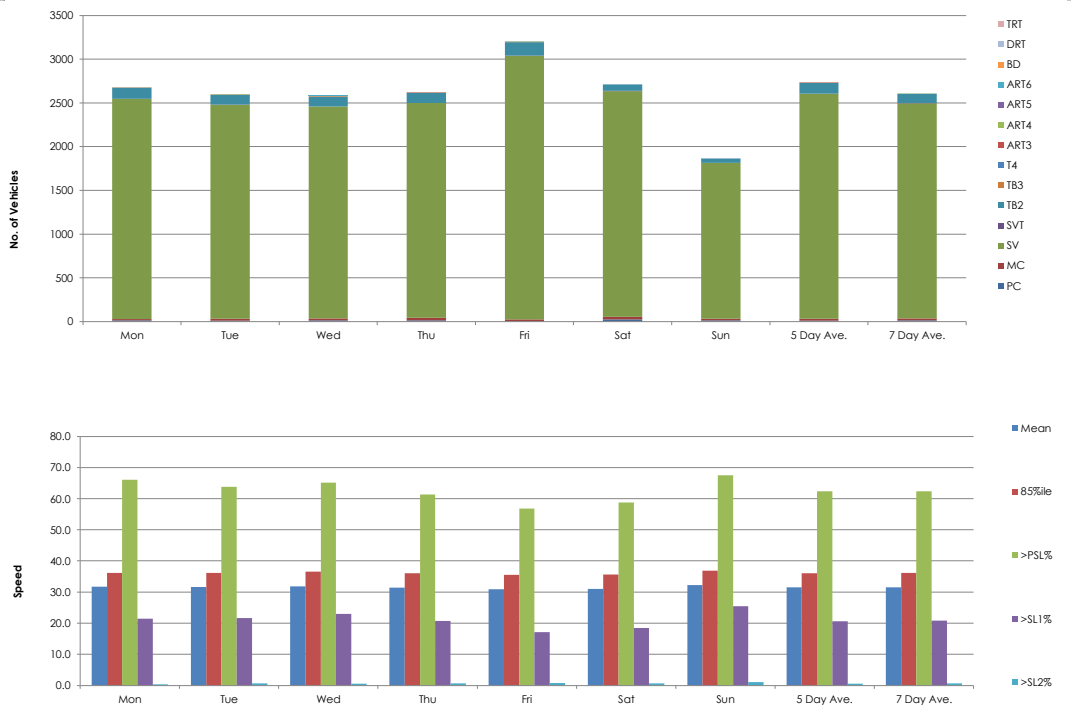
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	63.2	2	34.2	0	5.3
0100	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	5.6	0	0.0
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	68.2	1	45.5	0	0.0
0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	47.6	0	9.5	0	0.0
0400	8	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	83.6	3	32.7	0	3.6
0500	28	1	0	25	0	1	1	0	0	0	0	0	0	0	0	20	70.4	8	29.6	0	1.5
0600	58	0	1	53	0	3	1	0	0	0	0	0	0	0	0	45	76.3	16	26.9	1	1.2
0700	127	1	1	116	0	8	1	0	0	1	0	0	0	0	0	90	70.6	32	25.0	1	0.5
0800	215	1	2	203	0	7	0	0	0	0	0	0	0	0	0	138	64.2	43	19.8	0	0.2
0900	182	1	1	171	0	9	0	0	0	0	0	0	0	0	0	112	61.4	39	21.5	1	0.5
1000	161	1	1	152	0	7	0	0	0	0	0	0	0	0	0	101	62.7	33	20.4	2	1.0
1100	169	2	2	158	0	7	0	0	0	0	0	0	0	0	0	100	59.5	30	17.8	1	0.7
1200	183	1	2	172	0	9	0	0	0	0	0	0	0	0	0	109	59.7	33	17.8	0	0.2
1300	172	1	0	164	0	7	0	0	0	0	0	0	0	0	0	108	63.1	37	21.3	1	0.4
1400	166	2	3	152	0	9	0	0	0	0	0	0	0	0	0	105	63.3	37	22.1	0	0.0
1500	197	1	1	187	0	7	0	0	0	0	0	0	0	0	0	117	59.6	35	18.0	1	0.4
1600	221	1	2	209	0	9	0	0	0	0	0	0	0	0	0	137	62.2	44	20.0	1	0.6
1700	249	1	1	237	0	10	0	0	0	0	0	0	0	0	0	158	63.4	59	23.6	2	0.7
1800	182	1	3	173	0	5	0	0	0	0	0	0	0	0	0	117	64.0	41	22.3	2	0.9
1900	119	1	1	114	0	4	0	0	0	0	0	0	0	0	0	69	58.3	23	19.2	1	1.0
2000	78	0	1	74	0	2	0	0	0	0	0	0	0	0	0	40	51.0	11	14.7	1	1.1
2100	41	0	0	39	0	1	0	0	0	0	0	0	0	0	0	22	54.6	7	17.5	0	0.7
2200	26	0	0	25	0	0	0	0	0	0	0	0	0	0	0	15	59.3	7	25.3	1	4.4
2300	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	8	56.7	3	18.6	0	0.0
07-19	2224	12	19	2095	2	94	1	0	0	1	0	0	0	0	0	1393	62.7	461	20.7	11	0.5
06-22	2520	13	22	2374	2	104	2	0	0	2	0	0	0	0	0	1569	62.3	518	20.6	14	0.6
06-00	2560	13	22	2413	2	104	3	0	0	2	0	0	0	0	0	1592	62.2	527	20.6	15	0.6
00-00	2610	14	23	2459	2	106	3	0	0	2	0	0	0	0	0	1627	62.3	542	20.8	16	0.6

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	2680	13	17	2516	2	126	3	0	1	2	0	0	0	0	0	1769	66.0	574	21.4	10	0.4
Tue	2601	12	22	2444	4	111	4	1	0	3	0	0	0	0	0	1659	63.8	562	21.6	16	0.6
Wed	2585	14	22	2423	0	114	6	0	1	4	0	1	0	0	0	1683	65.1	594	23.0	14	0.5
Thu	2623	14	29	2455	2	116	5	0	1	1	0	0	0	0	0	1607	61.3	543	20.7	16	0.6
Fri	3203	5	22	3011	2	154	5	1	0	3	0	0	0	0	0	1818	56.8	547	17.1	23	0.7
Sat	2710	27	27	2582	1	73	0	0	0	0	0	0	0	0	0	1591	58.7	499	18.4	17	0.6
Sun	1865	15	19	1780	0	50	0	1	0	0	0	0	0	0	0	1259	67.5	475	25.5	19	1.0
5 Day Ave.	2738	12	22	2570	2	124	5	0	1	3	0	0	0	0	0	1707	62.3	564	20.6	16	0.6
7 Day Ave.	2610	14	23	2459	2	106	3	0	0	2	0	0	0	0	0	1627	62.3	542	20.8	16	0.6
Grand Total	18267	100	158	17211	11	744	23	3	3	13	0	1	0	0	0	11386	62.3	3794	20.8	115	0.6

Summary Graphs



16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total		Vpp 85	Speed Bins (mph)																																		
	0	5		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135									
0000	# 2	33.0	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0015	# 3	33.1	-	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0030	# 2	32.8	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0045	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0100	# 4	30.2	-	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0115	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0130	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0145	# 1	32.0	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0200	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0215	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0230	# 1	33.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0245	# 2	34.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0315	# 3	34.9	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0330	# 1	35.5	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0345	# 1	26.8	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0400	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0415	# 2	42.2	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0430	# 4	33.4	-	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0445	# 1	34.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500	# 4	35.0	-	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0515	# 2	38.7	-	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0530	# 1	26.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0545	# 6	32.3	-	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0600	# 7	32.8	-	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0615	# 6	36.5	-	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0630	# 5	39.5	-	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0645	# 21	33.4	38.0	0	0	0	0	0	4	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0700	# 10	33.3	-	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0715	# 17	34.7	37.8	0	0	0	0	0	2	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0730	# 26	33.9	39.4	0	0	0	0	1	2	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0745	# 23	32.2	36.1	0	0	0	1	1	4	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0800	# 38	32.3	38.9	0	0	0	1	1	12	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0815	# 31	30.0	35.3	0	0	1	2	2	8	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0830	# 33	31.6	38.1	0	0	0	3	3	5	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0845	# 58	31.6	37.0	0	0	0	4	0	14	27	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0900	# 49	33.8	38.0	0	0	0	0	1	10	19	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0915	# 55	33.0	38.0	0	0	0	0	1	11	23	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0930	# 56	32.1	36.9	0	0	0	0	1	18	21	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0945	# 77	30.5	36.0	0	1	2	4	0	27	29	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1000	# 47	32.8	37.0	0	0	0	1	1	8	23	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1015	# 52	31.4	34.6	0	0	0	0	1	19	25	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1030	# 56	31.5	36.5	0	0	0	0	5	17	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1045	# 55	31.2	34.3	0	0	0	1	1	18	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1100	# 57	29.3	34.1	0	0	0	1	6	6	24	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1115	# 54	28.5	31.9	0	0	0	0	15	19	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1130	# 71	29.6	34.2	0	1	2	1	5	24	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1145	# 55	29.4	34.4	0	0	1	3	5	19	20	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1200	# 70	31.0	35.1	0	0	0	0	4	24	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1215	# 81	30.2	34.2	0	0	0	0	7	28	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1230	# 50	32.3	35.9	0	0	0	0	0	13	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1245	# 58	30.0	35.2	0	0	0	2	4	26	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1300	# 48	32.1	35.4	0	0	0	0	1	12	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1315	# 46	31.8	36.0	0	0	0	0	1	16	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1330	# 61	30.8	34.7	0	0	0	0	2	25	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1345	# 74	30.7	35.2	0	0	1	0	3	27	31	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1400	# 57	30.0	36.4	0	0	1	2	4	24	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1415	# 62	30.6	34.2	0	0	0	0	2	26	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1430	# 44	31.8	37.2	0	0	0	0	3	12	17	10	2	0	0	0	0	0	0	0	0</																		

16618 / Horsham
March 2025
Automatic Traffic Count

30 March 2025

Nationwide Data Collection

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

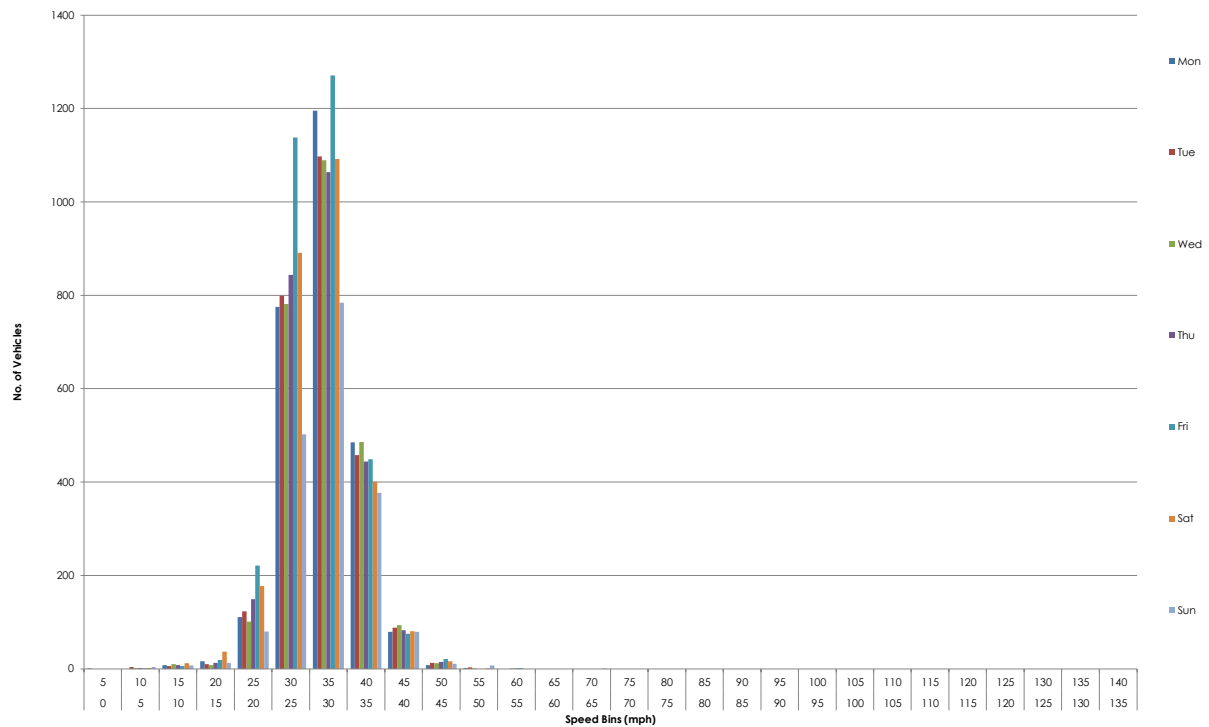
Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
East

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Thu	Total	Mean	Vpp 85	03 April 2025																																Speed Bins (mph)															
					0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140																				
0000		2	41.1	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0015		2	39.4	-	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0030		1	39.8	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0045		1	30.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0100		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0115		1	32.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0130		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0145		2	24.5	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0200		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0215		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0230		1	27.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0245		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0300		1	26.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0315		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0330		1	27.5	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0345		0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0400		1	31.1	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0415		1	37.9	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0430		6	30.9	-	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0445		2	31.0	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0500		7	27.8	-	0	0	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0515		7	34.4	-	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0530		10	30.4	-	0	1	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0545		15	33.3	37.1	0	0	0	0	0	4	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0600		15	33.4	41.2	0	0	0	0	1	3	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0615		16	31.9	35.4	0	0	0	0	1	3	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0630		23	33.8	39.2	0	0	0	0	1	2	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0645		16	30.1	36.7	0	0	0	0	4	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0700		38	31.2	35.7	0	0	0	0	3	14	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0715		29	34.4	38.4	0	0	0	0	4	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0730		45	32.4	37.7	0	1	0	1	0	10	19	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0745		54	32.3	35.7	0	0	0	0	1	11	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0800		51	31.6	35.1	0	0	0	0	3	13	27	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0815		80	29.9	33.8	0	0	0	0	4	44	27	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0830		73	31.5	35.3	0	0	0	0	2	25	34	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0845		45	33.3	37.3	0	0	0	0	0	10	17	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0900		47	32.2	35.7	0	0	0	0	1	13	25	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0915		46	31.2	37.3	0	0	0	0	3	19	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0930		40	32.5	37.6	0	0	0	0	2	9	20	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0945		24	31.9	37.0	0	0	0	0	2	6	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1000		32	31.6	35.2	0	0	0	0	1	10	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1015		35	31.3	37.2	0	0	0	0	0	15	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1030		36	33.8	37.5	0	0	0	0	0	9	12	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1045		37	31.2	37.3	0	0	0	0	3	12	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1100		37	30.0	35.9	0	0	0	3	2	9	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1115		34	31.5	35.0	0	0	0	0	2	12	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1130		30	31.4	34.8	0	0	0	0	0	11	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1145		34	31.2	35.0	0	0</																																														

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[illegible]

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Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0030	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	80.0	2	40.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0130	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0230	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0
0430	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	0	0.0
0445	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0
0500	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	57.1	1	14.3	0	0.0
0515	11	0	0	9	0	2	0	0	0	0	0	0	0	0	0	10	90.9	5	45.5	1	9.1
0530	7	0	0	5	0	2	0	0	0	0	0	0	0	0	0	6	85.7	2	28.6	1	14.3
0545	18	1	0	15	0	1	1	0	0	0	0	0	0	0	0	12	66.7	5	27.8	0	0.0
0600	23	0	0	20	0	3	0	0	0	0	0	0	0	0	0	17	73.9	8	34.8	0	0.0
0615	27	0	1	24	0	1	0	0	0	1	0	0	0	0	0	20	74.1	9	33.3	1	3.7
0630	36	1	0	34	0	1	0	0	0	0	0	0	0	0	0	27	75.0	9	25.0	0	0.0
0645	48	0	1	43	0	4	0	0	0	0	0	0	0	0	0	42	87.5	22	45.8	1	2.1
0700	56	0	1	46	0	8	1	0	0	0	0	0	0	0	0	40	71.4	14	25.0	1	1.8
0715	62	0	0	55	0	7	0	0	0	0	0	0	0	0	0	43	69.4	23	37.1	0	0.0
0730	85	0	0	78	0	7	0	0	0	0	0	0	0	0	0	56	65.9	19	22.4	1	1.2
0745	91	0	0	88	1	2	0	0	0	0	0	0	0	0	0	63	69.2	21	23.1	1	1.1
0800	134	1	1	121	0	9	0	0	0	2	0	0	0	0	0	84	62.7	18	13.4	1	0.7
0815	130	0	0	123	0	7	0	0	0	0	0	0	0	0	0	63	48.5	15	11.5	0	0.0
0830	136	0	2	131	0	3	0	0	0	0	0	0	0	0	0	86	63.2	28	20.6	0	0.0
0845	100	0	1	97	0	2	0	0	0	0	0	0	0	0	0	54	54.0	11	11.0	0	0.0
0900	108	0	0	104	0	4	0	0	0	0	0	0	0	0	0	68	63.0	20	18.5	0	0.0
0915	99	1	0	93	0	5	0	0	0	0	0	0	0	0	0	54	54.6	16	16.2	1	1.0
0930	98	1	0	90	0	7	0	0	0	0	0	0	0	0	0	42	42.9	13	13.3	0	0.0
0945	97	0	1	91	1	1	0	0	0	0	0	0	0	0	0	45	46.4	14	14.4	0	0.0
1000	61	0	1	58	0	1	0	0	0	0	0	0	0	0	0	37	60.7	15	24.6	0	0.0
1015	101	0	0	96	0	5	0	0	0	0	0	0	0	0	0	63	62.4	20	19.8	0	0.0
1030	107	0	1	102	0	4	0	0	0	0	0	0	0	0	0	58	54.2	13	12.2	2	1.9
1045	95	0	3	90	1	1	0	0	0	0	0	0	0	0	0	62	65.3	24	25.3	2	2.1
1100	94	0	2	88	1	3	0	0	0	0	0	0	0	0	0	53	56.4	15	16.0	1	1.1
1115	99	0	1	94	0	4	0	0	0	0	0	0	0	0	0	55	55.6	20	20.2	1	1.0
1130	73	1	0	69	0	3	0	0	0	0	0	0	0	0	0	44	60.3	14	19.2	2	2.7
1145	125	0	0	120	0	4	0	0	0	1	0	0	0	0	0	78	62.4	28	22.4	0	0.0
1200	123	0	0	115	0	8	0	0	0	0	0	0	0	0	0	80	65.0	17	13.8	0	0.0
1215	100	2	0	94	0	4	0	0	0	0	0	0	0	0	0	66	66.0	26	26.0	0	0.0
1230	98	1	0	90	1	6	0	0	0	0	0	0	0	0	0	68	69.4	23	23.5	1	1.0
1245	115	0	3	107	0	5	0	0	0	0	0	0	0	0	0	86	74.8	30	26.1	0	0.0
1300	113	0	0	104	0	9	0	0	0	0	0	0	0	0	0	80	70.8	25	22.1	3	2.7
1315	90	2	0	84	0	4	0	0	0	0	0	0	0	0	0	59	65.6	27	30.0	1	1.1
1330	112	0	0	107	0	5	0	0	0	0	0	0	0	0	0	71	63.4	24	21.4	0	0.0
1345	94	0	0	87	0	7	0	0	0	0	0	0	0	0	0	62	66.0	21	22.3	0	0.0
1400	106	0	1	95	0	10	0	0	0	0	0	0	0	0	0	70	66.0	33	31.1	1	0.9
1415	94	0	0	87	0	7	0	0	0	0	0	0	0	0	0	63	67.0	26	27.7	1	1.1
1430	106	0	1	101	0	4	0	0	0	0	0	0	0	0	0	70	66.0	27	25.5	0	0.0
1445	98	0	1	95	1	1	0	0	0	0	0	0	0	0	0	71	72.5	28	28.6	0	0.0
1500	124	0	1	118	0	5	0	0	0	0	0	0	0	0	0	79	63.7	26	21.0	2	1.6
1515	117	2	2	106	0	5	1	0	0	1	0	0	0	0	0	67	57.3	23	19.7	0	0.0
1530	157	0	0	152	0	5	0	0	0	0	0	0	0	0	0	84	53.5	27	17.1	1	0.6
1545	152	0	0	147	0	5	0	0	0	0	0	0	0	0	0	94	61.8	34	22.4	1	0.7
1600	139	0	1	136	0	2	0	0	0	0	0	0	0	0	0	104	74.8	38	27.3	2	1.4
1615	157	0	1	151	0	5	0	0	0	0	0	0	0	0	0	109	69.4	42	26.8	2	1.3
1630	167	0	1	153	0	13	0	0	0	0	0	0	0	0	0	119	71.3	49	29.3	4	2.4
1645	168	0	0	162	0	6	0	0	0	0	0	0	0	0	0	110	65.5	37	22.0	2	1.2
1700	138	0	1	132	0	5	0	0	0	0	0	0	0	0	0	105	76.1	42	30.4	1	0.7
1715	147	0	0	140	0	7	0	0	0	0	0	0	0	0	0	95	64.6	35	23.8	1	0.7
1730	173	0	0	162	0	11	0	0	0	0	0	0	0	0	0	96	55.5	34	19.7	3	1.7
1745	167	0	1	158	0	8	0	0	0	0	0	0	0	0	0	83	49.7	27	16.2	3	1.8
1800	146	0	0	142	0	4	0	0	0	0	0	0	0	0	0	94	64.4	23	15.8	2	1.4
1815	152	0	2	147	0	3	0	0	0	0	0	0	0	0	0	78	51.3	13	8.6	0	0.0
1830	98	0	3	87	0	7	1	0	0	0	0	0	0	0	0	53	54.1	16	16.3	0	0.0
1845	97	1	2	92	0	2	0	0	0	0	0	0	0	0	0	47	48.5	15	15.5	1	1.0
1900	94	0	1	89	0	4	0	0	0	0	0	0	0	0	0	43	45.7	11	11.7	0	0.0
1915	85	0	0	83	0	2	0	0	0	0	0	0	0	0	0	50	58.8	14	16.5	2	2.4
1930	67	0	1	65	0	1	0	0	0	0	0	0	0	0	0	36	53.7	12	17.9	4	6.0
1945	70	0	0	67	0	3	0	0	0	0	0	0	0	0	0	39	55.7	15	21.4	2	2.9
2000	54	0	1	52	0</																

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Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	3	60.0	0	0.0	
0015	7	0	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	5	71.4	0	0.0	
0030	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	
0045	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0	
0100	6	0	0	6	0	0	0	0	0	0	0	0	0	0	3	50.0	1	16.7	0	0.0	
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0130	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0145	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0245	3	0	0	2	0	1	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0345	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	
0430	5	0	0	5	0	0	0	0	0	0	0	0	0	0	4	80.0	3	60.0	0	0.0	
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0500	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	0	0.0	
0515	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	1	50.0	
0530	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0545	8	0	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25.0	0	0.0	
0600	9	0	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	2	22.2	0	0.0	
0615	14	0	1	12	0	1	0	0	0	0	0	0	0	0	13	92.9	9	64.3	1	7.1	
0630	14	0	0	14	0	0	0	0	0	0	0	0	0	0	12	85.7	7	50.0	1	7.1	
0645	28	0	1	24	0	3	0	0	0	0	0	0	0	0	22	78.6	13	46.4	0	0.0	
0700	22	1	0	20	0	1	0	0	0	0	0	0	0	0	19	86.4	8	36.4	0	0.0	
0715	29	0	1	25	0	3	0	0	0	0	0	0	0	0	27	93.1	19	65.5	0	0.0	
0730	36	0	0	36	0	0	0	0	0	0	0	0	0	0	31	86.1	13	36.1	0	0.0	
0745	37	0	0	34	0	3	0	0	0	0	0	0	0	0	28	75.7	16	43.2	0	0.0	
0800	57	1	0	52	0	4	0	0	0	0	0	0	0	0	38	66.7	19	33.3	0	0.0	
0815	53	3	0	45	0	5	0	0	0	0	0	0	0	0	34	64.2	14	26.4	1	1.9	
0830	61	2	1	54	0	4	0	0	0	0	0	0	0	0	45	73.8	16	26.2	0	0.0	
0845	86	2	1	82	0	1	0	0	0	0	0	0	0	0	60	69.8	19	22.1	0	0.0	
0900	81	1	0	75	0	5	0	0	0	0	0	0	0	0	63	77.8	33	40.7	2	2.5	
0915	87	0	1	82	0	4	0	0	0	0	0	0	0	0	66	75.9	26	29.9	0	0.0	
0930	99	1	0	94	0	4	0	0	0	0	0	0	0	0	63	63.6	27	27.3	2	2.0	
0945	136	1	0	131	0	4	0	0	0	0	0	0	0	0	87	64.0	37	27.2	1	0.7	
1000	99	2	1	93	0	3	0	0	0	0	0	0	0	0	70	70.7	27	27.3	1	0.7	
1015	107	0	0	104	0	3	0	0	0	0	0	0	0	0	73	68.2	22	20.6	1	0.9	
1030	121	0	1	116	0	4	0	0	0	0	0	0	0	0	78	64.5	26	21.5	1	0.8	
1045	128	1	0	121	0	6	0	0	0	0	0	0	0	0	82	64.1	25	19.5	1	0.8	
1100	121	1	4	112	0	4	0	0	0	0	0	0	0	0	71	58.7	22	18.2	1	0.8	
1115	110	0	0	109	0	1	0	0	0	0	0	0	0	0	63	57.3	21	19.1	2	1.8	
1130	152	3	1	145	0	3	0	0	0	0	0	0	0	0	101	66.5	29	19.1	1	0.7	
1145	137	0	0	133	0	4	0	0	0	0	0	0	0	0	89	65.0	31	22.6	2	1.5	
1200	141	0	2	135	0	4	0	0	0	0	0	0	0	0	90	63.8	32	22.7	0	0.0	
1215	143	0	1	136	0	5	1	0	0	0	0	0	0	0	90	62.9	31	21.7	2	1.4	
1230	126	1	1	123	0	1	0	0	0	0	0	0	0	0	90	71.4	28	22.2	1	0.8	
1245	146	1	0	140	0	5	0	0	0	0	0	0	0	0	99	67.8	41	28.1	2	1.4	
1300	138	0	1	134	1	2	0	0	0	0	0	0	0	0	104	75.4	36	26.1	0	0.0	
1315	115	0	1	110	1	3	0	0	0	0	0	0	0	0	87	75.7	28	24.4	0	0.0	
1330	138	0	1	135	0	2	0	0	0	0	0	0	0	0	98	71.0	32	23.2	0	0.0	
1345	146	1	1	141	0	3	0	0	0	0	0	0	0	0	92	63.0	28	19.2	0	0.0	
1400	137	3	2	128	0	4	0	0	0	0	0	0	0	0	83	60.6	31	22.6	0	0.0	
1415	136	0	3	132	0	1	0	0	0	0	0	0	0	0	88	64.7	24	17.7	1	0.7	
1430	117	1	1	111	0	4	0	0	0	0	0	0	0	0	76	65.0	26	22.2	2	1.7	
1445	116	0	2	109	0	5	0	0	0	0	0	0	0	0	73	62.9	25	21.6	0	0.0	
1500	102	1	1	95	0	5	0	0	0	0	0	0	0	0	71	69.6	25	24.5	0	0.0	
1515	137	0	2	132	1	2	0	0	0	0	0	0	0	0	87	63.5	24	17.5	1	0.7	
1530	119	0	2	114	0	3	0	0	0	0	0	0	0	0	62	52.1	16	13.5	0	0.0	
1545	128	1	1	124	0	2	0	0	0	0	0	0	0	0	82	64.1	25	19.5	4	3.1	
1600	108	0	2	103	0	3	0	0	0	0	0	0	0	0	69	63.9	20	18.5	1	0.9	
1615	128	0	1	123	0	3	1	0	0	0	0	0	0	0	76	59.4	20	15.6	1	0.8	
1630	121	2	0	118	0	1	0	0	0	0	0	0	0	0	69	57.0	14	11.6	0	0.0	
1645	118	0	1	115	0	2	0	0	0	0	0	0	0	0	70	59.3	11	9.3	0	0.0	
1700	114	1	0	109	0	4	0	0	0	0	0	0	0	0	62	54.4	17	14.9	0	0.0	
1715	109	0	0	108	0	1	0	0	0	0	0	0	0	0	67	61.5	27	24.8	1	0.9	
1730	112	0	0	108	0	4	0	0	0	0	0	0	0	0	70	62.5	29	25.9	1	0.9	
1745	104	2	0	102	0	0	0	0	0	0	0	0	0	0	64	61.5	12	11.5	0	0.0	
1800	123	1	1	115	1	5	0	0	0	0	0	0	0	0	78	63.4	23	18.7	4	3.3	
1815	107	0	1	105	0	1	0	0	0	0	0	0	0	0	67	62.6	28	26.2	0	0.0	
1830	110	0	1	104	0	5	0	0	0	0	0	0	0	0	65	59.1	21	19.1	1	0.9	
1845	67	1	0	63	0	3	0	0	0	0	0	0	0	0	37	55.2	10	14.9	0	0.0	
1900	71	0	0	69	0	2	0	0	0	0	0	0	0	0	45	63.4	15	21.1	2	2.8	
1915	74	0	0	72	0	2	0	0	0	0	0	0	0	0	39	52.7	16	21.6	3	4.1	
1930	55	0	0	52	0	3	0	0	0	0	0	0	0	0	26	47.3	11	20.0	0	0.0	
1945	47	0	0	46	0	1	0	0	0	0	0	0	0	0	30	63.8	13	27.7	3	6.4	
2000	36	0	1	34	0	1	0	0	0	0	0	0	0	0	24	66.7	10	27.8	0	0.0	
2015	49	0	0	49	0	0	0	0	0	0	0	0	0	0	32	65.3	12	24.5	1	2.0	
2030	54	0	2	49	0	3	0	0	0	0	0	0	0	0	33	61.1	11	20.4	1	1.9	
2045	28	0	1	26	0	1	0	0	0	0	0	0	0	0	20	71.4	8	28.			

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	6	66.7	3	33.3	0	0.0
0015	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	62.5	3	37.5	1	12.5
0030	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7
0045	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7	100.0	4	57.1	0	0.0
0215	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0
0230	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0.0
0245	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0330	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3
0530	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0
0545	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	0	0.0
0600	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	5	62.5	2	25.0	0	0.0
0615	6	0	0	6	0	2	0	0	0	0	0	0	0	0	0	6	100.0	3	50.0	0	0.0
0630	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	71.4	2	28.6	0	0.0
0645	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	85.7	3	42.9	0	0.0
0700	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75.0	1	25.0	0	0.0
0715	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	85.7	2	28.6	0	0.0
0730	22	1	0	21	0	0	0	0	0	0	0	0	0	0	0	16	72.7	6	27.3	0	0.0
0745	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	14	77.8	9	50.0	0	0.0
0800	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	14	87.5	8	50.0	0	0.0
0815	26	0	0	21	0	5	0	0	0	0	0	0	0	0	0	18	69.2	9	34.6	0	0.0
0830	28	0	1	26	0	1	0	0	0	0	0	0	0	0	0	25	89.3	13	46.4	0	0.0
0845	28	0	0	27	0	1	0	0	0	0	0	0	0	0	0	23	82.1	9	32.1	0	0.0
0900	32	2	1	28	0	1	0	0	0	0	0	0	0	0	0	21	65.6	12	37.5	0	0.0
0915	42	1	0	38	0	3	0	0	0	0	0	0	0	0	0	29	69.1	8	19.1	1	2.4
0930	50	1	1	47	0	1	0	0	0	0	0	0	0	0	0	35	70.0	18	36.0	0	0.0
0945	71	1	0	69	0	1	0	0	0	0	0	0	0	0	0	46	64.8	16	22.5	0	0.0
1000	74	0	0	72	0	2	0	0	0	0	0	0	0	0	0	50	67.6	23	31.1	1	1.4
1015	108	0	0	102	0	6	0	0	0	0	0	0	0	0	0	77	71.3	30	27.8	4	3.7
1030	99	1	0	97	0	1	0	0	0	0	0	0	0	0	0	81	81.8	36	36.4	0	0.0
1045	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	89	73.6	35	28.9	2	1.7
1100	101	0	0	99	0	2	0	0	0	0	0	0	0	0	0	81	80.2	42	41.6	0	0.0
1115	97	2	1	91	0	3	0	0	0	0	0	0	0	0	0	74	76.3	27	27.8	0	0.0
1130	125	1	0	117	0	7	0	0	0	0	0	0	0	0	0	94	75.2	22	17.6	0	0.0
1145	109	0	0	106	0	3	0	0	0	0	0	0	0	0	0	71	65.1	23	21.1	1	0.9
1200	123	1	2	117	0	3	0	0	0	0	0	0	0	0	0	84	68.3	26	21.1	0	0.0
1215	120	0	0	117	0	3	0	0	0	0	0	0	0	0	0	89	74.2	37	30.8	1	0.8
1230	120	0	1	115	0	4	0	0	0	0	0	0	0	0	0	75	62.5	19	15.8	0	0.0
1245	115	0	0	111	0	4	0	0	0	0	0	0	0	0	0	85	73.9	31	27.0	2	1.7
1300	116	2	0	109	0	5	0	0	0	0	0	0	0	0	0	86	74.1	30	25.9	4	3.4
1315	114	0	3	105	0	6	0	0	0	0	0	0	0	0	0	85	74.6	32	28.1	1	0.9
1330	105	1	0	102	0	2	0	0	0	0	0	0	0	0	0	71	67.6	27	25.7	4	3.8
1345	116	0	0	112	0	4	0	0	0	0	0	0	0	0	0	79	68.1	37	31.9	2	1.7
1400	117	1	1	112	0	3	0	0	0	0	0	0	0	0	0	82	70.1	35	29.9	2	1.7
1415	90	1	4	84	0	1	0	0	0	0	0	0	0	0	0	61	67.8	20	22.2	1	1.1
1430	94	0	1	92	0	1	0	0	0	0	0	0	0	0	0	69	73.4	33	35.1	2	2.1
1445	86	1	1	82	0	2	0	0	0	0	0	0	0	0	0	69	80.2	25	29.1	0	0.0
1500	87	2	0	83	0	2	0	0	0	0	0	0	0	0	0	59	67.8	27	31.0	1	1.1
1515	89	0	0	88	0	1	0	0	0	0	0	0	0	0	0	58	65.2	23	25.8	2	2.2
1530	86	0	0	84	0	2	0	0	0	0	0	0	0	0	0	64	74.4	23	26.7	0	0.0
1545	98	1	0	92	0	4	0	1	0	0	0	0	0	0	0	70	71.4	26	26.5	0	0.0
1600	85	0	0	84	0	1	0	0	0	0	0	0	0	0	0	54	63.5	16	18.8	2	2.4
1615	42	0	1	40	0	1	0	0	0	0	0	0	0	0	0	29	69.1	15	35.7	0	0.0
1630	49	0	0	48	0	1	0	0	0	0	0	0	0	0	0	37	75.5	20	40.8	2	4.1
1645	49	0	1	47	0	1	0	0	0	0	0	0	0	0	0	28	57.1	9	18.4	1	2.0
1700	59	0	0	58	0	0	0	1	0	0	0	0	0	0	0	49	833				

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	4	0	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	0	0.0	0	0.0	
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0130	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0230	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0	
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0430	3	0	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	
0500	6	1	0	5	0	1	0	0	0	0	0	0	0	0	3	50.0	2	33.3	0	0.0	
0515	6	1	0	4	6	1	0	0	0	0	0	0	0	0	3	50.0	3	50.0	0	0.0	
0530	14	0	0	11	0	2	0	0	0	0	0	0	0	0	11	78.6	4	28.6	0	0.0	
0545	20	1	0	18	0	0	1	0	0	0	0	0	0	0	16	80.0	5	25.0	1	5.0	
0600	16	1	0	15	0	0	0	0	0	0	0	0	0	0	14	87.5	7	43.8	0	0.0	
0615	21	0	0	20	0	1	0	0	0	0	0	0	0	0	12	57.1	4	19.1	0	0.0	
0630	27	0	0	23	0	2	1	0	0	1	0	0	0	0	19	70.4	8	29.6	0	0.0	
0645	33	0	0	30	0	2	1	0	0	0	0	0	0	0	25	75.8	11	33.3	1	3.0	
0700	46	0	1	34	0	10	0	0	0	1	0	0	0	0	33	71.7	14	30.4	1	2.2	
0715	53	0	0	51	0	1	0	0	0	0	0	1	0	0	45	84.9	23	43.4	1	1.9	
0730	69	1	0	63	0	5	0	0	0	0	0	0	0	0	47	68.1	17	24.6	2	2.9	
0745	88	1	0	81	0	5	0	0	1	0	0	0	0	0	64	72.7	31	35.2	2	2.3	
0800	89	0	1	84	0	3	0	0	1	0	0	0	0	0	73	82.0	23	25.8	0	0.0	
0815	116	0	0	112	0	4	0	0	0	0	0	0	0	0	81	69.8	25	21.6	0	0.0	
0830	109	0	2	102	0	5	0	0	0	0	0	0	0	0	78	71.6	24	22.0	0	0.0	
0845	82	0	1	76	0	4	0	0	0	1	0	0	0	0	63	76.8	21	25.6	0	0.0	
0900	83	0	0	79	0	3	1	0	0	0	0	0	0	0	62	74.7	25	30.1	1	1.2	
0915	84	0	0	76	0	8	0	0	0	0	0	0	0	0	62	73.8	16	19.1	1	1.2	
0930	76	0	0	73	0	3	0	0	0	0	0	0	0	0	55	72.4	20	26.3	0	0.0	
0945	71	1	0	64	0	6	0	0	0	0	0	0	0	0	60	84.5	24	33.8	0	0.0	
1000	58	0	0	54	0	4	0	0	0	0	0	0	0	0	46	79.3	19	32.8	1	1.7	
1015	75	2	0	67	0	6	0	0	0	0	0	0	0	0	43	57.3	21	28.0	0	0.0	
1030	68	1	0	64	0	3	0	0	0	0	0	0	0	0	43	63.2	16	23.5	0	0.0	
1045	70	1	0	63	0	6	0	0	0	0	0	0	0	0	51	72.9	19	27.1	0	0.0	
1100	66	0	0	63	0	3	6	0	0	0	0	0	0	0	44	66.7	12	18.2	0	0.0	
1115	92	2	0	84	1	5	0	0	0	0	0	0	0	0	67	72.8	20	21.7	0	0.0	
1130	90	0	1	84	1	4	0	0	0	0	0	0	0	0	68	75.6	18	20.0	2	2.2	
1145	87	0	0	83	0	4	0	0	0	0	0	0	0	0	58	66.7	25	28.7	3	3.4	
1200	66	1	2	62	0	1	0	0	0	0	0	0	0	0	45	68.2	21	31.8	0	0.0	
1215	96	0	2	85	0	9	0	0	0	0	0	0	0	0	68	70.8	31	32.3	0	0.0	
1230	82	0	0	76	0	6	0	0	0	0	0	0	0	0	56	68.3	24	29.3	3	3.7	
1245	86	0	0	84	0	2	0	0	0	0	0	0	0	0	61	70.9	29	33.7	2	2.3	
1300	97	0	1	90	0	6	0	0	0	0	0	0	0	0	72	74.2	30	30.9	4	4.1	
1315	92	1	1	87	0	3	0	0	0	0	0	0	0	0	68	73.9	34	37.0	1	1.1	
1330	97	0	0	92	0	5	0	0	0	0	0	0	0	0	73	75.3	26	26.8	0	0.0	
1345	100	1	0	93	1	5	0	0	0	0	0	0	0	0	71	71.0	22	22.0	0	0.0	
1400	84	0	1	80	0	3	0	0	0	0	0	0	0	0	60	71.4	28	33.3	2	2.4	
1415	106	0	4	97	0	4	1	0	0	0	0	0	0	0	68	64.2	29	27.4	2	1.9	
1430	87	0	0	79	0	7	1	0	0	0	0	0	0	0	57	65.5	19	21.8	0	0.0	
1445	116	2	1	104	0	9	0	0	0	0	0	0	0	0	77	66.4	33	28.5	2	1.7	
1500	102	0	3	96	1	2	0	0	0	0	0	0	0	0	75	73.5	29	28.4	0	0.0	
1515	114	2	2	104	0	6	0	0	0	0	0	0	0	0	68	59.7	25	21.9	0	0.0	
1530	145	0	0	138	1	6	0	0	0	0	0	0	0	0	87	60.0	30	20.7	1	0.7	
1545	109	1	0	101	0	5	0	0	1	1	0	0	0	0	76	69.7	28	25.7	0	0.0	
1600	125	0	0	121	0	3	1	0	0	0	0	0	0	0	80	64.0	32	25.6	0	0.0	
1615	111	0	0	106	0	5	0	0	0	0	0	0	0	0	85	76.6	26	23.4	1	0.9	
1630	151	0	1	145	0	5	0	0	0	0	0	0	0	0	100	66.2	34	22.5	1	0.7	
1645	120	0	0	116	0	4	8	0	0	0	0	0	0	0	98	81.7	34	28.3	0	0.0	
1700	126	0	0	120	0	6	0	0	0	0	0	0	0	0	93	73.8	32	25.4	0	0.0	
1715	128	0	1	123	0	4	0	0	0	0	0	0	0	0	91	71.1	28	21.9	0	0.0	
1730	148	1	2	140	0	4	1	0	0	0	0	0	0	0	108	73.0	55	37.2	0	0.0	
1745	134	0	0	126	0	7	1	0	0	0	0	0	0	0	94	71.6	29	21.6	0	0.0	
1800	125	0	1	120	0	4	0	0	0	0	0	0	0	0	98	78.4	35	28.0	1	0.8	
1815	130	0	1	120	0	8	1	0	0	0	0	0	0	0	93	71.5	35	26.9	1	0.8	
1830	93	1	0	88	0	4	0	0	0	0	0	0	0	0	77	82.8	33	35.5	1	1.1	
1845	103	2	0	101	0	0	0	0	0	0	0	0	0	0	75	72.8	26	25.2	0	0.0	
1900	98	1	1	91	0	5	0	0	0	0	0	0	0	0	75	76.5	18	18.4	1	1.0	
1915	85	0	0	84	0	1	0	0	0	0	0	0	0	0	60	70.6	18	21.2	3	3.5	
1930	68	0	1	65	0	2	0	0	0	0	0	0	0	0	45	66.2	18	26.5	3	4.4	
1945	67	0	1	63	0	3	0	0	0	0	0	0	0	0	51	76.1	12	17.9	0	0.0	
2000	80	2	0	78	0	0	0	0	0	0	0	0	0	0	41	51.3	19	23.8	1	1.3	
2015	56	0	0	56	0	0	0	0	0	0	0	0	0	0	34	60.7	10	17.9	2	3.6	
2030	45	0	0	44	0	1	0	0	0	0	0	0	0	0	28	62.2	10	22.2	2	4.4	
2045	60	0	2	57	0	1	0	0	0	0	0	0	0								

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	3	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0
0145	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100.0	1	25.0	0	0.0
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	0	0.0	0	0.0
0430	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0
0445	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0.0
0515	8	1	0	6	0	1	0	0	0	0	0	0	0	0	0	6	75.0	1	12.5	0	0.0
0530	9	1	0	8	0	0	0	0	0	0	0	0	0	0	0	5	55.6	2	22.2	0	0.0
0545	10	0	0	9	0	0	1	0	0	0	0	0	0	0	0	9	90.0	3	30.0	0	0.0
0600	26	2	0	20	0	4	0	0	0	0	0	0	0	0	0	18	69.2	9	34.6	0	0.0
0615	24	0	0	21	0	2	1	0	0	0	0	0	0	0	0	20	83.3	7	29.2	1	4.2
0630	38	1	0	35	0	2	0	0	0	0	0	0	0	0	0	29	76.3	4	10.5	0	0.0
0645	35	0	1	30	0	2	1	0	0	0	0	0	0	0	0	26	74.3	13	37.1	2	5.7
0700	55	0	2	49	0	4	0	0	0	0	0	0	0	0	0	43	78.2	12	21.8	0	0.0
0715	79	0	0	73	0	6	0	0	0	0	0	0	0	0	0	65	82.3	42	53.2	0	0.0
0730	70	0	1	65	1	3	0	0	0	0	0	0	0	0	0	52	74.3	24	34.3	0	0.0
0745	90	1	1	82	0	5	0	0	0	0	0	0	0	0	0	61	67.8	20	22.2	2	2.2
0800	78	1	1	72	1	3	0	0	0	0	0	0	0	0	0	61	78.2	25	32.1	0	0.0
0815	100	0	1	96	0	3	0	0	0	0	0	0	0	0	0	67	67.0	19	19.0	0	0.0
0830	112	0	1	104	0	6	1	0	0	0	0	0	0	0	0	70	62.5	26	23.2	2	1.8
0845	94	0	0	91	0	2	1	0	0	0	0	0	0	0	0	70	74.5	29	30.9	0	0.0
0900	91	0	0	85	1	3	1	0	0	0	0	0	0	0	0	68	74.7	28	30.8	1	1.1
0915	87	0	1	78	0	8	0	0	0	0	0	0	0	0	0	58	66.7	19	21.8	0	0.0
0930	74	1	1	65	0	7	0	0	0	0	0	0	0	0	0	48	64.9	22	29.7	0	0.0
0945	71	0	0	65	0	6	0	0	0	0	0	0	0	0	0	53	74.7	23	32.4	0	0.0
1000	68	0	0	60	0	7	0	0	0	0	0	0	0	0	0	48	70.6	16	23.5	2	2.9
1015	60	0	0	55	0	5	0	0	0	0	0	0	0	0	0	42	70.0	18	30.0	1	1.7
1030	66	0	0	59	0	7	0	0	0	0	0	0	0	0	0	34	51.5	15	22.7	2	3.0
1045	69	0	1	61	0	7	0	0	0	0	0	0	0	0	0	46	66.7	17	24.6	0	0.0
1100	83	0	0	76	0	6	0	0	0	0	0	1	0	0	0	54	65.1	19	22.9	0	0.0
1115	54	0	0	51	1	2	0	0	0	0	0	0	0	0	0	39	72.2	21	38.9	0	0.0
1130	71	0	3	63	0	5	0	0	0	0	0	0	0	0	0	53	74.7	16	22.5	2	2.8
1145	83	2	0	79	0	0	2	0	0	0	0	0	0	0	0	52	62.7	21	25.3	1	1.2
1200	97	1	0	92	0	4	0	0	0	0	0	0	0	0	0	67	69.1	19	19.6	0	0.0
1215	77	0	0	70	0	7	0	0	0	0	0	0	0	0	0	53	68.8	15	19.5	0	0.0
1230	97	0	2	90	1	4	0	0	0	0	0	0	0	0	0	58	59.8	23	23.7	2	2.1
1245	90	0	1	81	0	7	0	0	0	0	0	1	0	0	0	65	72.2	17	18.9	1	1.1
1300	75	0	0	71	0	4	0	0	0	0	0	0	0	0	0	59	78.7	19	25.3	0	0.0
1315	91	0	0	82	0	9	0	0	0	0	0	0	0	0	0	59	64.8	26	28.6	0	0.0
1330	85	1	0	81	0	3	0	0	0	0	0	0	0	0	0	60	70.6	23	27.1	0	0.0
1345	84	0	2	76	0	6	0	0	0	0	0	0	0	0	0	63	75.0	22	26.2	2	2.4
1400	87	1	0	81	0	5	0	0	0	0	0	0	0	0	0	68	78.2	30	34.5	0	0.0
1415	85	0	0	78	0	7	0	0	0	0	0	0	0	0	0	63	74.1	27	31.8	2	2.4
1430	80	1	0	75	0	4	0	0	0	0	0	0	0	0	0	58	72.5	17	21.3	0	0.0
1445	87	1	0	80	0	6	0	0	0	0	0	0	0	0	0	58	66.7	23	26.4	1	1.1
1500	108	0	2	100	0	6	0	0	0	0	0	0	0	0	0	75	69.4	26	24.1	2	1.9
1515	90	0	1	87	0	2	0	0	0	0	0	0	0	0	0	60	66.7	17	18.9	1	1.1
1530	129	0	0	124	0	5	0	0	0	0	0	0	0	0	0	75	58.1	31	24.0	1	0.8
1545	129	0	1	121	0	7	0	0	0	0	0	0	0	0	0	94	72.9	34	26.4	0	0.0
1600	95	0	1	85	0	8	0	0	0	0	0	0	0	0	0	63	66.3	26	27.4	1	1.1
1615	107	0	4	97	0	6	0	0	0	0	0	0	0	0	0	84	78.5	37	34.6	0	0.0
1630	126	1	1	117	0	7	0	0	0	0	0	0	0	0	0	79	62.7	26	20.6	1	0.8
1645	110	0	3	107	0	0	0	0	0	0	0	0	0	0	0	81	73.6	32	29.1	2	1.8
1700	145	0	0	144	0	1	0	0	0	0	0	0	0	0	0	1					

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0
0015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	0	0.0
0030	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	2	100.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0
0430	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75.0	0	0.0	0	0.0
0445	6	0	0	4	0	1	0	0	0	1	0	0	0	0	0	5	83.3	3	50.0	0	0.0
0500	6	0	0	5	0	0	1	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0.0
0515	10	2	0	8	0	0	0	0	0	0	0	0	0	0	0	4	40.0	3	30.0	0	0.0
0530	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	9	81.8	4	36.4	0	0.0
0545	13	1	0	12	0	0	0	0	0	0	0	0	0	0	0	8	61.5	3	23.1	0	0.0
0600	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	23	85.2	13	48.2	1	3.7
0615	29	0	1	27	0	1	0	0	0	0	0	0	0	0	0	23	79.3	8	27.6	0	0.0
0630	26	0	0	25	0	1	0	0	0	0	0	0	0	0	0	18	69.2	7	26.9	0	0.0
0645	44	0	0	41	0	2	1	0	0	0	0	0	0	0	0	38	86.4	20	45.5	2	4.5
0700	47	0	1	40	0	5	1	0	0	0	0	0	0	0	0	33	70.2	14	29.8	0	0.0
0715	63	0	1	54	0	5	2	0	0	1	0	0	0	0	0	48	76.2	28	44.4	1	1.6
0730	86	1	1	77	0	4	3	0	0	0	0	0	0	0	0	61	70.9	35	40.7	1	1.2
0745	78	1	0	74	0	3	0	0	0	0	0	0	0	0	0	69	88.5	23	29.5	1	1.3
0800	83	1	2	79	0	1	0	0	0	0	0	0	0	0	0	52	62.7	18	21.7	0	0.0
0815	105	0	0	103	0	1	0	0	1	0	0	0	0	0	0	84	80.0	35	33.3	3	2.9
0830	112	1	1	105	0	5	0	0	0	0	0	0	0	0	0	80	71.4	19	17.0	0	0.0
0845	89	1	0	84	0	4	0	0	0	0	0	0	0	0	0	62	69.7	29	32.6	1	1.1
0900	99	0	1	92	0	5	0	0	0	1	0	0	0	0	0	62	62.6	28	28.3	0	0.0
0915	76	1	1	70	0	4	0	0	0	0	0	0	0	0	0	53	69.7	22	29.0	2	2.6
0930	75	0	0	68	0	6	1	0	0	0	0	0	0	0	0	51	68.0	13	17.3	0	0.0
0945	72	0	1	64	0	7	0	0	0	0	0	0	0	0	0	55	76.4	27	37.5	2	2.8
1000	59	1	2	52	0	4	0	0	0	0	0	0	0	0	0	43	72.9	20	33.9	2	3.4
1015	71	0	0	67	0	4	0	0	0	0	0	0	0	0	0	55	77.5	18	25.4	1	1.4
1030	63	0	1	60	0	2	0	0	0	0	0	0	0	0	0	46	73.0	15	23.8	0	0.0
1045	56	0	0	52	0	4	0	0	0	0	0	0	0	0	0	43	76.8	14	25.0	0	0.0
1100	75	0	1	71	0	3	0	0	0	0	0	0	0	0	0	48	64.0	16	21.3	0	0.0
1115	65	3	1	60	0	0	1	0	0	0	0	0	0	0	0	42	64.6	19	29.2	2	3.1
1130	75	0	1	69	0	5	0	0	0	0	0	0	0	0	0	55	73.3	21	28.0	0	0.0
1145	79	0	0	71	0	8	0	0	0	0	0	0	0	0	0	54	68.4	22	27.9	2	2.5
1200	79	0	1	73	0	4	1	0	0	0	0	0	0	0	0	63	79.8	28	35.4	0	0.0
1215	88	0	1	83	0	4	0	0	0	0	0	0	0	0	0	67	76.1	27	30.7	1	1.1
1230	87	0	0	79	0	8	0	0	0	0	0	0	0	0	0	62	71.3	27	31.0	1	1.1
1245	73	1	0	67	0	5	0	0	0	0	0	0	0	0	0	44	60.3	17	23.3	0	0.0
1300	95	2	0	84	0	8	1	0	0	0	0	0	0	0	0	65	68.4	26	27.4	1	1.1
1315	72	0	0	68	0	3	1	0	0	0	0	0	0	0	0	56	77.8	28	38.9	2	2.8
1330	88	0	0	81	0	7	0	0	0	0	0	0	0	0	0	52	59.1	25	28.4	2	2.3
1345	69	0	0	65	0	4	0	0	0	0	0	0	0	0	0	48	69.6	22	31.9	2	2.9
1400	84	1	0	81	0	2	0	0	0	0	0	0	0	0	0	55	65.5	23	27.4	0	0.0
1415	69	1	0	62	0	6	0	0	0	0	0	0	0	0	0	59	85.5	28	40.6	2	2.9
1430	67	1	0	64	0	2	0	0	0	0	0	0	0	0	0	47	70.2	28	41.8	0	0.0
1445	89	1	0	81	0	6	0	0	0	1	0	0	0	0	0	72	80.9	30	33.7	0	0.0
1500	89	0	0	85	0	4	0	0	0	0	0	0	0	0	0	65	73.0	24	27.0	1	1.1
1515	95	0	0	94	0	1	0	0	0	0	0	0	0	0	0	66	69.5	16	16.8	0	0.0
1530	118	1	1	110	0	6	0	0	0	0	0	0	0	0	0	68	57.6	23	19.5	0	0.0
1545	110	0	0	105	0	5	0	0	0	0	0	0	0	0	0	75	68.2	37	33.6	0	0.0
1600	85	0	0	81	0	4	0	0	0	0	0	0	0	0	0	59	69.4	21	24.7	0	0.0
1615	125	0	0	120	0	5	0	0	0	0	0	0	0	0	0	89	71.2	34	27.2	1	0.8
1630	117	0	3	105	0	8	0	0	0	0	0	1	0	0	0	86	73.5	38	32.5	2	1.7
1645	113	0	0	108	0	5	0	0	0	0	0	0	0	0	0	87	77.0	35	31.0	0	0.0
1700	120	0	2	115	0	3	0	0	0	0	0	0	0	0	0	84	70.0	37	30.8	1	0.8
1715	161	0	1	151	0	9	0	0	0	0	0	0	0	0	0	120	74.5	54	33.5	0	0.0
1730	138	2	0	134	0	2	0	0	0	0	0	0	0	0	0	101	73.2	51	37.0	2	1.4
1745	145	0	3	139	0	3	0	0	0	0	0	0	0	0	0	107	73.8	45	31.0	1	0.7
1800	120	0	1	114	0	4	1	0	0	0	0	0	0	0	0	98	81.7	50	41.7	1	0.8
1815	106	1	1	102	0	1	1	0	0	0	0	0	0	0	0	76	71.7	32	30.2	2	1.9
1830	117	0	0	113	0	4	0	0	0	0	0	0	0	0	0	83	70.9	31	26.5	0	0.0
1845	100	0	4	89	0	7	0	0	0	0	0	0	0	0	0	70	70.0	32	32.0	2	2.0
1900	101	1	0	98	0	2	0	0	0	0	0	0	0	0	0	79	78.2	26	25.7	0	0.0
1915	81	0	2	77	0	2	0	0	0	0	0	0	0	0	0	50	61.7	19	23.5	1	1.2

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	100.0	4	80.0	2	40.0	
0015	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	3	75.0	0	0.0	
0030	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0115	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0145	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0215	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0230	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0315	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	1	50.0	0	0.0	
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	
0430	7	0	0	7	0	0	0	0	0	0	0	0	0	0	4	57.1	0	0.0	0	0.0	
0445	3	0	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0.0	
0500	9	1	0	8	0	0	0	0	0	0	0	0	0	0	6	66.7	0	0.0	0	0.0	
0515	9	1	0	8	0	0	0	0	0	0	0	0	0	0	6	66.7	4	44.4	0	0.0	
0530	12	0	1	10	0	0	1	0	0	0	0	0	0	0	8	66.7	5	41.7	0	0.0	
0545	18	0	0	17	0	1	0	0	0	0	0	0	0	0	13	72.2	8	44.4	0	0.0	
0600	19	1	0	17	0	1	0	0	0	0	0	0	0	0	14	73.7	9	47.4	0	0.0	
0615	24	0	1	21	0	1	1	0	0	0	0	0	0	0	17	70.8	4	16.7	0	0.0	
0630	31	0	1	27	0	2	1	0	0	0	0	0	0	0	25	80.7	11	35.5	0	0.0	
0645	36	0	0	33	0	3	0	0	0	0	0	0	0	0	25	69.4	19	52.8	0	0.0	
0700	57	0	0	50	0	4	2	0	0	1	0	0	0	0	39	68.4	14	24.6	0	0.0	
0715	76	0	1	69	0	6	0	0	0	0	0	0	0	0	63	82.9	31	40.8	1	1.3	
0730	85	1	0	79	0	5	0	0	0	0	0	0	0	0	66	77.7	29	34.1	2	2.4	
0745	89	0	0	82	0	6	1	0	0	0	0	0	0	0	66	74.2	24	27.0	1	1.1	
0800	81	1	1	74	1	4	0	0	0	0	0	0	0	0	59	72.8	18	22.2	1	1.2	
0815	114	0	0	110	0	3	0	0	1	0	0	0	0	0	58	50.9	17	14.9	0	0.0	
0830	121	2	2	110	1	6	0	0	0	0	0	0	0	0	84	69.4	27	22.3	1	0.8	
0845	94	0	0	90	0	4	0	0	0	0	0	0	0	0	69	73.4	37	39.4	0	0.0	
0900	82	0	0	80	0	2	0	0	0	0	0	0	0	0	58	70.7	18	22.0	3	3.7	
0915	75	0	0	67	0	8	0	0	0	0	0	0	0	0	49	65.3	20	26.7	0	0.0	
0930	57	1	1	51	0	4	0	0	0	0	0	0	0	0	42	73.7	16	28.1	1	1.8	
0945	56	0	1	49	0	5	0	0	0	0	1	0	0	0	36	64.3	14	25.0	0	0.0	
1000	62	0	1	59	0	2	0	0	0	0	0	0	0	0	39	62.9	14	22.6	1	1.6	
1015	67	0	1	61	0	4	1	0	0	0	0	0	0	0	45	67.2	16	23.9	1	1.5	
1030	74	0	2	66	0	6	0	0	0	0	0	0	0	0	58	78.4	27	36.5	2	2.7	
1045	85	0	1	78	0	6	0	0	0	0	0	0	0	0	55	64.7	21	24.7	1	1.2	
1100	73	4	1	67	0	1	0	0	0	0	0	0	0	0	52	71.2	21	28.8	1	1.4	
1115	79	1	0	72	0	6	0	0	0	0	0	0	0	0	50	63.3	15	19.0	0	0.0	
1130	84	0	0	82	0	2	0	0	0	0	0	0	0	0	61	72.6	20	23.8	1	1.2	
1145	71	0	0	66	0	5	0	0	0	0	0	0	0	0	45	63.4	15	21.1	0	0.0	
1200	96	0	3	85	1	7	0	0	0	0	0	0	0	0	57	59.4	26	27.1	1	1.0	
1215	85	0	2	77	0	6	0	0	0	0	0	0	0	0	65	76.5	22	25.9	0	0.0	
1230	81	0	0	78	0	3	0	0	0	0	0	0	0	0	48	59.3	18	22.2	1	1.2	
1245	75	0	1	72	0	2	0	0	0	0	0	0	0	0	59	78.7	24	32.0	0	0.0	
1300	65	0	0	61	0	4	0	0	0	0	0	0	0	0	38	58.5	14	21.5	0	0.0	
1315	75	0	0	70	0	5	0	0	0	0	0	0	0	0	54	72.0	17	22.7	0	0.0	
1330	89	1	0	84	0	4	0	0	0	0	0	0	0	0	61	68.5	23	25.8	0	0.0	
1345	91	1	1	84	0	5	0	0	0	0	0	0	0	0	68	74.7	27	29.7	2	2.2	
1400	82	1	1	76	0	4	0	0	0	0	0	0	0	0	56	68.3	23	28.1	0	0.0	
1415	87	0	3	80	0	3	0	1	0	0	0	0	0	0	72	82.8	26	29.9	0	0.0	
1430	105	0	1	101	0	3	0	0	0	0	0	0	0	0	55	52.4	17	16.2	0	0.0	
1445	91	1	2	80	0	8	0	0	0	0	0	0	0	0	58	63.7	25	27.5	0	0.0	
1500	95	0	4	90	0	1	0	0	0	0	0	0	0	0	82	86.3	33	34.7	0	0.0	
1515	92	0	0	88	0	4	0	0	0	0	0	0	0	0	58	63.0	16	17.4	0	0.0	
1530	111	0	1	107	0	3	0	0	0	0	0	0	0	0	68	61.3	18	16.2	1	0.9	
1545	100	0	2	92	0	6	0	0	0	0	0	0	0	0	59	59.0	25	25.0	1	1.0	
1600	121	3	2	113	1	2	0	0	0	0	0	0	0	0	59	48.8	24	19.8	0	0.0	
1615	110	0	1	103	0	4	2	0	0	0	0	0	0	0	72	65.5	25	22.7	1	0.9	
1630	129	0	0	125	0	4	0	0	0	0	0	0	0	0	70	54.3	20	15.5	0	0.0	
1645	133	0	0	125	0	8	0	0	0	0	0	0	0	0	92	69.2	32	24.1	1	0.8	
1700	132	1	0	123	0	8	0	0	0	0	0	0	0	0	77	58.3	27	20.5	3	2.3	
1715	128	0	2	122	0	4	0	0	0	0	0	0	0	0	82	64.1	33	25.8	0	0.0	
1730	136	2	0	130	0	4	0	0	0	0	0	0	0	0	85	62.5	28	20.6	2	1.5	
1745	131	1	0	125	0	5	0	0	0</												

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

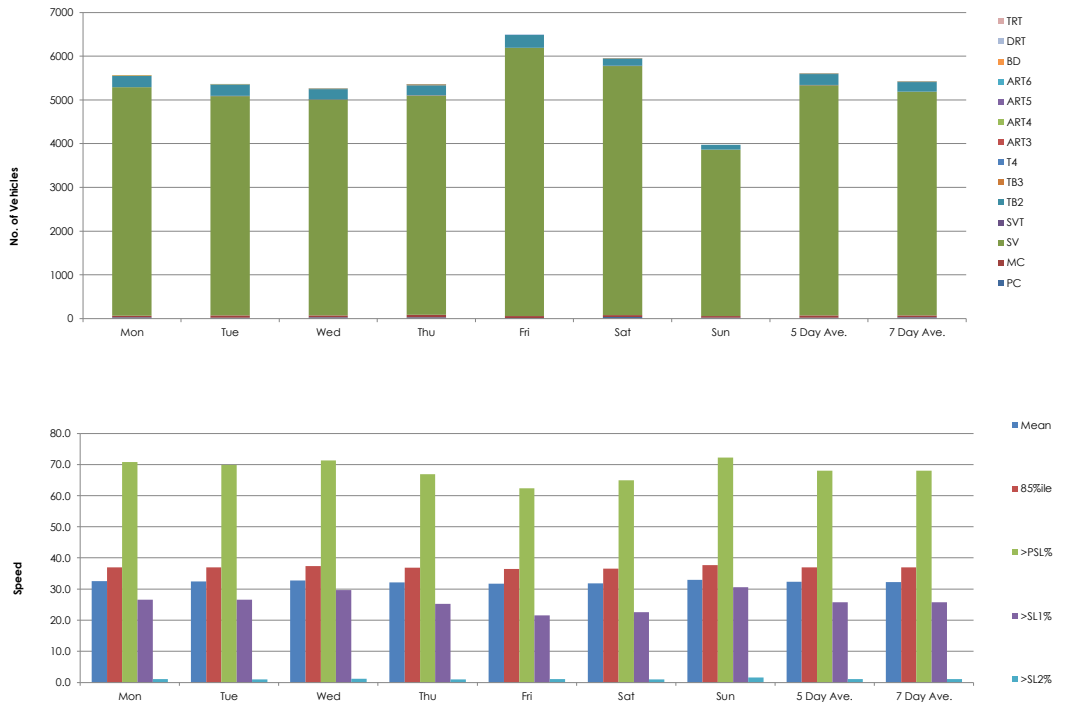
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	10	79.1	5	41.8	1	4.4
0100	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	46.9	1	18.8	0	0.0
0200	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	4	78.4	3	51.4	0	2.7
0300	5	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	62.5	1	28.1	0	3.1
0400	10	0	0	9	0	0	0	0	0	0	0	0	0	0	0	8	86.8	3	35.3	0	2.9
0500	33	1	0	29	0	2	1	0	0	0	0	0	0	0	0	23	69.4	10	31.0	1	2.2
0600	98	1	1	88	0	6	1	0	0	0	0	0	0	0	0	76	77.5	35	35.6	2	1.6
0700	229	1	2	208	0	15	1	0	0	1	0	0	0	0	0	172	75.1	76	33.3	3	1.1
0800	348	2	3	327	0	14	0	0	0	0	0	0	0	0	0	236	68.0	82	23.5	1	0.4
0900	318	2	2	295	0	18	0	0	0	0	0	0	0	0	0	213	66.9	82	25.8	3	0.8
1000	327	1	2	307	0	16	0	0	0	0	0	0	0	0	0	222	67.9	83	25.4	4	1.3
1100	347	3	2	346	1	14	0	0	0	0	0	0	0	0	0	245	66.8	85	23.2	4	1.0
1200	404	1	4	379	0	19	0	0	0	0	0	0	0	0	0	277	68.7	101	25.1	3	0.7
1300	395	2	2	371	0	19	0	0	0	0	0	0	0	0	0	277	70.3	104	26.5	4	1.1
1400	386	3	4	361	0	17	0	0	0	0	0	0	0	0	0	265	68.7	106	27.3	3	0.8
1500	447	2	4	425	0	16	0	0	0	0	0	0	0	0	0	290	64.8	102	22.7	3	0.6
1600	458	1	4	436	0	17	1	0	0	0	0	0	0	0	0	308	67.3	110	23.9	4	0.9
1700	492	1	3	471	0	17	0	0	0	0	0	0	0	0	0	338	68.4	134	27.3	4	0.8
1800	403	2	5	383	0	13	1	0	0	0	0	0	0	0	0	276	68.5	105	26.1	4	1.0
1900	287	1	2	275	0	9	0	0	0	0	0	0	0	0	0	185	64.4	66	23.1	5	1.9
2000	187	1	3	179	0	4	0	0	0	0	0	0	0	0	0	116	62.2	44	23.3	3	1.7
2100	105	0	1	100	0	3	1	0	0	0	0	0	0	0	0	67	63.7	25	24.2	2	1.8
2200	68	0	0	67	0	0	0	0	0	0	0	0	0	0	0	46	68.2	22	32.4	3	3.8
2300	36	0	1	35	0	0	0	0	0	0	0	0	0	0	0	26	72.1	11	31.1	1	3.6
07-19	4574	21	35	4310	4	195	5	1	1	2	0	1	0	0	0	3120	68.2	1170	25.6	40	0.9
06-22	5251	24	43	4952	4	217	7	1	1	2	0	1	0	0	0	3564	67.9	1340	25.5	52	1.0
06-00	5355	24	44	5053	4	218	8	1	1	2	0	1	0	0	0	3636	67.9	1373	25.6	55	1.0
00-00	5425	26	44	5118	4	220	8	1	1	3	0	1	0	0	0	3687	68.0	1397	25.8	57	1.1

Virtual Week (1)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	5569	27	38	5225	5	255	11	0	3	4	0	1	0	0	0	3944	70.8	1480	26.6	59	1.1
Tue	5365	21	49	5015	6	257	10	1	0	4	0	2	0	0	0	3748	69.9	1425	26.6	49	0.9
Wed	5266	28	42	4944	1	229	16	0	1	4	0	1	0	0	0	3754	71.3	1563	29.7	59	1.1
Thu	5355	31	57	5015	4	232	12	1	1	1	1	0	0	0	0	3580	66.9	1351	25.2	49	0.9
Fri	6494	14	43	6131	6	287	7	1	0	5	0	0	0	0	0	4049	62.4	1401	21.6	67	1.0
Sat	5955	35	49	5692	4	172	3	0	0	0	0	0	0	0	0	3864	64.9	1343	22.6	54	0.9
Sun	3974	25	32	3804	0	111	0	2	0	0	0	0	0	0	0	2869	72.2	1216	30.6	64	1.6
5 Day Ave.	5610	24	46	5266	4	252	11	1	1	4	0	1	0	0	0	3815	68.0	1444	25.7	57	1.0
7 Day Ave.	5425	26	44	5118	4	220	8	1	1	3	0	1	0	0	0	3687	68.0	1397	25.8	57	1.1
Grand Total	37978	181	310	35826	26	1543	59	5	5	18	1	4	0	0	0	25808	68.0	9779	25.8	401	1.1

Summary Graphs



16618 / Horsham
March 2025
Automatic Traffic Count

Time	Fri 28 March 2025															Sat 29 March 2025																			
	Total	Mean	Vpp 85	Speed Bins (mph)																															
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140				
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0015	1	38.4	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0030	5	34.7	-	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0045	1	36.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	1	35.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0115	1	33.8	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0130	2	27.3	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	1	40.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0215	1	36.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0230	2	28.1	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	-	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0315	2	35.3	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0330	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0415	1	48.2	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0430	5	32.6	-	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0445	4	34.5	-	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	7	30.9	-	0	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0515	11	34.7	41.0	0	0	0	0	0	1	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0530	7	35.4	-	0	0	0	0	1	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0545	18	31.0	36.5	0	0	1	0	0	5	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	23	33.3	38.9	0	0	0	1	0	5	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0615	27	33.1	37.6	0	0	0	1	0	6	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0630	36	32.1	35.8	0	1	0	0	1	7	18	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0645	48	35.0	39.3	0	0	0	0	1	5	20	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	56	32.5	36.3	0	0	1	0	2	13	26	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0715	62	33.2	37.5	0	0	0	0	1	18	20	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0730	85	31.6	36.4	0	0	0	0	5	24	37	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0745	91	32.0	37.1	0	0	0	0	4	24	42	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0800	134	31.2	34.8	0	0	0	2	2	46	66	17	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0815	130	30.4	34.1	0	0	0	0	4	63	48	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0830	136	31.0	35.8	0	0	0	2	5	43	58	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0845	100	30.3	34.3	0	0	0	0	8	38	43	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0900	108	30.9	35.4	0	0	0	1	13	26	48	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0915	99	30.9	35.2	0	0	1	1	5	38	38	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0930	98	29.8	34.9	0	0	1	0	9	46	29	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0945	97	30.4	35.0	0	0	0	0	6	46	31	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	61	31.8	37.0	0	0	0	0	2	22	22	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1015	101	31.0	35.3	0	0	0	0	5	33	43	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1030	107	30.8	34.5	0	0	0	0	10	39	45	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1045	95	32.0	36.9	0	0	0	2	31	38	21	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1100	94	31.2	35.0	0	0	0	0	7	34	38	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1115	99	31.4	36.5	0	0	0	0	5	39	35	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1130	73	31.9	36.6	0	0	0	1	4	24	30	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1145	125	31.6	36.7	0	0	0	0	2	45	50	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1200	123	31.2	34.8	0	0	0	0	7	36	63	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1215	100	32.0	37.6	0	0	1	2	2	29	40	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1230	98	32.1	36.5	0	0	0	0	6	24	45	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1245	115	32.5	36.4	0	0	0	0	1	28	56	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1300	113	32.5	37.5	0	0	0	0	0	33	55	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1315	90	32.0	37.4	0	0	1	1	5	24	32	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1330	112	31.2	36.7	0	0	3	1	5	32	47	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1345	94	31.8	36.1	0	0	0	0	4	28	41	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1400	106	32.8	38.0	0	0	0	0	3	33	37	30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1415	94	32.3	37.7	0	0	0	0	4	27	37	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1430	106	32.3	36.9	0	0	0	0	7</																											

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

Site
Location
Direction

1
Broadbridge Way, 51.067145, -0.361092
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Tue	Total	Mean	Vpp 85	01 April 2025																																	Speed Bins (mph)															
					0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135	140																			
					5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135	140																				
0000	# 3	36.8	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0015	# 2	34.7	-	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0030	# 2	27.7	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0045	# 1	28.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0100	# 1	20.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0115	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0130	# 3	33.0	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0145	# 2	31.3	-	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0200	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0215	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0230	# 1	28.3	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0245	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0315	# 1	30.6	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0330	# 1	29.7	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0345	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0400	# 4	33.7	-	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0415	# 2	33.3	-	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0430	# 3	34.7	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0445	# 3	33.9	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0500	# 3	29.4	-	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0515	# 8	30.5	-	0	0	1	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0530	# 9	28.3	-	0	1	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0545	# 10	33.3	-	0	0	0	0	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0600	# 26	31.9	39.7	0	0	2	0	0	6	9	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0615	# 24	33.5	36.8	0	0	0	0	0	4	13	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0630	# 38	31.7	34.3	0	0	1	0	0	8	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0645	# 35	33.9	39.2	0	0	0	0	2	7	13	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0700	# 55	32.5	37.1	0	0	0	1	0	11	31	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0715	# 79	34.6	40.2	0	0	0	0	6	8	23	29	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0730	# 70	32.8	36.6	0	0	0	0	0	18	28	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0745	# 90	32.1	36.3	0	1	0	1	0	27	41	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0800	# 78	33.3	37.7	0	0	0	0	2	15	36	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0815	# 100	31.8	35.6	0	0	0	0	0	33	48	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0830	# 112	32.0	36.5	0	0	0	0	3	39	44	22	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0845	# 94	32.6	36.8	0	0	0	0	2	22	41	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0900	# 91	33.0	36.6	0	0	0	0	0	23	40	26	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0915	# 87	32.1	35.8	0	0	0	0	4	25	39	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0930	# 74	31.8	37.3	0	0	1	0	5	20	26	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
0945	# 71	33.2	39.0	0	0	0	0	2	16	30	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1000	# 68	32.5	36.9	0	0	0	0	4	16	32	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1015	# 60	32.5	38.0	0	0	0	0	2	16	24	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1030	# 66	31.4	36.5	0	0	0	0	3	29	19	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1045	# 69	32.2	36.9	0	0	0	0	2	21	29	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1100	# 83	32.2	37.1	0	0	0	0	2	27	35	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
1115	# 54	33.0	36.7	0	0	0	0	1	14	18	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																					
11																																																					

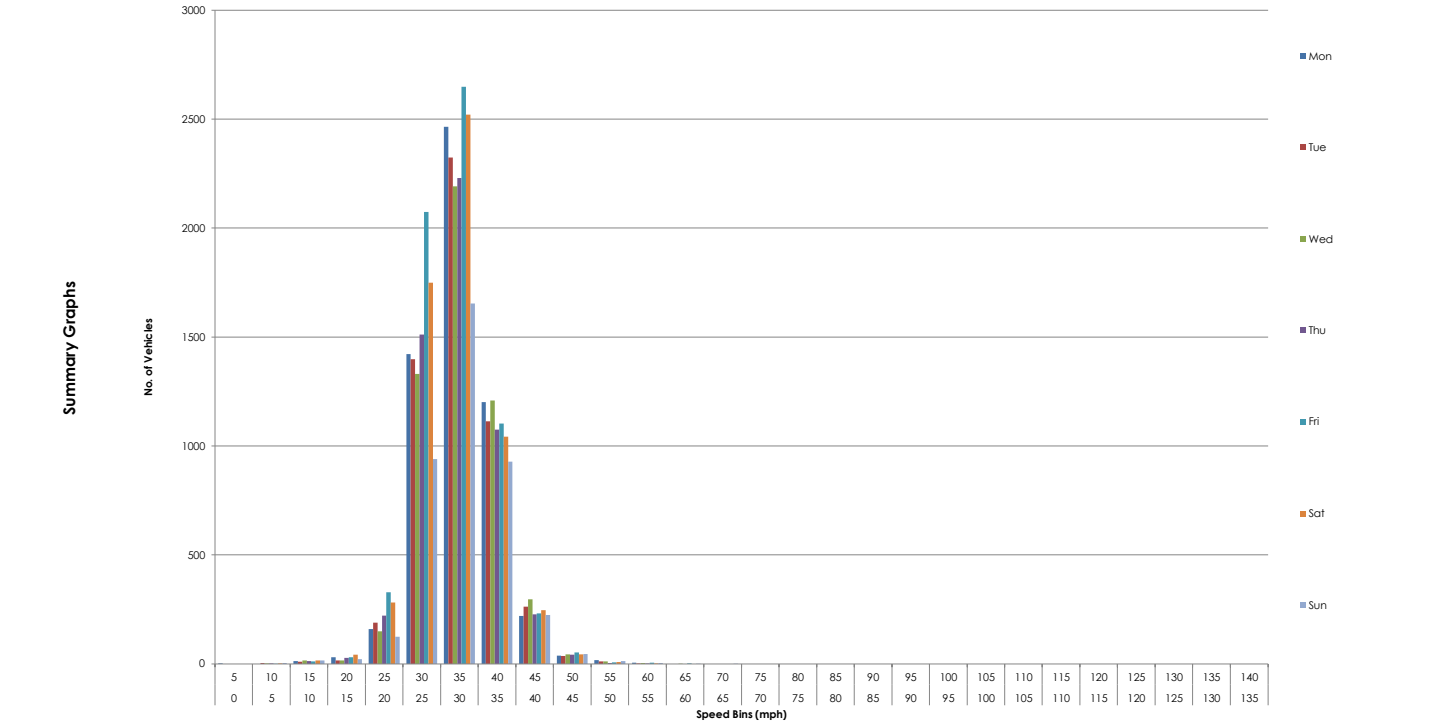
Time	Total	Mean	Vpp 85	Speed Bins (mph)																															
				0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135				
				5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140				
0000	3	32.6	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0015	3	38.7	-	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0030	3	31.2	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0045	1	35.7	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0115	1	32.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	2	41.1	-	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0230	1	27.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0315	1	16.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0330	2	36.8	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0345	1	27.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	1	35.2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0415	1	34.7	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0430	4	31.7	-	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0445	6	33.7	-	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	6	32.7	-	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0515	10	27.8	-	0	0	2	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0530	11	33.6	39.4	0	0	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0545	13	30.5	36.4	0	0	1	0	1	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	27	34.9	38.6	0	0	0	0	0	0	4	10	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0615	29	32.4	36.5	0	0	1	0	0	5	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0630	26	32.6	37.5	0	0	0	0	0	8	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0645	44	35.2	39.5	0	0	0	0	0	6	18	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0700	47	32.3	38.5	0	0	0	1	2	11	19	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0715	63	34.2	39.3	0	0	0	0	0	15	20	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0730	86	33.2	38.1	0	0	0	0	3	22	26	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0745	78	33.4	37.6	0	0	1	0	0	8	46	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	83	32.1	36.1	0	0	0	0	3	28	34	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0815	105	33.8	38.1	0	0	0	0	1	20	49	28	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0830	112	31.6	35.6	0	1	0	0	4	27	61	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0845	89	33.1	39.6	0	0	1	0	2	24	33	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	99	32.3	37.6	0	0	0	0	2	35	34	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0915	76	31.9	37.9	0	0	1	2	4	16	31	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0930	75	31.8	35.5	0	0	0	0	3	21	38	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0945	72	33.3	37.4	0	0	0	1	3	13	28	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	59	33.1	38.9	0	0	0	1	4	11	23	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1015	71	32.9	36.8	0	0	0	0	1	15	37	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1030	63	32.7	36.3	0	0	0	0	0	17	31	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1045	56	32.8	36.8	0	0	0	0	2	11	29	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	75	31.6	36.1	0	0	0	0	4	23	32	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1115	65	31.7	38.0	0	0	2	1	5	15	23	16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1130	75	32.8	38.4	0	0	0	0	5	15	34	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1145	79	32.9	38.1	0	0	0	0	1	24	32	16	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1200	79	33.6	39.0	0	0	0	0	0	16	35	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1																																			

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

Time	Virtual Da			Virtual Day (7)																														
	Total	Mean	Vpp 85	Speed Bins (mph)																														
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140			
0000	13	33.6	40.0	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	5	30.3	-	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	5	34.6	-	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	5	31.8	-	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	10	34.0	-	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	33	31.9	36.9	0	0	1	0	1	8	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	98	33.4	38.4	0	0	1	1	2	18	41	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	229	33.0	37.7	0	0	1	1	6	48	96	60	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	348	32.1	36.5	0	0	0	3	10	98	155	68	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900	318	32.1	36.8	0	0	2	2	13	88	131	66	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	327	32.3	36.8	0	0	1	1	11	93	139	64	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	367	32.0	36.6	0	0	2	2	16	102	160	66	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	404	32.2	36.6	0	0	1	1	16	109	176	84	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	395	32.4	37.0	0	1	1	2	10	104	173	82	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	386	32.4	36.9	0	0	2	1	12	106	160	87	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	447	31.9	36.2	0	0	1	2	20	135	188	83	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	458	32.2	36.6	0	0	1	1	18	130	199	88	18	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	492	32.4	37.1	0	0	1	3	18	133	204	109	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	403	32.4	36.9	0	0	1	2	12	112	171	79	22	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	287	32.0	36.7	0	0	0	1	16	85	118	48	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	187	31.8	36.9	0	0	0	1	11	58	73	30	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	105	31.9	37.4	0	0	0	1	7	30	41	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	68	33.0	39.6	0	0	0	0	5	16	24	13	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	36	33.6	39.1	0	0	0	0	2	8	15	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	4574	32.2	36.8	0	2	11	21	162	1258	1950	936	195	31	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06-22	5251	32.2	36.8	0	2	12	25	198	1450	2224	1058	230	39	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06-00	5355	32.2	36.9	0	2	12	26	206	1474	2263	1077	240	41	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00-00	5425	32.2	36.9	0	2	13	26	208	1489	2290	1096	244	43	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

Virtual Wk				Virtual Week (1)																																			
Time	Total	Mean	Vpp 85	Speed Bins (mph)																																			
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140	140 145							
Mon	5569	32.5	36.9	2	0	13	30	159	1421	2464	1201	220	37	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Tue	5365	32.4	36.9	0	4	10	16	189	1398	2323	1113	263	36	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Wed	5266	32.7	37.4	0	2	15	16	149	1330	2191	1208	296	43	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Thu	5355	32.1	36.8	0	2	13	27	222	1511	2229	1075	227	42	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Fri	6494	31.7	36.4	0	1	12	31	328	2073	2648	1102	232	53	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Sat	5955	31.8	36.5	0	2	16	42	282	1749	2521	1043	246	44	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Sun	3974	32.9	37.7	0	4	15	22	124	940	1653	928	224	45	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5 Day Ave.	5610	32.3	36.9	0	2	13	24	209	1547	2371	1140	248	42	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
7 Day Ave.	5425	32.2	36.9	0	2	13	26	208	1489	2290	1096	244	43	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Grand Total	37978	32.2	36.9	2	15	94	184	1453	10422	16029	7670	1708	300	71	25	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Pedal Cycle	PC	1	d(1)<1.18m & axles=2		1 (Light)
2	1 or 2	Very Short - Motor Cycle	MC	2	d(1)>=1.18m d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	3	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	4	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	5	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	6	axles=3 & groups=2		
>3	2	Four axle truck	T4	7	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	8	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	10	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	11	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	12	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two trailers	DRT	13	groups>=5 & axles>6		
>6	>6	Triple Road Train or Heavy and three (or more) trailers	TRT	14	groups>6 & axles>6		

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

Site No.	Location.	Direction.	Speed Limit (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	Sargent Way, 51.066318, -0.363490	North	30	28 March 2025	03 April 2025	7551	1103	1079	18	0.2	2	0.0	0	0.0	19.2	22.7
		South	30	28 March 2025	03 April 2025	19422	2820	2775	12	0.1	1	0.0	0	0.0	17.1	20.8
		Two way	30	28 March 2025	03 April 2025	26973	3922	3853	30	0.1	3	0.0	0	0.0	17.7	21.5

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT								
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0245	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0430	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0545	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0600	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0615	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0630	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0		
0645	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0700	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0715	6	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0730	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0745	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0800	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0815	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0830	18	0	0	15	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0845	25	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0900	29	0	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0915	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0930	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0945	35	1	0	33	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1000	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1015	23	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1030	27	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1045	24	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1100	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1115	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1130	29	0	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1145	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1200	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1215	26	1	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1230	33	1	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1245	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1300	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1315	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1330	34	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1345	29	1	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1400	26	0	1	24	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1415	21	0	1	19	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1430	23	0	1	21	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1445	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	1	4.5	0	0.0	0	0.0	0	0.0
1500	17	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1515	22	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1530	25	0	1	23	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1545	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1600	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1615	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1630	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1645	20	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1700	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1715	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1730	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1745	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1800	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1815	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1830	19	0	0																				

Site
Location
Direction

2
Sargent Way, 51.066318, -0.363490
North

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	9	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	9	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	31	0	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	29	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	16	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	33	1	1	30	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	22	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	27	0	0	25	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	28	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	27	0	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	30	0	0	28	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	20	2	0	17	0	1	0	0	0	0	0	0	0	0	0	1	5.0	0	0.0	0	0.0
1330	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	21	0	0	19	0	1	0	0	0	0	0	1	0	0	0	1	4.8	0	0.0	0	0.0
1400	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	15	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	18	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	20	1	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	18	0	0	16	0	2	0	0	0	0	0	0	0	0	0	2	0.0	0	0.0	0	0.0
1600	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	13	1	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	13	0	1	12	0	0	0	0	0	0	0	0	0	0							

Site
cation
ection

2

16618 / Horsham
March 2025
Automatic Traffic Count

More

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFI	>SL2% 45 DFI
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0130	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0515	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0530	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0545	11	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0600	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0615	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0630	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0645	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0700	11	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0715	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0730	18	1	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0745	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0800	27	0	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0815	49	1	49	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0830	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0845	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0900	18	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0915	22	0	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0930	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
0945	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1000	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1015	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1030	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1045	11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1100	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1115	19	1	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1130	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1145	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1200	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1215	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1230	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1245	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1300	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1315	14	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1330	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1345	21	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1400	12	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1415	22	0	1	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1430	17	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1445	26	0	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1500	21	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1515	20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1530	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1545	23	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1600	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1615	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1630	25	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1645	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1700	21	0	0	19	0	1	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1715	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1730	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1745	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1800	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1815	15	0	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1830	17	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1845	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1900	24	1	0	20	0	2	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1915	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1930	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
1945	15	0	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
2000	16	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
2015	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0
2030	13	0	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.

16618 / Horsham
March 2025
Automatic Traffic Count

Automatic Traffic Count

Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT		
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0430	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0515	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0	
0530	6	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0545	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0600	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0615	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0630	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0645	8	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0700	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0715	18	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0730	18	0	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0745	16	0	0	14	0	1	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0800	25	0	0	23	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0815	43	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0830	37	1	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0845	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0900	16	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0915	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0930	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0945	17	0	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1000	9	1	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1015	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1030	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1045	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1100	11	0	1	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1115	17	2	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1130	14	0	0	13	0	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1145	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1200	11	0	1	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1215	25	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1230	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1245	15	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1300	10	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1315	15	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1330	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1345	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1400	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1415	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1430	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1445	16	0	0	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1500	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1515	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1530	19	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1545	21	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1600	13	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1615	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1630	19	1	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1645	12	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1700	22	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1715	24	0	1	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1730	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1745	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1800	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1815	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1830	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1845	28	0	1	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1900	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
1915	12	0	0																				

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[illegible]

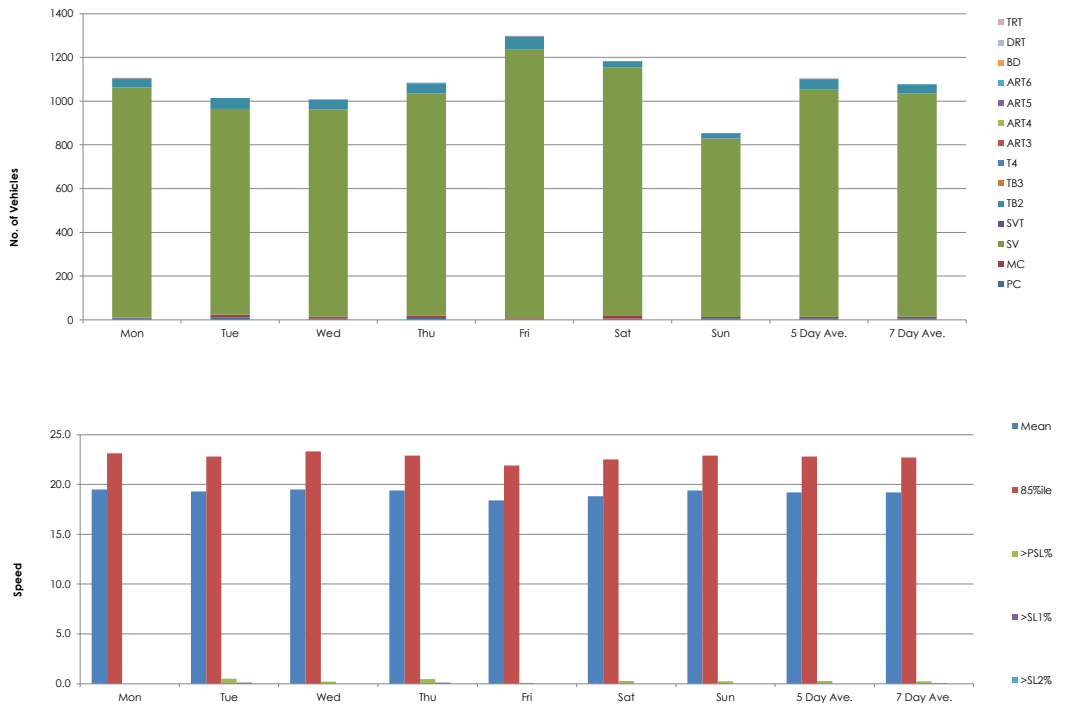
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	13	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1.1	0	0.0	0	0.0
0600	23	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0.6	0	0.0	0	0.0
0700	55	0	1	50	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	108	1	0	103	0	3	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
0900	74	1	0	69	0	4	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
1000	71	0	0	68	0	3	0	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
1100	74	1	1	70	0	2	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
1200	76	1	1	71	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	72	1	0	67	0	3	0	0	0	0	0	0	0	0	0	0	0.6	0	0.2	0	0.0
1400	72	0	1	67	0	4	0	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
1500	77	1	1	74	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	76	0	0	74	0	2	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
1700	85	1	0	81	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	71	0	1	68	0	2	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
1900	55	0	0	53	0	1	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	0.0
2000	32	0	1	30	0	1	0	0	0	0	0	0	0	0	0	0	0.9	0	0.4	0	0.0
2100	18	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0.8	0	0.0	0	0.0
2200	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2300	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
07-19	913	6	7	862	1	36	1	0	0	0	0	0	0	0	0	2	0.2	0	0.0	0	0.0
06-22	1041	6	8	984	1	40	1	0	0	0	0	0	0	0	0	2	0.2	0	0.0	0	0.0
06-00	1057	6	8	1000	1	40	1	0	0	0	0	0	0	0	0	2	0.2	0	0.0	0	0.0
00-00	1079	7	8	1020	1	41	1	0	0	0	0	0	0	0	0	3	0.2	0	0.0	0	0.0

Virtual Wt 0.2 0.3 1 1 1.5 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	1107	7	4	1052	0	41	1	1	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
Tue	1015	10	13	941	1	49	0	0	0	1	0	0	0	0	0	5	0.5	1	0.1	0	0.0
Wed	1009	6	8	946	1	46	1	0	1	0	0	0	0	0	0	2	0.2	0	0.0	0	0.0
Thu	1084	9	10	1017	1	45	1	1	0	0	0	0	0	0	0	5	0.5	1	0.1	0	0.0
Fri	1299	3	5	1227	1	59	1	1	1	1	0	0	0	0	0	1	0.1	0	0.0	0	0.0
Sat	1182	6	11	1138	0	27	0	0	0	0	0	0	0	0	0	3	0.3	0	0.0	0	0.0
Sun	855	7	6	816	1	22	2	0	0	0	0	1	0	0	0	2	0.2	0	0.0	0	0.0
5 Day Ave.	1103	7	8	1037	1	48	1	1	1	0	0	0	0	0	0	3	0.3	0	0.0	0	0.0
7 Day Ave.	1079	7	8	1020	1	41	1	0	0	0	0	0	0	0	0	3	0.2	0	0.0	0	0.0
Grand Total	7551	48	57	7137	5	289	6	3	3	2	0	1	0	0	0	18	0.2	2	0.0	0	0.0
0800-0900	131.2	0.6	0.2	126.6	0	3.6	0.2	0	0	0	0	0	0	0	0	0.2%					
PCUs	132.64	0.12	0.06	126.6	0	5.4	0.46	0	0	0	0	0	0	0	0						
1700-1800	94.2	0.8	0.2	89.2	0	3.4	0	0.2	0.2	0.2	0	0	0	0	0	0.6%					
PCUs	95.9	0.16	0.06	89.2	0	5.1	0	0.46	0.46	0.46	0	0	0	0	0						

Summary Graphs



16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

Time	Sal		Mean		Vpp 85	29 March 2025																											
	Total					Speed Bins (mph)																											
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135			
0000	1	16.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0015	1	20.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0030	1	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0045	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0115	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0145	1	15.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0245	1	17.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0315	1	18.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0330	1	23.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0415	1	26.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0430	1	26.9	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0445	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	2	22.3	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0515	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0530	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0545	2	23.4	-	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	3	19.4	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0615	2	22.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0630	2	26.1	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0645	7	20.0	-	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	4	20.2	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0715	6	20.6	-	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0730	11	20.7	25.3	0	1	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0745	6	18.9	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	10	20.6	-	0	0	1	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0815	16	19.0	21.4	0	1	0	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0830	18	19.6	25.1	0	1	1	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0845	25	20.0	23.2	0	0	1	11	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900	29	20.2	24.2	0	0	2	10	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0915	28	20.3	24.0	0	0	1	13	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0930	21	20.4	22.5	0	0	1	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0945	35	20.3	24.3	0	0	4	11	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	24	20.1	23.2	0	0	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1015	23	19.1	21.8	0	0	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1030	27	19.0	23.2	0	0	5	9	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1045	24	19.0	24.0	0	0	3	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	24	17.4	19.9	0	0	7	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1115	21	17.3	20.5	0	0	5	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1130	29	18.9	22.5	0	0	5	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1145	19	19.5	23.3	0	0	1	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	22	19.4	23.3	0	0	2	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1215	26	17.4	21.6	1	1	3	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1230	33	18.8	22.8	0	0	4	19	9	1	0	0																						

Time	Total	Mean	Vpp 85	30 March 2025																											
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140
0000	1	15.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	18.8	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	17.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	21.3	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	18.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	17.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	20.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	25.4	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	23.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	19.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	17.6	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	2	19.4	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	23.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	21.6	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	17.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	2	21.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	3	21.7	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	5	20.0	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	21.2	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	7	19.0	-	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	9	20.6	-	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								

Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

Speed Bins (mph)

Nationwide Data Collection

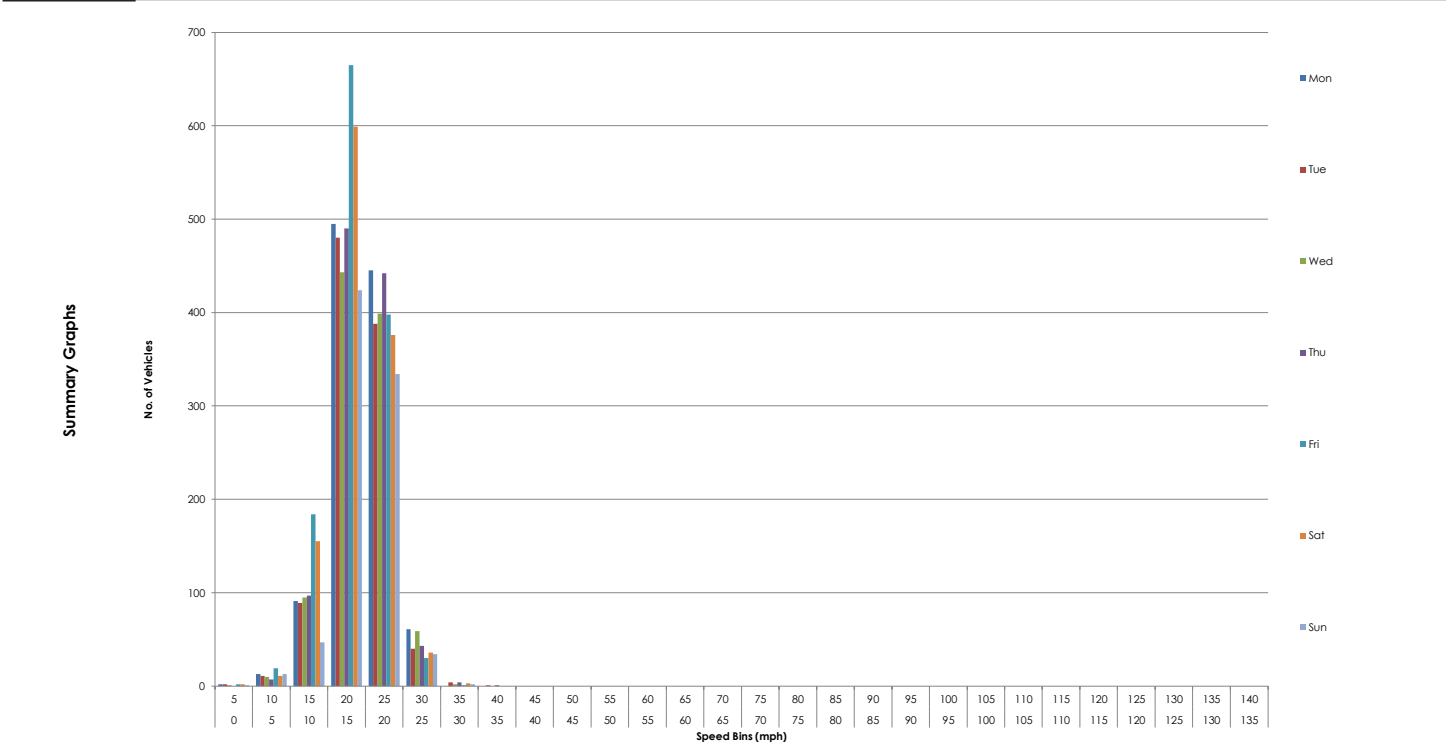
16618 / Horsham
March 2025
Automatic Traffic Count

Time	Wed	02 April 2025																																			
		Total	Mean	Vpp 85	Speed Bins (mph)																																
					0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140					
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0015	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0030	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0045	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0115	1	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0145	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	2	28.5	-	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0315	1	13.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0330	1	20.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0345	1	22.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0415	1	27.2	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0430	2	16.8	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0445	2	22.0	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	2	15.3	-	0	0	1	0	15.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0515	3	24.1	-	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0530	4	20.3	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0545	6	20.1	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	6	20.5	-	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0615	7	19.9	-	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0630	8	19.1	-	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0645	8	16.9	-	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0700	13	22.0	24.9	0	0	0	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0715	18	21.3	23.9	0	0	0	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0730	18	21.3	24.7	0	0	0	6	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0745	16	19.1	24.3	0	1	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	25	19.5	23.1	0	0	2	12	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0815	43	20.5	24.3	0	1	3	14	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0830	37	19.9	23.9	0	0	3	14	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0845	22	19.3	23.8	0	0	4	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	16	18.5	22.4	0	0	3	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0915	12	18.8	21.8	0	0	0	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0930	19	18.3	22.4	0	0	2	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0945	17	18.0	21.0	0	0	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0															

Time	Thu	Total	Mean	Vpp 85	Speed Bins (mph)																																		
					5		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135							
					0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140						
0000	1	18.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0015	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0030	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0045	1	21.7	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0115	1	22.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0145	1	12.1	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0230	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0315	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0330	1	17.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0345	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0400	1	21.2	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0415	1	29.0	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0430	3	19.7	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0445	1	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0500	4	13.7	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0515	3	20.7	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0530	5	20.3	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0545	9	21.4	-	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0600	6	19.5	-	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0615	3	20.0	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0630	12	21.2	26.2	0	0	0	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0645	5	22.1	-	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0700	19	19.8	22.6	0	0	0	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0715	16	20.5	23.5	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0730	18	20.9	23.7	0	0	0	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0745	22	20.4	22.7	0	0	0	8	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0800	20	19.7	24.8	0	0	1	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0815	41	20.6	23.3	0	0	1	13	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0830	38	20.8	24.0	0	0	1	13	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0845	29	19.0	21.5	0	0	3	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0900	15	18.9	21.7	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0915	20	20.5	26.3	0	0	1	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0930	12	20.3	26.6	0	0	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0945	8	17.4	-	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1000	13	19.0	22.7	0	1	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1015	15	19.6	22.9	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1030	12	20.6	22.4	0	0	0	4	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1045	17	20.2	24.0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1100	14	20.9	22.4	0	0	0	5	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1115	11	16.8	19.8	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1130	8	18.5	-	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1145	14	18.7	22.4	0	0	2	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1200	18	19.8	23.3	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1215	17	18.8	24.6	0	1	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1230	14	19.5	23.5	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1245	15	20.0	24.4	0	0	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1300	15	17.7	20.6	0	0	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1315	20	18.5	23.0	0	0	4	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1330	15	20.1	22.7	0	0	1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1345	16	19.5	22.9	0	0	3	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1400	20	18.9	24.1	0	0	5	4	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1415	31	19.9	22.4	0	0	0	19	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1430	18	19.2	23.1	0	0	1	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1445	22	19.3	23.4	0	0	3	8	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
1500	31	20.9	24.7	0	0	0	15	13	3</																														

Time	Virtual Day		Virtual Day (7)																																			
	Total	Mean	Vpp 85	Speed Bins (mph)																																		
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140							
0000	2	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0100	1	17.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0200	1	22.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0300	2	18.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0400	3	22.6	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0500	13	19.9	24.2	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0600	20.2	23.2	0	0	1	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0700	55	20.5	23.7	0	0	2	21	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0800	108	20.2	23.6	0	1	7	42	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0900	74	19.4	23.0	0	1	6	34	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1000	71	19.5	23.0	0	0	6	32	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1100	74	18.8	22.4	0	1	10	37	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1200	76	18.9	22.6	0	1	7	38	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1300	72	19.0	22.6	0	1	8	35	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1400	72	19.1	22.5	0	1	6	37	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1500	77	19.0	22.4	0	1	7	40	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1600	76	18.4	21.8	0	2	11	40	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1700	85	18.6	21.9	0	1	9	46	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1800	71	18.4	22.0	0	1	10	37	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1900	55	18.6	22.3	0	1	8	27	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2000	32	19.3	22.5	0	0	2	16	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2100	18	18.5	23.3	0	0	3	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2200	10	19.7	23.6	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2300	5	19.4	-	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
07-19	913	19.1	22.7	1	10	90	441	335	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
06-22	1041	19.1	22.7	1	12	104	501	381	40	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
06-00	1057	19.1	22.7	1	12	106	506	388	41	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
00-00	1079	19.2	22.7	1	12	108	514	397	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						

Virtual Week			Virtual Week (1)																																	
Time	Total	Mean	Vpp 85	Speed Bins (mph)																																
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140					
Mon	1107	19.5	23.1	2	13	91	495	445	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Tue	1015	19.3	22.8	2	11	89	480	388	40	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Wed	1009	19.5	23.3	1	10	95	443	399	59	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Thu	1084	19.4	22.9	0	7	97	490	442	43	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Fri	1299	18.4	21.9	2	19	184	665	398	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Sat	1182	18.8	22.5	2	11	155	599	376	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Sun	855	19.4	22.9	1	13	47	424	334	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5 Day Ave.	1103	19.2	22.8	1	12	111	515	414	47	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
7 Day Ave.	1079	19.2	22.7	1	12	108	514	397	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Grand Total	7551	19.2	22.7	10	84	758	3596	2782	303	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800-0900	131.2																																			
PCUs	132.64																																			
1700-1800	94.2																																			
PCUs	95.9																																			



16618 / Horsham
March 2025
Automatic Traffic Count

Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

Automatic Traffic Count

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March 2025
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Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

Automatic Traffic Count

Nationwide Data Collection

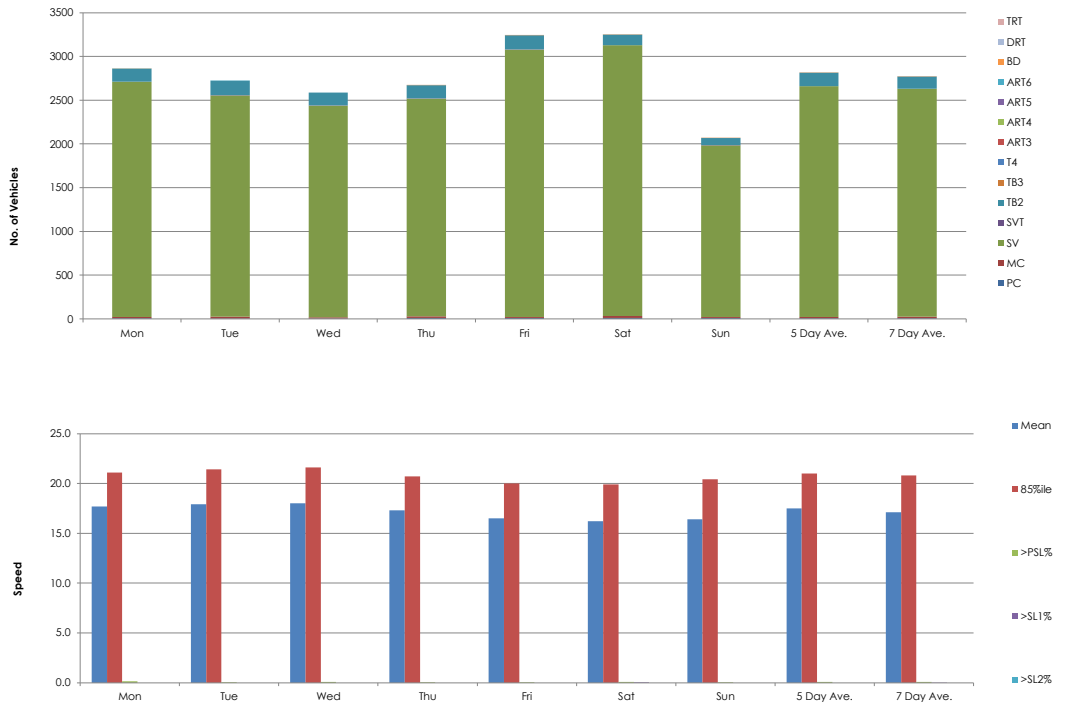
Virtual Day (7)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0.0	0	0.0
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	31	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	95	0	0	86	0	9	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	127	0	0	118	0	8	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
0900	132	0	0	121	0	9	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	165	0	1	151	0	12	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1100	194	1	1	184	0	8	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1200	221	1	1	206	0	12	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	226	1	1	209	0	14	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	213	0	1	203	0	9	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	249	0	2	235	0	11	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	238	0	2	224	0	12	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	244	1	1	232	0	9	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	220	1	1	209	0	8	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	168	1	2	159	0	6	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
2000	110	1	1	105	0	3	0	0	0	0	0	0	0	0	0	1	0.6	0	0.1	0	0.0
2100	65	0	1	62	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2200	40	0	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0.4	0	0.0	0	0.0
2300	19	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0.0	0	0.0
07-19	2325	6	12	2179	2	122	2	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
06-22	2699	8	16	2533	2	136	3	0	1	0	0	0	0	0	0	1	0.0	0	0.0	0	0.0
06-00	2758	8	16	2590	2	137	3	0	1	0	0	0	0	0	0	2	0.1	0	0.0	0	0.0
00-00	2775	8	16	2606	2	138	3	0	1	0	0	0	0	0	0	2	0.1	0	0.0	0	0.0

Virtual Wt 0.2 0.3 1 1 1.5 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	2864	7	16	2687	2	146	3	0	1	1	0	1	0	0	0	4	0.1	0	0.0	0	0.0
Tue	2725	5	20	2530	2	164	1	0	1	1	0	1	0	0	0	1	0.0	0	0.0	0	0.0
Wed	2588	4	13	2422	1	146	1	0	1	0	0	0	0	0	0	2	0.1	0	0.0	0	0.0
Thu	2674	10	20	2489	3	149	3	0	0	0	0	0	0	0	0	1	0.0	0	0.0	0	0.0
Fri	3247	10	13	3055	3	160	4	0	2	0	0	0	0	0	0	1	0.0	0	0.0	0	0.0
Sat	3254	11	21	3097	0	120	5	0	0	0	0	0	0	0	0	2	0.1	1	0.0	0	0.0
Sun	2070	12	9	1964	1	81	3	0	0	0	0	0	0	0	0	1	0.0	0	0.0	0	0.0
5 Day Ave.	2820	7	16	2637	2	153	2	0	1	0	0	0	0	0	0	2	0.1	0	0.0	0	0.0
7 Day Ave.	2775	8	16	2606	2	138	3	0	1	0	0	0	0	0	0	2	0.1	0	0.0	0	0.0
Grand Total	19422	59	112	18244	12	966	20	0	5	2	0	2	0	0	0	12	0.1	1	0.0	0	0.0
0800-0900	151.6	0.2	0.2	141.2	0	9.8	0.2	0	0	0	0	0	0	0	0	0.1%					
PCUs	156.46	0.04	0.06	141.2	0	14.7	0.46	0	0	0	0	0	0	0	0						
1700-1800	264.6	1	1.6	249.4	0.2	11.8	0.2	0	0.4	0	0	0	0	0	0	0.2%					
PCUs	269.36	0.2	0.48	249.4	0.2	17.7	0.46	0	0.92	0	0	0	0	0	0						

Summary Graphs



Nationwide Data Collection

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

30 March 2025

Nationwide Data Collection

Site
Location
Direction

2
Sargent Way, 51.066318, -0.363490
South

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Mon		Mean		Vpp 85		31 March 2025																												Speed Bins (mph)															
	Total						0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135															
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135	140																					
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0015	1	19.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0030	1	18.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0045	1	15.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0115	1	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0130	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0145	1	19.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0200	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0230	2	19.4	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0315	2	21.2	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0330	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0345	1	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0415	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0430	1	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0445	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0500	1	16.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0515	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0530	1	18.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0545	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0600	4	21.1	-	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0615	10	18.0	-	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0630	8	18.2	-	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0645	13	19.5	22.8	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0700	19	18.7	22.8	0	0	2	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0715	26	17.1	21.2	1	1	2	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0730	26	17.8	21.2	0	2	4	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0745	39	19.9	24.5	0	0	3	19	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0800	31	18.9	21.6	0	0	3	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0815	33	19.2	21.9	0	0	1	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0830	42	19.3	21.9	0	0	2	28	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0845	45	18.5	21.3	0	0	6	23	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0900	36	19.8	22.7	0	0	2	16	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0915	29	18.7	22.7	0	0	5	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0930	36	19.8	23.5	0	0	1	19	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
0945	32	18.6	22.5	0	0	6	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1000	28	19.4	21.6	0	0	2	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1015	42	19.2	23.5	0	0	4	24	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1030	33	18.3	21.7	0	1	3	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1045	42	18.0	21.0	0	0	9	19	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1045	42	18.0	21.0	0	0	9	19	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1100	33	18.0	20.7	0	0	3	22	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1115	43	18.2	22.3	0	1	6	24	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			
1130	52	17.4	21.4	0	0	12	28	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																							

Site
Location
Direction

2
Sargent Way, 51.066318, -0.363490
South

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Tue	Total	Mean	Vpp 85	01 April 2025																																Speed Bins (mph)															
					0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135																			
					5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	105	110	115	120	125	130	135	140																			
0000	# 2	20.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0015	# 2	18.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0030	# 1	22.9	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0045	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0100	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0115	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0130	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0145	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0200	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0215	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0230	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0245	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0315	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0330	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0345	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0400	# 1	18.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0415	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0430	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0445	# 1	15.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0500	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0515	# 1	19.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0530	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0545	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0600	# 4	20.4	-	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0615	# 6	20.2	-	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0630	# 11	18.9	22.1	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0645	# 13	20.6	24.6	0	0	1	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0700	# 23	19.2	23.7	0	1	3	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0715	# 35	18.2	21.9	0	0	7	16	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0730	# 25	18.9	21.8	0	0	1	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0745	# 32	19.9	23.1	0	0	2	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0800	# 26	18.4	20.3	0	1	3	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0815	# 25	19.4	23.9	0	0	4	11	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						
0830	# 36	19.5	22.7	0	0	3	16	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																									

Site
Location
Direction

2
Sargent Way, 51.066318, -0.363490
South

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Wed	Total	Mean	Vpp 85	Speed Bins (mph)																											
					5 5	10 10	15 15	20 20	25 25	30 30	35 35	40 40	45 45	50 50	55 55	60 60	65 65	70 70	75 75	80 80	85 85	90 90	95 95	100 100	105 105	110 110	115 115	120 120	125 125	130 130	135 135	
0000	# 1	17.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0015	# 3	21.4	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0030	# 1	20.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0045	# 1	18.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0115	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0130	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0145	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0215	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0230	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0315	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330	# 1	20.0	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	# 1	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0445	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	# 1	19.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0515	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0530	# 1	12.7	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0545	# 2	21.9	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	# 7	21.1	-	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0615	# 8	18.8	-	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630	# 11	18.2	21.9	0	0	3	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0645	# 20	19.7	24.0	0	0	2	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	# 19	18.8	25.4	0	1	2	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715	# 24	20.3	23.9	0	0	1	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730	# 39	20.1	22.9	0	0	0	20	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745	# 29	20.0	22.4	0	0	0	13	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	# 31	19.2	23.2	0	0	1	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815	# 33	19.6	23.7	0	0	2	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830	# 27	18.4	22.5	0	1	6	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0845	# 42	18.6	23.3	0	1	6	16	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	# 40	16.6	20.2	1	2	8	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0915	# 31	17.0	21.5	0	1	11	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0930	# 30	17.8	20.5	0	0	3	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0945	# 37	19.1	22.9	0	1	2	20	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	# 27	18.3	22.1	0	1	3	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1015	# 31	19.3	22.8	0	0	3	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030	# 40	17.3	21.6	0	1	10	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1045	# 28	17.6	21.5	0	1	4	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	# 33	17.7	20.4	0	0	5	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1115	# 34	19.0	23.1	0	1	1	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1130	# 45	17.0	20.2	0	0	11	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1145	# 42	17.9	22.0	0	0	10	20	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	# 45	18.5	21.5	0	1	5	26	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1215	# 48	17.6	21.2	0	0	9	28	11	0	0	0	0	0	0	0																	

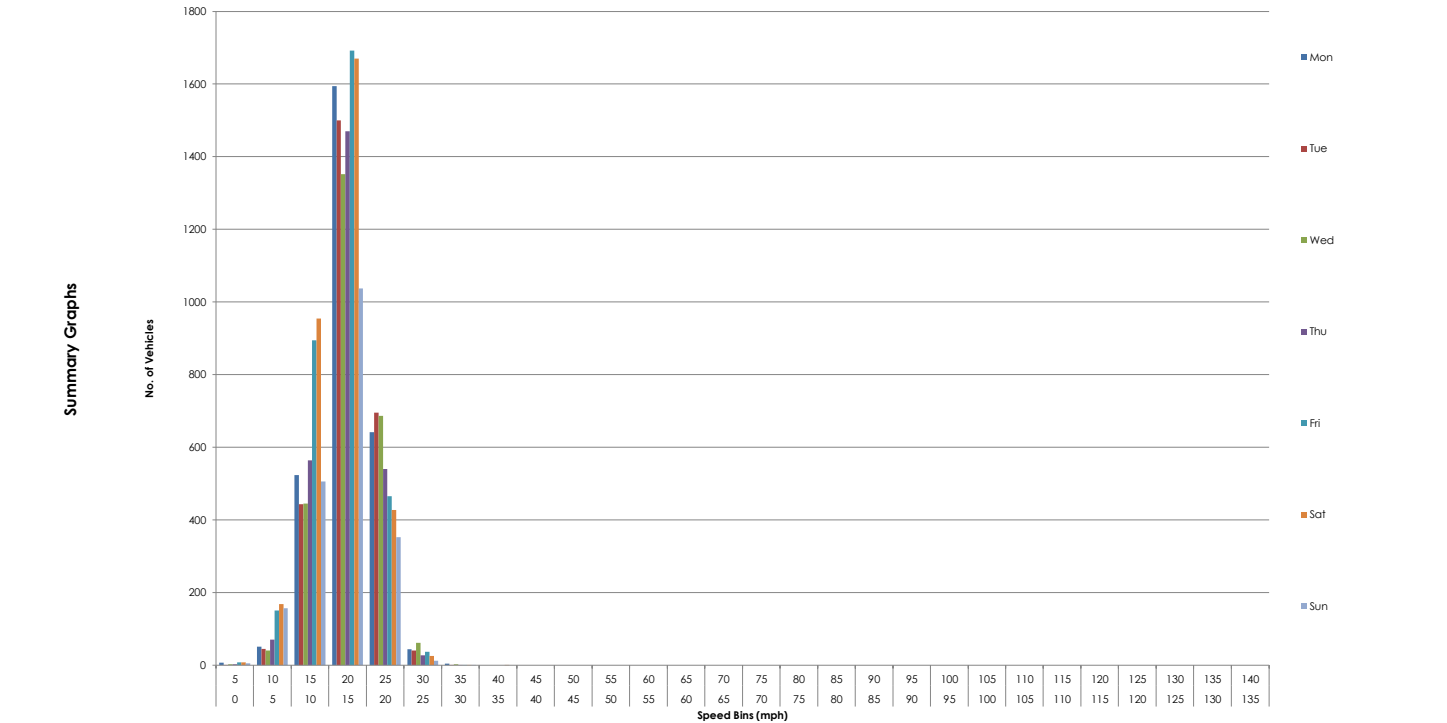
16618 / Horsham
March 2025
Automatic Traffic Count

Automatic Traffic Count

[illegible]

Time	Virtual Da		Virtual Day (7)																																		
	Total	Mean	Vpp 85	Speed Bins (mph)																																	
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140						
0000	6	19.6	-	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	2	18.5	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0200	2	20.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0300	1	19.9	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0400	2	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0500	4	19.3	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	31	19.1	22.9	0	0	4	14	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0700	95	18.5	22.1	0	2	12	48	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	127	18.2	21.8	0	2	19	68	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	132	17.9	21.4	0	3	22	70	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	165	17.6	21.0	0	5	32	87	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	194	17.0	20.6	0	6	43	107	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1200	221	16.6	20.4	0	12	57	114	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1300	226	16.5	20.1	1	11	62	116	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1400	213	17.2	20.6	0	4	49	119	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1500	249	16.8	20.5	1	9	59	136	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1600	238	16.8	20.2	0	8	59	132	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1700	244	16.7	20.6	1	11	60	125	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1800	220	16.3	20.2	0	12	64	109	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1900	168	16.8	20.4	0	6	40	93	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2000	110	17.7	21.0	0	3	19	63	23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2100	65	17.8	21.3	0	1	11	36	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2200	40	18.5	22.8	0	1	5	20	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2300	19	19.4	22.6	0	0	1	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07-19	2325	17.0	20.7	4	86	537	1230	441	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-22	2699	17.1	20.7	5	96	611	1436	518	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-00	2758	17.1	20.7	5	97	617	1465	538	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00-00	2775	17.1	20.8	5	97	618	1474	544	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Virtual Week (1)																															
Time	Total	Mean	Vpp 85	Speed Bins (mph)																											
				0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140
Mon	2864	17.7	21.1	7	51	523	1594	641	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2725	17.9	21.4	1	45	443	1500	695	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	2588	18.0	21.6	2	40	445	1352	686	61	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	2674	17.3	20.7	2	70	564	1470	540	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3247	16.5	20.0	8	150	894	1692	465	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	3254	16.2	19.9	8	168	954	1670	427	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	2070	16.4	20.4	5	157	506	1037	352	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2820	17.5	21.0	4	71	574	1522	605	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	2775	17.1	20.8	5	97	618	1474	544	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	19422	17.1	20.8	33	681	4329	10315	3806	246	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	151.6																														
PCUs	156.46																														
1700-1800	264.6																														
PCUs	269.36																														



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Nationwide Data Collection

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Automatic Traffic Count

Automatic Traffic Count

Nationwide Data Collection

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Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DFT	>SL2% 45 DFT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0530	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	11	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	17	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	30	0	0	22	0	8	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	36	0	0	34	0	1	0	0	0	0	0	1	0	0	0	0	0.0	0	0.0	0	0.0
0730	44	3	0	39	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	60	0	0	53	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	58	0	0	55	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	84	1	0	79	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	71	0	0	69	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	62	1	0	57	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	54	0	0	52	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	51	0	0	48	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	62	0	0	60	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	41	0	0	38	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	42	0	1	37	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	53	0	0	48	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1030	50	0	0	47	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	53	0	0	49	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	45	0	0	44	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	62	2	0	58	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	69	0	0	67	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	67	0	0	66	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	48	0	0	44	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	66	0	0	59	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	61	0	0	56	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	66	0	0	62	0	3	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	76	0	2	69	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	74	1	1	68	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	60	0	0	58	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	76	0	0	71	1	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	62	1	1	58	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	86	0	2	81	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	62	0	0	58	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	86	0	0	83	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	71	0	2	67	1	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	79	1	2	70	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	109	0	0	104	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	87	0	0	82	0	4	0	0	0	1	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	92	0	0	87	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	80	0	0	77	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	107	0	0	103	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	82	0	0	76	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	75	0	0	72	0	2	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	71	0	0	68	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	97	0	0	91	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1745	97	0	1	91	0	4	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	84	0	0	82	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1815	85	0	0	80	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1830	74	0	0	69	0	4	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1845	81	0	0	80	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	80	1	0	74	0	4	0	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1915	67	0	0	66	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1930	51	0	1	49	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1945	51	0	3	47	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2000	60	2	0	57	0	1	0	0	0	0	0	0	0	0	0	1	1.7	0	0.0	0	0.0
2015	47	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
2030	37	0	0	35	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0			

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35	>SL2 45	>SL2% 45	
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT							
0000	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
0015	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0030	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0330	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0515	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0530	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0545	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0600	11	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0615	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0630	20	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0645	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0700	40	0	1	38	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0715	59	0	0	52	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0730	35	0	1	31	0	2	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0745	59	1	1	50	0	6	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0800	46	0	0	45	0	1	0	0	0	0	0	0	0	0	0	0	1	2.2	0.0	0.0	0.0	
0815	71	1	0	66	0	4	0	0	0	0	0	0	0	0	0	0	1	1.4	0.0	0.0	0.0	
0830	80	0	1	72	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0845	70	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0900	47	0	0	41	1	4	0	0	0	1	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0915	57	2	1	45	0	9	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0930	45	0	1	38	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
0945	48	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1000	54	0	0	48	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1015	46	0	0	41	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1030	47	0	0	40	0	7	0	0	0	0	0	0	0	0	0	1	2.1	0.0	0.0	0	0.0	
1045	48	0	1	40	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1100	61	0	55	0	55	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1115	39	0	0	37	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1130	49	0	1	43	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1145	55	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1200	72	0	0	69	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1215	60	1	0	55	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1230	71	0	1	66	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1245	61	0	1	56	0	3	0	0	0	0	0	1	0	0	0	0	0	0.0	0.0	0	0.0	
1300	55	0	0	50	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1315	75	0	1	68	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1330	69	1	1	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1345	63	1	1	55	1	5	0	0	0	0	0	0	0	0	0	1	1.6	1	1.6	0	0.0	
1400	57	0	0	52	0	5	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1415	60	0	0	54	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1430	58	0	0	52	0	6	0	0	0	0	0	0	0	0	0	1	1.7	0	0.0	0	0.0	
1445	58	0	0	54	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1500	81	1	3	73	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1515	61	0	1	58	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1530	95	0	0	92	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1545	82	0	1	75	0	6	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1600	80	0	1	71	0	8	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1615	57	0	3	51	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1630	74	0	0	70	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1645	74	0	3	69	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1700	85	0	0	83	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1715	79	0	0	78	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1730	88	5	0	82	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1745	98	1	1	94	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1800	91	0	2	86	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1815	87	0	1	83	1	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1830	63	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1845	56	0	1	53	0	2	0	0	0	0	0	0	0	0	0	1	1.8	0	0.0	0	0.0	
1900	65	0	0	58	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1915	61	0	2	58	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1930	50	0	0	48	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
1945	68	0	0	67	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
2000	62	0	0	59	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
2015	45	0	0	41	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	
2030	28	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0				

Site
Location
Direction

2
Sargent Way, 51.066318, -0.363490
Two way

16618 / Horsham
March 2025
Automatic Traffic Count

Wed
02 April 2025

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0015	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0030	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0045	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0330	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0415	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0430	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0445	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0515	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0.0	0	0.0
0530	7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0545	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0600	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0615	15	0	0	13	0	1	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0630	19	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0645	28	1	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0700	32	0	0	30	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0715	42	0	0	38	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0730	57	0	1	53	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0745	45	0	0	42	0	2	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	56	0	0	53	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0815	76	0	0	75	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0830	64	1	0	60	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0845	64	0	0	62	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0900	56	1	0	46	0	8	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0915	43	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0930	49	0	0	45	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0945	54	0	0	48	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1000	36	1	0	32	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1015	48	0	0	45	0	3	0	0	0	0	0	0	0	0	0	1	2.1	0.0	0.0	0	0.0
1030	52	0	0	51	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1045	39	0	0	37	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1100	44	0	1	40	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1115	51	2	1	47	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1130	59	0	0	56	0	2	0	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1145	58	0	0	52	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1200	56	1	2	46	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1215	73	0	0	69	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1230	61	0	0	57	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1245	56	0	0	49	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	68	0	0	58	0	10	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1315	51	0	0	45	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1330	53	0	0	51	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1345	46	0	0	45	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1400	64	0	0	62	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1415	48	0	0	44	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1430	43	0	0	42	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1445	64	0	0	58	1	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1500	58	0	0	55	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1515	66	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1530	94	0	1	87	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1545	79	0	0	75	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	60	0	0	57	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1615	80	0	0	75	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1630	70	0	2	63	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1645	67	0	1	60	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	74	0	1	68	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1715	102	0	1	97	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1730	87	0	1	82	0	4	0	0	0	0	0	0	0	0							

16618 / Horsham
March 2025
Automatic Traffic Count

Time	Thu 03 April 2025	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DIT	>SL2% 45 DIT		
			1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT								
0000		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0015		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0030		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0045		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0115		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0130		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0145		1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0.0	0.0	0	0.0		
0200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0215		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0230		1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0245		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0300		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0315		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0330		2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0345		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0400		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0415		1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0430		3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0445		3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0500		4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0515		4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0530		7	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0545		11	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0600		8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0615		9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0630		20	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0645		22	0	0	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0700		37	0	0	33	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0715		59	0	1	55	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0730		48	0	0	45	0	3	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0745		57	0	0	51	0	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0800		51	0	0	47	0	3	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0815		72	0	0	70	0	1	1	0	0	0	0	0	0	0	1	0	0	0.0	0.0	0	0.0		
0830		77	0	0	73	0	4	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0845		78	0	0	71	0	7	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0900		51	0	0	49	0	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0		
0915		58	0	0	55	0	3	0	0	0	0	0	0	0	0	1	0	1.7	0	0.0	0.0	0	0.0	
0930		27	1	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
0945		37	0	1	30	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1000		43	0	1	39	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1015		47	0	0	45	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1030		50	0	0	46	0	3	0	0	0	0	0	0	0	0	1	0	2.0	0	0.0	0.0	0	0.0	
1045		58	0	0	53	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1100		48	1	1	44	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1115		49	1	0	42	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1130		57	0	0	55	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1145		49	0	0	46	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1200		69	0	0	62	1	6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1215		64	0	1	58	1	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1230		61	0	0	58	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1245		54	0	1	52	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1300		52	0	0	45	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1315		62	1	0	55	0	6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1330		62	1	0	60	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1345		66	1	1	59	0	5	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1400		61	0	0	58	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1415		73	0	2	67	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1430		78	0	0	77	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1445		73	0	0	66	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1500		68	0	2	65	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1515		74	0	0	70	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1530		78	0	1	76	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1545		71	0	1	66	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1600		88	0	0	85	1	2	0	0	0	0	0	0	0	0	1	0	1.1	0	0.0	0.0	0	0.0	
1615		68	0	0	66	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1630		87	0	0	85	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1645		86	2	0	80	0	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1700		83	0	0	80	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1715		82	0	0	75	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1730		93	1	2	82	0	8	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1745		101	1	1	93	0	5	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0
1800		88	1	2	78	0	7	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1815		71	1	1	66	0	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1830		67	1	1	64	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	
1845		7																						

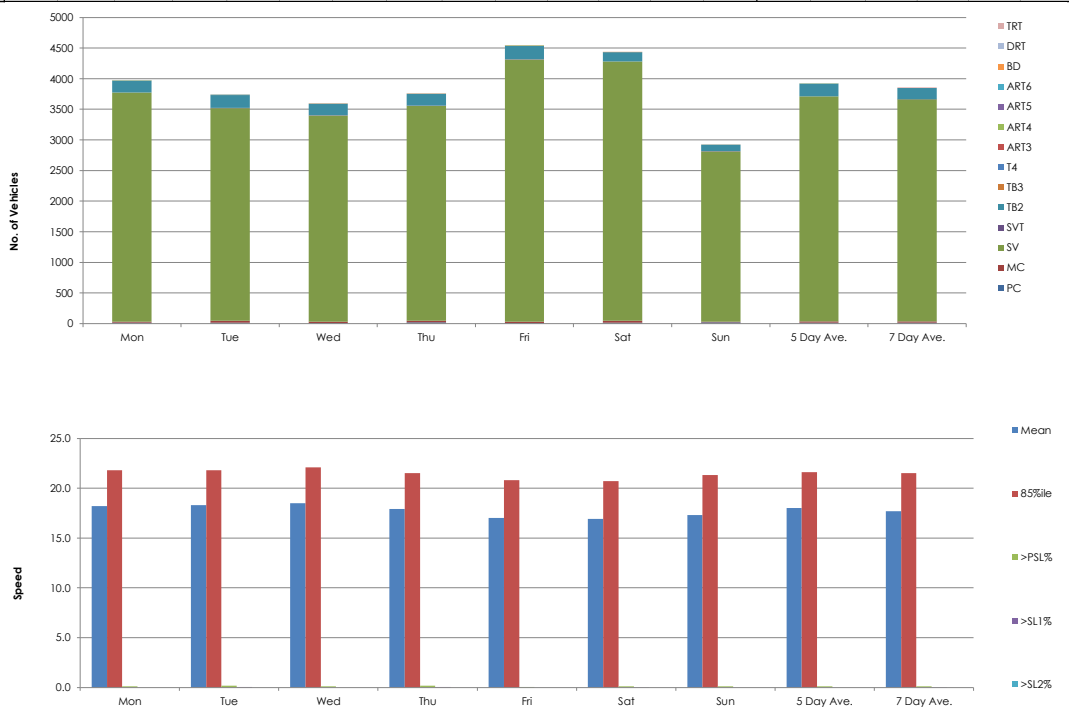
Site Location Direction 2 Sargent Way, 51.066318, -0.363490 Two way

16618 / Horsham March 2025 Automatic Traffic Count

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
0000	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0.0	0	0.0
0100	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0300	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0400	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0500	16	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0.9	0	0.0	0	0.0
0600	54	0	0	50	0	3	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	0.0
0700	150	1	1	136	0	12	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
0800	235	1	0	222	0	12	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
0900	206	1	1	190	0	14	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1000	236	0	1	219	0	15	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
1100	268	2	1	254	0	10	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1200	297	1	2	277	0	16	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1300	298	2	2	277	0	17	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1400	286	1	2	270	0	13	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
1500	327	1	3	309	0	13	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1600	314	1	2	298	0	14	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1700	330	2	2	313	0	12	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1800	291	1	2	277	0	10	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0
1900	224	1	2	212	0	7	0	0	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0
2000	143	1	2	135	0	4	0	0	0	0	0	0	0	0	0	1	0.7	0	0.2	0	0.0
2100	83	0	1	78	0	3	0	0	0	0	0	0	0	0	0	0	0.2	0	0.0	0	0.0
2200	50	0	0	49	0	1	0	0	0	0	0	0	0	0	0	0	0.3	0	0.0	0	0.0
2300	25	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0.0	0	0.0
07-19	3237	12	19	3041	2	158	3	0	1	1	0	0	0	0	0	2	0.1	0	0.0	0	0.0
06-22	3740	15	24	3517	2	176	4	0	1	1	0	0	0	0	0	4	0.1	0	0.0	0	0.0
06-00	3815	15	24	3590	2	177	4	0	1	1	0	0	0	0	0	4	0.1	0	0.0	0	0.0
00-00	3853	15	24	3626	2	179	4	0	1	1	0	0	0	0	0	4	0.1	0	0.0	0	0.0

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT
		1 PC	2 MC	3 SV	4 SVT	5 TB2	6 TB3	7 T4	8 ART3	9 ART4	10 ART5	11 ART6	12 BD	13 DRT	14 TRT						
Mon	3971	14	20	3739	2	187	4	1	2	1	0	1	0	0	0	4	0.1	0	0.0	0	0.0
Tue	3740	15	33	3471	3	213	1	0	1	2	0	1	0	0	0	6	0.2	1	0.0	0	0.0
Wed	3597	10	21	3368	2	192	2	0	2	0	0	0	0	0	0	4	0.1	0	0.0	0	0.0
Thu	3758	19	30	3506	4	194	4	1	0	0	0	0	0	0	0	6	0.2	1	0.0	0	0.0
Fri	4546	13	18	4282	4	219	5	1	3	1	0	0	0	0	0	2	0.0	0	0.0	0	0.0
Sat	4436	17	32	4235	0	147	5	0	0	0	0	0	0	0	0	5	0.1	1	0.0	0	0.0
Sun	2925	19	15	2780	2	103	5	0	0	0	0	1	0	0	0	3	0.1	0	0.0	0	0.0
5 Day Ave.	3922	14	24	3673	3	201	3	1	2	1	0	0	0	0	0	4	0.1	0	0.0	0	0.0
7 Day Ave.	3853	15	24	3626	2	179	4	0	1	1	0	0	0	0	0	4	0.1	0	0.0	0	0.0
Grand Total	26973	107	169	25381	17	1255	26	3	8	4	0	3	0	0	0	30	0.1	3	0.0	0	0.0

Summary Graphs



Time	Fri		28 March 2025		Speed Bins (mph)																											
	Total	Mean	Vpp																													
	85	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135			
0000	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0015	# 1	17.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0030	# 1	18.0	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0045	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0115	# 1	14.1	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0130	# 1	12.1	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0145	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	# 1	24.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0215	# 1	18.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0230	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0315	# 2	19.7	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415	# 0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430	# 2	22.7	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0445	# 3	20.5	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0		
0500	# 4	17.8	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0515	# 6	22.1	-	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0530	# 4	16.0	-	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0545	# 7	18.4	-	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	# 12	18.7	23.1	0	1	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0615	# 17	18.3	21.0	0	0	3	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630	# 23	20.1	24.8	0	1	0	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0645	# 33	19.4	22.9	0	0	5	12	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	# 37	18.4	22.6	0	2	3	18	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715	# 48	19.2	21.9	0	0	4	28	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730	# 62	18.5	22.1	0	0	11	32	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745	# 55	17.9	22.4	0	3	11	20	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	# 83	17.1	21.5	0	5	21	37	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815	# 79	18.0	21.6	0	2	11	48	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830	# 98	18.6	21.8	0	1	10	53	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0845	# 74	16.9	20.0	0	1	21	41	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	# 70	17.0	20.8	1	3	13	38	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0915	# 54	18.5	22.1	0	1	7	31	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0930	# 65	17.2	20.5	0	1	15	38	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0945	# 76	18.3	21.5	0	1	8	44	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	# 43	19.0	21.7	0	0	5	21	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1015	# 70	16.1	21.0	0	5	23	27	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030	# 103	19.4	20.0	0	5	23	37	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1045	# 71	15.7	18.7	0	5	23	36	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	# 57	16.0	19.0	0	1	23	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1115	# 85	16.1	19.1	0	3	27	49	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1130	# 61	17.3	20.7	0	3	11	33	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1145	# 94	17.9	21.4	0	0	16	55	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	# 80	17.2	21.3	0	4	16	42	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1215	# 74	17.6	20.4	0	0	18	42	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1230	# 72	18.0	21.7	0	0	11	43	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1245	# 84	17.5	20.8	0	1	15	49	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	# 93	16.6	19.8	0	2	34	46	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1315	# 67	18.6	21.9	0	0	6	41	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1330	# 87	18.1	21.1	0	1	10	56	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1345	# 66	18.0	21.7	0	1	10	37	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	# 84	17.1	20.8	0	1	19	47	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1415	# 72	17.5	20.3	0	0	17	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1430	# 79	17.1	20.7	0	1	21	41	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1445	# 70	17.6	21.7	0	1	19	31	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	# 77	17.5	20.1	0	1	14	50	11	1	0	0	0	0																			

[illegible]

Nationwide Data Collection

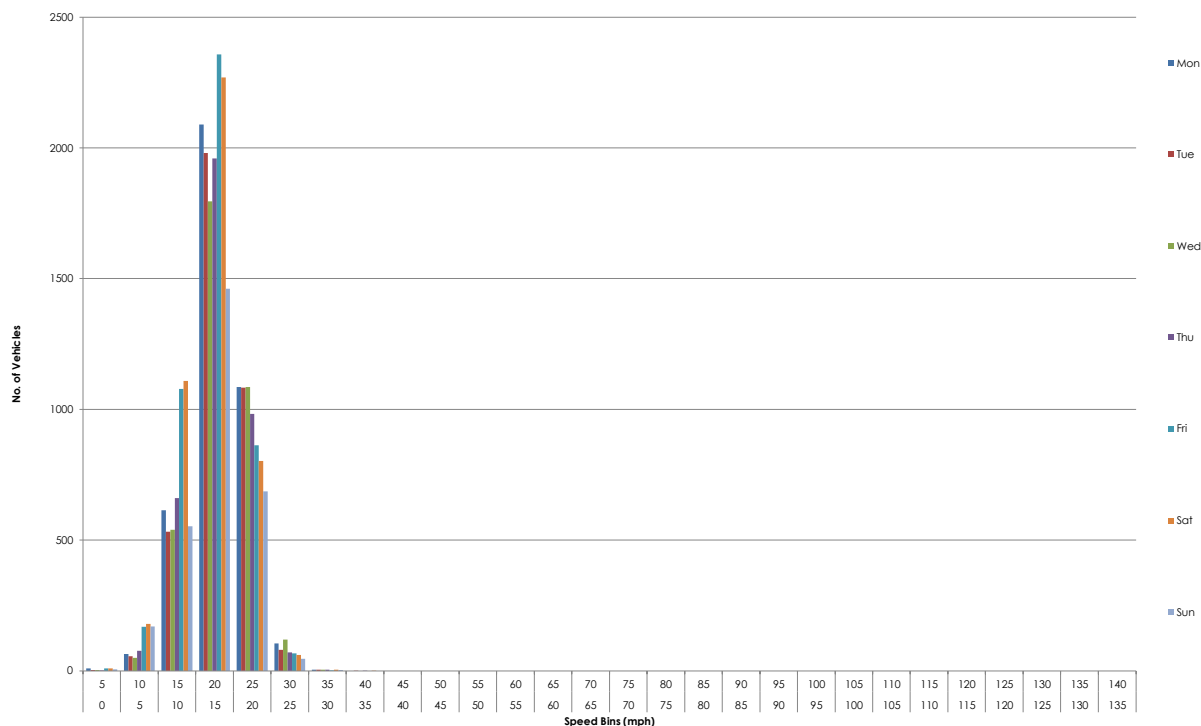
Time	Mon		31 March 2025		Speed Bins (mph)																																	
	Total	Mean	Vpp 85	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 90	90 95	95 100	100 105	105 110	110 115	115 120	120 125	125 130	130 135	135 140							
				5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140							
0000	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0015	1	19.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0030	1	18.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0045	1	15.9	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0100	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0115	1	21.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0130	1	16.1	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0145	1	19.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0200	1	27.1	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0215	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0230	3	18.0	-	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0245	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0300	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0315	3	18.6	-	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0330	2	20.0	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0345	1	19.4	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0400	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0415	1	23.3	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0430	1	17.7	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0445	2	24.5	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500	2	14.1	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0515	2	18.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0530	4	19.9	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0545	11	21.1	25.0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0600	8	22.5	-	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0615	14	18.6	21.0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0630	16	18.8	22.8	0	0	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0645	17	19.9	22.7	0	0	1	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0700	30	19.2	22.7	0	0	3	15	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0715	36	18.1	22.1	1	1	2	22	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0730	44	18.6	23.3	1	2	4	21	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0745	60	20.2	24.8	0	0	3	30	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0800	58	19.7	22.4	0	0	4	29	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0815	84	20.2	23.9	0	1	3	36	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														

[illegible]

[illegible]

[illegible]

16618 / Horsham
March 2025
Automatic Traffic Count

[illegible]

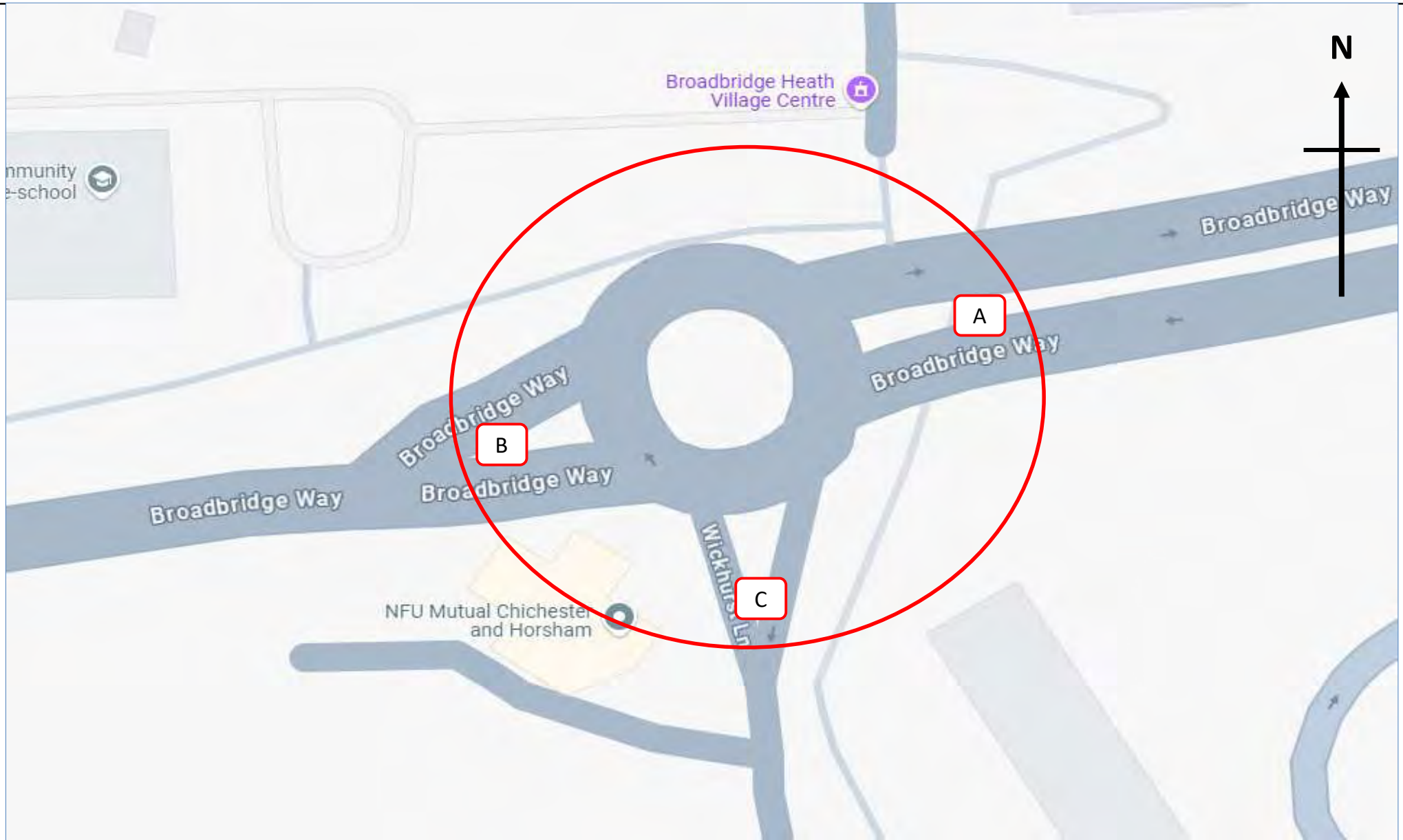
ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Pedal Cycle	PC	1	d(1)<1.18m & axles=2		1 (Light)
2	1 or 2	Very Short - Motor Cycle	MC	2	d(1)>=1.18m d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	3	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	4	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	5	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	6	axles=3 & groups=2		
>3	2	Four axle truck	T4	7	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	8	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	10	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	11	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	12	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two trailers	DRT	13	groups>=5 & axles>6		
>6	>6	Triple Road Train or Heavy and three (or more) trailers	TRT	14	groups>6 & axles>6		

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



	Site / Location:	Site 01, Broadbridge Way / Wickhurst Lane	Project No:	16618	Drawing No:	16618-01	Drawn By:	PR
	Survey Date:	Tuesday 1st April 2025	Project Name:	HORSHAM				
	Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:	Site Layout and Observed Movements				

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	A to C								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	38	0	6	1	0	0	1	0	46	45.9
07:15	39	0	7	0	0	0	0	0	46	46
07:30	42	0	4	0	0	1	0	0	47	48
07:45	52	0	2	3	0	0	0	0	57	58.5
H/TOT	171	0	19	4	0	1	1	0	196	198.4
08:00	45	0	13	2	0	0	0	0	60	61
08:15	52	0	7	2	0	1	0	0	62	64
08:30	59	0	7	1	0	0	0	0	67	67.5
08:45	92	0	9	2	0	1	1	1	106	106.6
H/TOT	248	0	36	7	0	2	1	1	295	299.1
09:00	126	0	5	0	0	0	0	1	132	131.2
09:15	92	0	6	0	0	0	0	0	98	98
09:30	104	0	7	1	0	0	1	1	114	113.1
09:45	102	0	10	0	0	1	0	0	113	114
H/TOT	424	0	28	1	0	1	1	2	457	456.3
16:00	99	0	12	0	0	0	1	1	113	111.6
16:15	131	0	14	0	0	1	0	0	146	147
16:30	112	0	12	0	0	0	1	1	126	124.6
16:45	143	1	6	0	0	0	0	0	150	150
H/TOT	485	1	44	0	0	1	2	2	535	533.2
17:00	101	0	9	0	0	1	0	0	111	112
17:15	115	0	12	2	0	1	0	0	130	132
17:30	141	2	11	1	0	0	1	0	156	155.9
17:45	175	1	10	0	0	0	2	0	188	186.8
H/TOT	532	3	42	3	0	2	3	0	585	586.7
18:00	122	0	7	0	0	0	1	0	130	129.4
18:15	121	0	8	0	0	1	0	0	130	131
18:30	152	0	5	0	0	0	0	0	157	157
18:45	157	0	7	0	0	0	0	0	164	164
H/TOT	552	0	27	0	0	1	1	0	581	581.4
P/TOT	2412	4	196	15	0	8	9	5	2649	2655.1

0800-0900
1700-1800

3.1%
0.9%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	A to B								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	15	0	2	1	0	0	0	0	18	18.5
07:15	21	0	7	0	0	0	0	0	28	28
07:30	13	0	2	1	0	0	0	0	16	16.5
07:45	16	0	4	1	0	0	0	0	21	21.5
H/TOT	65	0	15	3	0	0	0	0	83	84.5
08:00	13	0	4	0	0	0	0	1	18	17.2
08:15	12	0	1	1	0	0	0	0	14	14.5
08:30	20	0	2	1	0	0	1	0	24	23.9
08:45	31	1	4	0	0	0	0	0	36	36
H/TOT	76	1	11	2	0	0	1	1	92	91.6
09:00	20	0	1	0	0	0	0	0	21	21
09:15	14	0	5	2	0	0	1	0	22	22.4
09:30	14	0	3	0	0	0	0	0	17	17
09:45	25	0	2	0	0	0	0	0	27	27
H/TOT	73	0	11	2	0	0	1	0	87	87.4
16:00	27	0	0	0	0	0	1	0	28	27.4
16:15	20	0	3	0	0	0	2	0	25	23.8
16:30	26	0	1	1	0	0	0	0	28	28.5
16:45	29	0	1	0	0	0	1	0	31	30.4
H/TOT	102	0	5	1	0	0	4	0	112	110.1
17:00	39	0	2	0	0	0	0	0	41	41
17:15	32	1	2	0	0	0	0	0	35	35
17:30	32	1	0	1	0	0	0	1	35	34.7
17:45	38	0	3	0	0	0	1	0	42	41.4
H/TOT	141	2	7	1	0	0	1	1	153	152.1
18:00	35	1	1	0	0	0	1	0	38	37.4
18:15	30	0	1	1	0	1	1	1	35	35.1
18:30	21	2	0	0	0	0	0	0	23	23
18:45	17	0	3	0	0	0	0	0	20	20
H/TOT	103	3	5	1	0	1	2	1	116	115.5
P/TOT	560	6	54	10	0	1	9	3	643	641.2

2.2%
0.7%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	A to A								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	2	0	0	0	2	4.6
07:15	0	0	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	0	2	2
07:45	1	0	0	0	0	0	0	0	1	1
H/TOT	3	0	0	0	2	0	0	0	5	7.6
08:00	0	0	0	0	0	0	0	0	0	0
08:15	3	0	0	0	0	0	0	0	3	3
08:30	5	0	0	0	0	0	0	0	5	5
08:45	4	0	0	0	0	0	0	0	4	4
H/TOT	12	0	0	0	0	0	0	0	12	12
09:00	6	1	0	0	0	0	0	0	7	7
09:15	14	1	3	0	0	0	0	0	18	18
09:30	17	0	1	0	0	0	0	0	18	18
09:45	11	0	3	0	0	0	0	0	14	14
H/TOT	48	2	7	0	0	0	0	0	57	57
16:00	20	0	3	1	0	0	0	0	24	24.5
16:15	22	0	2	0	0	0	1	0	25	24.4
16:30	15	0	0	0	1	0	1	0	17	17.7
16:45	13	0	3	1	0	0	0	0	17	17.5
H/TOT	70	0	8	2	1	0	2	0	83	84.1
17:00	22	0	1	0	0	0	0	0	23	23
17:15	14	0	2	0	0	0	0	0	16	16
17:30	12	0	0	0	0	0	0	0	12	12
17:45	7	0	1	0	0	0	0	0	8	8
H/TOT	55	0	4	0	0	0	0	0	59	59
18:00	15	0	1	0	0	0	1	0	17	16.4
18:15	10	0	1	0	0	0	0	0	11	11
18:30	14	0	3	0	0	0	0	0	17	17
18:45	12	0	0	0	0	0	0	1	13	12.2
H/TOT	51	0	5	0	0	0	1	1	58	56.6
P/TOT	239	2	24	2	3	0	3	1	274	276.3

0.0%
0.0%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	B to A								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	19	0	2	2	0	0	0	0	23	24
07:15	22	0	4	3	0	0	1	0	30	30.9
07:30	25	0	5	0	0	0	0	0	30	30
07:45	38	0	10	2	0	0	1	1	52	51.6
H/TOT	104	0	21	7	0	0	2	1	135	136.5
08:00	28	0	2	0	0	0	1	0	31	30.4
08:15	52	0	2	0	0	0	1	0	55	54.4
08:30	53	0	2	0	0	0	0	0	55	55
08:45	20	0	2	0	0	0	0	0	22	22
H/TOT	153	0	8	0	0	0	2	0	163	161.8
09:00	36	2	3	1	0	0	0	0	42	42.5
09:15	22	0	3	1	0	0	1	0	27	26.9
09:30	12	0	6	0	0	0	0	0	18	18
09:45	14	0	3	0	0	0	0	0	17	17
H/TOT	84	2	15	2	0	0	1	0	104	104.4
16:00	28	0	6	0	0	0	1	0	35	34.4
16:15	26	1	2	0	0	0	0	0	29	29
16:30	29	0	5	0	0	0	1	0	35	34.4
16:45	31	0	5	1	0	0	2	0	39	38.3
H/TOT	114	1	18	1	0	0	4	0	138	136.1
17:00	56	0	4	0	0	0	0	0	60	60
17:15	36	0	1	0	0	0	0	0	37	37
17:30	32	0	3	0	0	0	0	0	35	35
17:45	35	1	4	0	0	0	0	0	40	40
H/TOT	159	1	12	0	0	0	0	0	172	172
18:00	23	0	0	1	0	0	1	0	25	24.9
18:15	28	0	2	0	0	0	1	0	31	30.4
18:30	21	0	2	0	0	0	0	0	23	23
18:45	22	2	3	0	0	0	0	0	27	27
H/TOT	94	2	7	1	0	0	2	0	106	105.3
P/TOT	708	6	81	11	0	0	11	1	818	816.1

0.0%

0.0%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	B to C								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	5	0	0	0	0	1	1	0	7	7.4
07:15	10	0	0	0	0	0	0	0	10	10
07:30	6	0	1	0	0	0	0	0	7	7
07:45	8	0	1	0	0	0	0	0	9	9
H/TOT	29	0	2	0	0	1	1	0	33	33.4
08:00	13	0	1	0	0	0	0	0	14	14
08:15	20	0	1	0	0	1	0	0	22	23
08:30	14	0	2	0	0	0	0	0	16	16
08:45	17	0	1	0	0	0	0	0	18	18
H/TOT	64	0	5	0	0	1	0	0	70	71
09:00	12	0	1	0	0	0	0	0	13	13
09:15	18	1	2	0	0	1	0	0	22	23
09:30	15	0	0	1	0	0	0	0	16	16.5
09:45	13	0	2	0	0	0	0	1	16	15.2
H/TOT	58	1	5	1	0	1	0	1	67	67.7
16:00	7	0	1	0	0	0	0	0	8	8
16:15	24	0	2	0	0	1	0	0	27	28
16:30	24	0	3	0	0	0	0	1	28	27.2
16:45	24	0	1	0	0	0	0	0	25	25
H/TOT	79	0	7	0	0	1	0	1	88	88.2
17:00	21	0	0	0	0	0	0	0	21	21
17:15	15	0	0	0	0	0	0	0	15	15
17:30	22	0	0	0	0	1	0	0	23	24
17:45	28	0	1	0	0	0	0	0	29	29
H/TOT	86	0	1	0	0	1	0	0	88	89
18:00	32	0	2	0	0	0	0	1	35	34.2
18:15	16	0	0	0	0	0	1	0	17	16.4
18:30	20	0	1	0	0	0	1	0	22	21.4
18:45	20	0	2	0	0	1	0	0	23	24
H/TOT	88	0	5	0	0	1	2	1	97	96
P/TOT	404	1	25	1	0	6	3	3	443	445.3

1.4%

1.1%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	B to B								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	1
16:00	0	0	0	1	0	0	0	0	1	1.5
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	0	1	1.5
17:00	1	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	1	0	0	0	0	1	1.5
H/TOT	1	0	0	1	0	0	0	0	2	2.5
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
P/TOT	2	0	0	2	0	0	0	0	4	5

#DIV/0!
50.0%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	C to B								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	7	0	1	0	0	0	0	0	8	8
07:15	8	0	3	0	0	0	0	0	11	11
07:30	9	0	2	0	0	1	0	0	12	13
07:45	9	0	1	0	0	0	0	0	10	10
H/TOT	33	0	7	0	0	1	0	0	41	42
08:00	5	0	2	1	0	0	0	0	8	8.5
08:15	10	0	0	0	0	0	0	0	10	10
08:30	16	1	5	0	0	0	0	0	22	22
08:45	11	1	1	0	0	1	0	0	14	15
H/TOT	42	2	8	1	0	1	0	0	54	55.5
09:00	14	1	0	0	0	0	0	0	15	15
09:15	14	1	1	0	0	0	0	1	17	16.2
09:30	15	0	2	0	0	0	0	0	17	17
09:45	8	0	2	0	0	1	0	0	11	12
H/TOT	51	2	5	0	0	1	0	1	60	60.2
16:00	21	0	3	1	0	0	1	0	26	25.9
16:15	17	0	4	0	0	1	0	0	22	23
16:30	28	0	2	0	0	0	0	0	30	30
16:45	18	0	2	0	0	0	0	0	20	20
H/TOT	84	0	11	1	0	1	1	0	98	98.9
17:00	24	0	1	0	0	0	0	0	25	25
17:15	25	0	2	0	0	1	0	0	28	29
17:30	25	0	1	0	0	0	0	0	26	26
17:45	26	0	0	0	0	0	1	0	27	26.4
H/TOT	100	0	4	0	0	1	1	0	106	106.4
18:00	24	0	0	0	0	0	0	0	24	24
18:15	23	0	2	0	0	1	0	0	26	27
18:30	25	0	0	0	0	0	0	0	25	25
18:45	26	0	0	0	0	0	0	0	26	26
H/TOT	98	0	2	0	0	1	0	0	101	102
P/TOT	408	4	37	2	0	6	2	1	460	465

3.7%
0.9%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	C to A								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	34	0	5	1	0	1	2	0	43	43.3
07:15	28	1	3	0	0	0	0	0	32	32
07:30	53	0	2	0	0	0	0	0	55	55
07:45	46	0	5	2	0	0	0	0	53	54
H/TOT	161	1	15	3	0	1	2	0	183	184.3
08:00	35	0	6	1	0	0	0	1	43	42.7
08:15	39	0	12	2	0	2	0	0	55	58
08:30	52	0	5	2	0	0	0	0	59	60
08:45	45	0	1	0	0	0	1	1	48	46.6
H/TOT	171	0	24	5	0	2	1	2	205	207.3
09:00	45	0	9	1	0	0	0	0	55	55.5
09:15	60	0	3	1	0	0	0	0	64	64.5
09:30	69	0	4	3	0	1	1	0	78	79.9
09:45	59	1	6	0	0	0	0	0	66	66
H/TOT	233	1	22	5	0	1	1	0	263	265.9
16:00	120	0	11	1	0	0	0	1	133	132.7
16:15	95	0	4	1	0	0	1	0	101	100.9
16:30	111	0	9	0	0	1	0	0	121	122
16:45	99	0	16	0	0	0	1	0	116	115.4
H/TOT	425	0	40	2	0	1	2	1	471	471
17:00	114	0	9	0	0	0	0	0	123	123
17:15	86	0	5	1	0	1	0	0	93	94.5
17:30	126	0	9	0	0	1	0	0	136	137
17:45	122	0	7	1	0	0	0	0	130	130.5
H/TOT	448	0	30	2	0	2	0	0	482	485
18:00	168	0	10	1	0	0	3	0	182	180.7
18:15	132	0	7	0	0	0	1	0	140	139.4
18:30	88	0	13	0	0	0	0	0	101	101
18:45	97	0	7	0	0	1	0	0	105	106
H/TOT	485	0	37	1	0	1	4	0	528	527.1
P/TOT	1923	2	168	18	0	8	10	3	2132	2140.6

3.4%

0.8%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	C to C								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	0	1	1
09:15	1	0	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	0	2	2
16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	1	1
18:45	1	0	0	0	0	0	0	0	1	1
H/TOT	2	0	0	0	0	0	0	0	2	2
P/TOT	4	0	0	0	0	0	0	0	4	4

#DIV/0!

#DIV/0!

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	TO ARM A								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	53	0	7	3	2	1	2	0	68	71.9
07:15	50	1	7	3	0	0	1	0	62	62.9
07:30	80	0	7	0	0	0	0	0	87	87
07:45	85	0	15	4	0	0	1	1	106	106.6
H/TOT	268	1	36	10	2	1	4	1	323	328.4
08:00	63	0	8	1	0	0	1	1	74	73.1
08:15	94	0	14	2	0	2	1	0	113	115.4
08:30	110	0	7	2	0	0	0	0	119	120
08:45	69	0	3	0	0	0	1	1	74	72.6
H/TOT	336	0	32	5	0	2	3	2	380	381.1
09:00	87	3	12	2	0	0	0	0	104	105
09:15	96	1	9	2	0	0	1	0	109	109.4
09:30	98	0	11	3	0	1	1	0	114	115.9
09:45	84	1	12	0	0	0	0	0	97	97
H/TOT	365	5	44	7	0	1	2	0	424	427.3
16:00	168	0	20	2	0	0	1	1	192	191.6
16:15	143	1	8	1	0	0	2	0	155	154.3
16:30	155	0	14	0	1	1	2	0	173	174.1
16:45	143	0	24	2	0	0	3	0	172	171.2
H/TOT	609	1	66	5	1	1	8	1	692	691.2
17:00	192	0	14	0	0	0	0	0	206	206
17:15	136	0	8	1	0	1	0	0	146	147.5
17:30	170	0	12	0	0	1	0	0	183	184
17:45	164	1	12	1	0	0	0	0	178	178.5
H/TOT	662	1	46	2	0	2	0	0	713	716
18:00	206	0	11	2	0	0	5	0	224	222
18:15	170	0	10	0	0	0	2	0	182	180.8
18:30	123	0	18	0	0	0	0	0	141	141
18:45	131	2	10	0	0	1	0	1	145	145.2
H/TOT	630	2	49	2	0	1	7	1	692	689
P/TOT	2870	10	273	31	3	8	24	5	3224	3233

1.8%
0.6%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	FROM ARM A								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	53	0	8	2	2	0	1	0	66	69
07:15	60	0	14	0	0	0	0	0	74	74
07:30	57	0	6	1	0	1	0	0	65	66.5
07:45	69	0	6	4	0	0	0	0	79	81
H/TOT	239	0	34	7	2	1	1	0	284	290.5
08:00	58	0	17	2	0	0	0	1	78	78.2
08:15	67	0	8	3	0	1	0	0	79	81.5
08:30	84	0	9	2	0	0	1	0	96	96.4
08:45	127	1	13	2	0	1	1	1	146	146.6
H/TOT	336	1	47	9	0	2	2	2	399	402.7
09:00	152	1	6	0	0	0	0	1	160	159.2
09:15	120	1	14	2	0	0	1	0	138	138.4
09:30	135	0	11	1	0	0	1	1	149	148.1
09:45	138	0	15	0	0	1	0	0	154	155
H/TOT	545	2	46	3	0	1	2	2	601	600.7
16:00	146	0	15	1	0	0	2	1	165	163.5
16:15	173	0	19	0	0	1	3	0	196	195.2
16:30	153	0	13	1	1	0	2	1	171	170.8
16:45	185	1	10	1	0	0	1	0	198	197.9
H/TOT	657	1	57	3	1	1	8	2	730	727.4
17:00	162	0	12	0	0	1	0	0	175	176
17:15	161	1	16	2	0	1	0	0	181	183
17:30	185	3	11	2	0	0	1	1	203	202.6
17:45	220	1	14	0	0	0	3	0	238	236.2
H/TOT	728	5	53	4	0	2	4	1	797	797.8
18:00	172	1	9	0	0	0	3	0	185	183.2
18:15	161	0	10	1	0	2	1	1	176	177.1
18:30	187	2	8	0	0	0	0	0	197	197
18:45	186	0	10	0	0	0	0	1	197	196.2
H/TOT	706	3	37	1	0	2	4	2	755	753.5
P/TOT	3211	12	274	27	3	9	21	9	3566	3572.6

2.8%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	TO ARM B								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	22	0	3	1	0	0	0	0	26	26.5
07:15	29	0	10	0	0	0	0	0	39	39
07:30	22	0	4	1	0	1	0	0	28	29.5
07:45	25	0	5	1	0	0	0	0	31	31.5
H/TOT	98	0	22	3	0	1	0	0	124	126.5
08:00	18	0	6	1	0	0	0	1	26	25.7
08:15	22	0	1	1	0	0	0	0	24	24.5
08:30	36	1	7	1	0	0	1	0	46	45.9
08:45	42	2	5	0	0	1	0	0	50	51
H/TOT	118	3	19	3	0	1	1	1	146	147.1
09:00	34	1	1	0	0	0	0	0	36	36
09:15	28	1	6	2	0	0	1	1	39	38.6
09:30	30	0	5	0	0	0	0	0	35	35
09:45	33	0	4	0	0	1	0	0	38	39
H/TOT	125	2	16	2	0	1	1	1	148	148.6
16:00	48	0	3	2	0	0	2	0	55	54.8
16:15	37	0	7	0	0	1	2	0	47	46.8
16:30	54	0	3	1	0	0	0	0	58	58.5
16:45	47	0	3	0	0	0	1	0	51	50.4
H/TOT	186	0	16	3	0	1	5	0	211	210.5
17:00	64	0	3	0	0	0	0	0	67	67
17:15	57	1	4	0	0	1	0	0	63	64
17:30	57	1	1	1	0	0	0	1	61	60.7
17:45	64	0	3	1	0	0	2	0	70	69.3
H/TOT	242	2	11	2	0	1	2	1	261	261
18:00	59	1	1	0	0	0	1	0	62	61.4
18:15	53	0	3	1	0	2	1	1	61	62.1
18:30	46	2	0	0	0	0	0	0	48	48
18:45	43	0	3	0	0	0	0	0	46	46
H/TOT	201	3	7	1	0	2	2	1	217	217.5
P/TOT	970	10	91	14	0	7	11	4	1107	1111.2

2.7%

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	FROM ARM B								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	24	0	2	2	0	1	1	0	30	31.4
07:15	32	0	4	3	0	0	1	0	40	40.9
07:30	31	0	6	0	0	0	0	0	37	37
07:45	46	0	11	2	0	0	1	1	61	60.6
H/TOT	133	0	23	7	0	1	3	1	168	169.9
08:00	41	0	3	0	0	0	1	0	45	44.4
08:15	72	0	3	0	0	1	1	0	77	77.4
08:30	67	0	4	0	0	0	0	0	71	71
08:45	37	0	3	0	0	0	0	0	40	40
H/TOT	217	0	13	0	0	1	2	0	233	232.8
09:00	48	2	4	1	0	0	0	0	55	55.5
09:15	40	1	5	1	0	1	1	0	49	49.9
09:30	28	0	6	1	0	0	0	0	35	35.5
09:45	27	0	5	0	0	0	0	1	33	32.2
H/TOT	143	3	20	3	0	1	1	1	172	173.1
16:00	35	0	7	1	0	0	1	0	44	43.9
16:15	50	1	4	0	0	1	0	0	56	57
16:30	53	0	8	0	0	0	1	1	63	61.6
16:45	55	0	6	1	0	0	2	0	64	63.3
H/TOT	193	1	25	2	0	1	4	1	227	225.8
17:00	78	0	4	0	0	0	0	0	82	82
17:15	51	0	1	0	0	0	0	0	52	52
17:30	54	0	3	0	0	1	0	0	58	59
17:45	63	1	5	1	0	0	0	0	70	70.5
H/TOT	246	1	13	1	0	1	0	0	262	263.5
18:00	55	0	2	1	0	0	1	1	60	59.1
18:15	44	0	2	0	0	0	2	0	48	46.8
18:30	41	0	3	0	0	0	1	0	45	44.4
18:45	42	2	5	0	0	1	0	0	50	51
H/TOT	182	2	12	1	0	1	4	1	203	201.3
P/TOT	1114	7	106	14	0	6	14	4	1265	1266.4

SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tuesday

TIME	TO ARM C								TOT	PCUs
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	43	0	6	1	0	1	2	0	53	53.3
07:15	49	0	7	0	0	0	0	0	56	56
07:30	48	0	5	0	0	1	0	0	54	55
07:45	60	0	3	3	0	0	0	0	66	67.5
H/TOT	200	0	21	4	0	2	2	0	229	231.8
08:00	58	0	14	2	0	0	0	0	74	75
08:15	72	0	8	2	0	2	0	0	84	87
08:30	73	0	9	1	0	0	0	0	83	83.5
08:45	109	0	10	2	0	1	1	1	124	124.6
H/TOT	312	0	41	7	0	3	1	1	365	370.1
09:00	139	0	6	0	0	0	0	1	146	145.2
09:15	111	1	8	0	0	1	0	0	121	122
09:30	119	0	7	2	0	0	1	1	130	129.6
09:45	115	0	12	0	0	1	0	1	129	129.2
H/TOT	484	1	33	2	0	2	1	3	526	526
16:00	106	0	13	0	0	0	1	1	121	119.6
16:15	155	0	16	0	0	2	0	0	173	175
16:30	136	0	15	0	0	0	1	2	154	151.8
16:45	167	1	7	0	0	0	0	0	175	175
H/TOT	564	1	51	0	0	2	2	3	623	621.4
17:00	122	0	9	0	0	1	0	0	132	133
17:15	130	0	12	2	0	1	0	0	145	147
17:30	163	2	11	1	0	1	1	0	179	179.9
17:45	203	1	11	0	0	0	2	0	217	215.8
H/TOT	618	3	43	3	0	3	3	0	673	675.7
18:00	154	0	9	0	0	0	1	1	165	163.6
18:15	137	0	8	0	0	1	1	0	147	147.4
18:30	173	0	6	0	0	0	1	0	180	179.4
18:45	178	0	9	0	0	1	0	0	188	189
H/TOT	642	0	32	0	0	2	3	1	680	679.4
P/TOT	2820	5	221	16	0	14	12	8	3096	3104.4

SITE: 1

DATE: 01/04

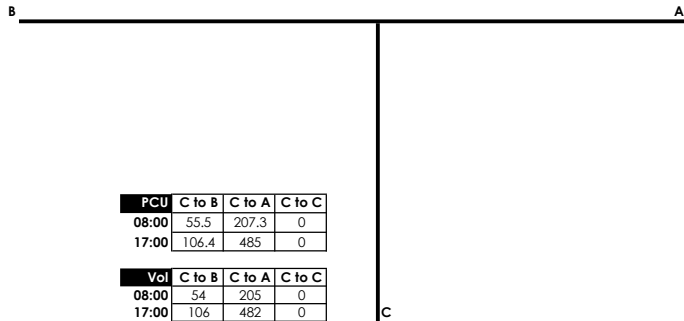
LOCATION: Broadbridge Way / Wickhurst Lane

DAY: Tues

TIME	FROM ARM C								TOT
	CAR	Black Taxi	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	41	0	6	1	0	1	2	0	51
07:15	36	1	6	0	0	0	0	0	43
07:30	62	0	4	0	0	1	0	0	67
07:45	55	0	6	2	0	0	0	0	63
H/TOT	194	1	22	3	0	2	2	0	224
08:00	40	0	8	2	0	0	0	1	51
08:15	49	0	12	2	0	2	0	0	65
08:30	68	1	10	2	0	0	0	0	81
08:45	56	1	2	0	0	1	1	1	62
H/TOT	213	2	32	6	0	3	1	2	259
09:00	60	1	9	1	0	0	0	0	71
09:15	75	1	4	1	0	0	0	1	82
09:30	84	0	6	3	0	1	1	0	95
09:45	67	1	8	0	0	1	0	0	77
H/TOT	286	3	27	5	0	2	1	1	325
16:00	141	0	14	2	0	0	1	1	159
16:15	112	0	8	1	0	1	1	0	123
16:30	139	0	11	0	0	1	0	0	151
16:45	117	0	18	0	0	0	1	0	136
H/TOT	509	0	51	3	0	2	3	1	569
17:00	138	0	10	0	0	0	0	0	148
17:15	111	0	7	1	0	2	0	0	121
17:30	151	0	10	0	0	1	0	0	162
17:45	148	0	7	1	0	0	1	0	157
H/TOT	548	0	34	2	0	3	1	0	588
18:00	192	0	10	1	0	0	3	0	206
18:15	155	0	9	0	0	1	1	0	166
18:30	114	0	13	0	0	0	0	0	127
18:45	124	0	7	0	0	1	0	0	132
H/TOT	585	0	39	1	0	2	4	0	631
P/TOT	2335	6	205	20	0	14	12	4	2596

Vol	A to A	A to B	A to C
08:00	12	92	295
17:00	59	153	585

PCU	A to A	A to B	A to C
08:00	12	91.6	299.1
17:00	59	152.1	586.7



Vol	C to B	C to A	C to C
08:00	54	205	0
17:00	106	482	0

17:00

TIME	MOVEMENT TOTAL										PCU
	A To B	A To C	A to A	B To A	B To C	B to B	C to A	C to B	C to C		
07:00	84.5	198.4	7.6	136.5	33.4	0	184.3	42	0	686.7	
08:00	91.6	299.1	12	161.8	71	0	207.3	55.5	0	898.3	
09:00	87.4	456.3	57	104.4	67.7	1	265.9	60.2	2	1101.9	
10:00	110.1	533.2	84.1	136.1	88.2	1.5	471	98.9	0	1523.1	
16:00	152.1	586.7	59	172	89	2.5	485	106.4	0	1653	
18:00	115.5	584.4	56.6	105.3	96	0	527.1	102	2	1585.9	
TOTAL	641.2	2651.1	276.3	816.1	445.3	5	2140.6	465	4	7448.6	

PM	16:00	19:00

10.00

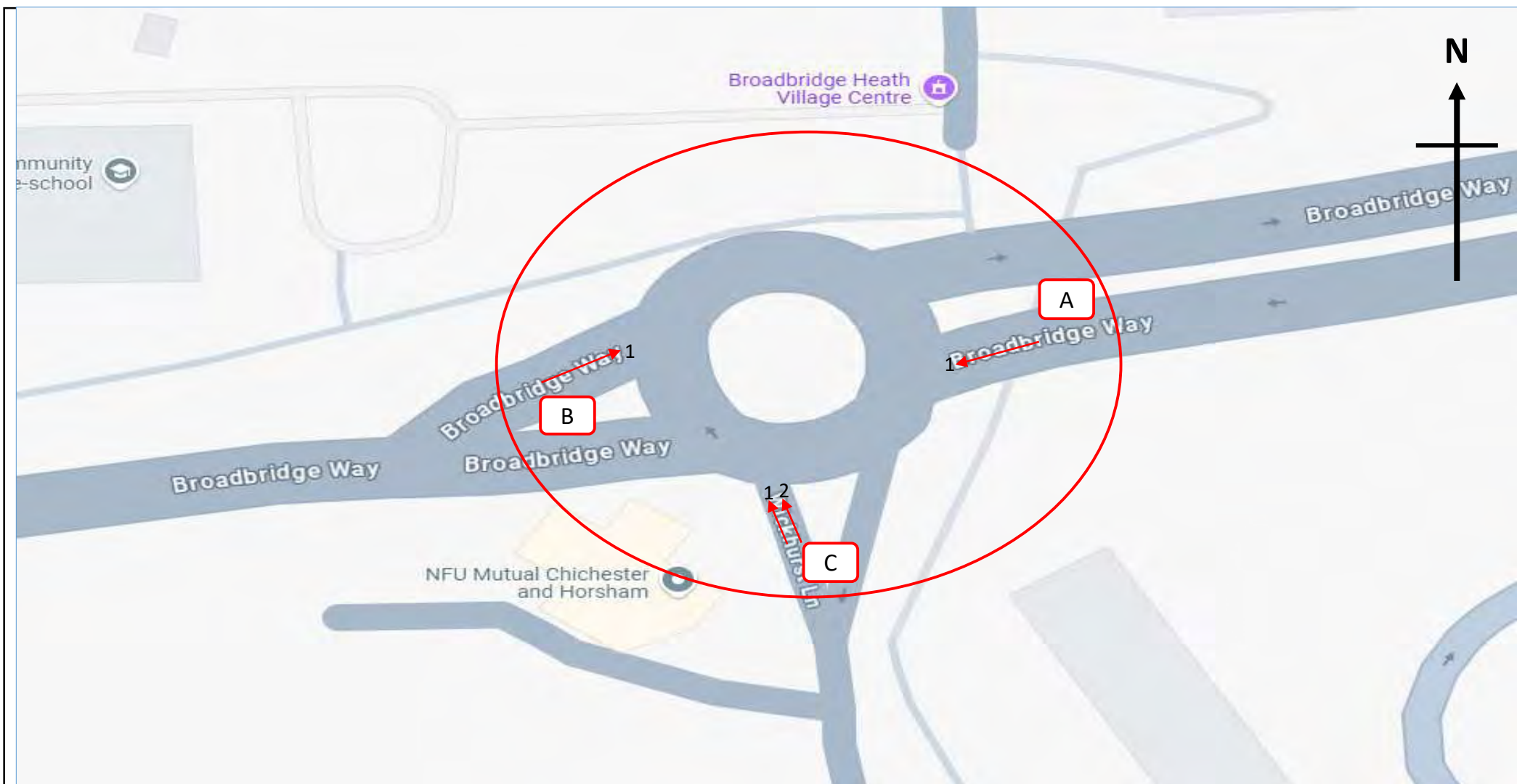
TOT Peak PCU 17:00



Site / Location:	Site 01, Broadbridge Way / Wickhurst Lane	Project No:	16618	Drawing No:	16618-01	Drawn By:	PR
Survey Date:	Tuesday 1st April 2025	Project Name:	HORSHAM				
Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:	Peak Hour Turning Diagram				



Site / Location:	Site 01, Broadbridge Way / Wickhurst Lane	Project No:	16618	Drawing No:	16618-01 A	Drawn By:	PR
Survey Date:	Tuesday 1st April 2025	Project Name:	HORSHAM				
Survey Times:	07:00 to 10:00 & 16:00 to 19:00	Drawing Title:	Hourly Flow Summary				



	Site / Location: Site 01, Broadbridge Way / Wickhurst Lane	Project No: 16618	Drawing No: 16618-01	Drawn By: PR
	Survey Date: Tuesday 1st April 2025	Project Name: HORSHAM		
	Survey Times: 07:00 to 10:00 & 16:00 to 19:00	Drawing Title: Site Layout and Observed Movements		



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
07:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:40	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
07:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
08:05	2	2	0	0	0	11.5
Max Queue	2	2	0	0	0	11.5
08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
08:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
08:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
08:35	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
08:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
08:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
08:50	1	1	0	0	0	5.75
Max Queue	2	2	0	0	0	11.5
08:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
09:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
09:05	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
09:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
09:15	1	1	0	0	0	5.75
Max Queue	5	5	0	0	0	28.75
09:20	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
09:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
09:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
09:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
09:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
09:55	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
16:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
16:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:10	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25
16:15	0	0	0	0	0	0
Max Queue	7	7	0	0	0	40.25
16:20	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
16:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
16:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
16:35	0	0	0	0	0	0
Max Queue	2.5	1	1	0	0	14.375
16:40	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
16:50	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25
16:55	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm A - Lane 1						
Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:00	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
17:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
17:10	0	0	0	0	0	0
Max Queue	3	3	0	0	0	17.25
17:15	2	2	0	0	0	11.5
Max Queue	9	9	0	0	0	51.75
17:20	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
17:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
17:30	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
17:35	1	1	0	0	0	5.75
Max Queue	4	4	0	0	0	23
17:40	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
17:45	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
17:50	2	2	0	0	0	11.5
Max Queue	6	6	0	0	0	34.5
17:55	0	0	0	0	0	0
Max Queue	6	6	0	0	0	34.5
18:00	0	0	0	0	0	0
Max Queue	6	6	0	0	0	34.5
18:05	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
18:10	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
18:15	0	0	0	0	0	0
Max Queue	11	11	0	0	0	63.25
18:20	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23
18:25	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0
18:30	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5
18:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75
18:40	0	0	0	0	0	0
Max Queue	12	12	0	0	0	69
18:45	0	0	0	0	0	0
Max Queue	5	5	0	0	0	28.75
18:50	0	0	0	0	0	0
Max Queue	10	10	0	0	0	57.5
18:55	10	10	0	0	0	57.5
Max Queue	10	10	0	0	0	57.5



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm B - Lane 1					
Time	Total	Cars	OGV1	OGV2	PSV
07:00	0	0	0	0	0
Max Queue	2	2	0	0	0
07:05	0	0	0	0	0
Max Queue	0	0	0	0	0
07:10	0	0	0	0	0
Max Queue	1	1	0	0	0
07:15	0	0	0	0	0
Max Queue	1	1	0	0	0
07:20	0	0	0	0	0
Max Queue	0	0	0	0	0
07:25	0	0	0	0	0
Max Queue	1	1	0	0	0
07:30	0	0	0	0	0
Max Queue	1	1	0	0	0
07:35	0	0	0	0	0
Max Queue	1	1	0	0	0
07:40	0	0	0	0	0
Max Queue	1	1	0	0	0
07:45	0	0	0	0	0
Max Queue	1	1	0	0	0
07:50	1	1	0	0	0
Max Queue	3	3	0	0	0
07:55	1	1	0	0	0
Max Queue	1	1	0	0	0
08:00	0	0	0	0	0
Max Queue	0	0	0	0	0
08:05	0	0	0	0	0
Max Queue	2	2	0	0	0
08:10	0	0	0	0	0
Max Queue	0	0	0	0	0
08:15	0	0	0	0	0
Max Queue	1	1	0	0	0
08:20	0	0	0	0	0
Max Queue	3	3	0	0	0
08:25	0	0	0	0	0
Max Queue	3	3	0	0	0
08:30	1	1	0	0	0
Max Queue	3	3	0	0	0
08:35	0	0	0	0	0
Max Queue	2	2	0	0	0
08:40	0	0	0	0	0
Max Queue	2	2	0	0	0
08:45	0	0	0	0	0
Max Queue	2	2	0	0	0
08:50	0	0	0	0	0
Max Queue	1	1	0	0	0
08:55	0	0	0	0	0
Max Queue	0	0	0	0	0
09:00	0	0	0	0	0
Max Queue	2	2	0	0	0
09:05	0	0	0	0	0
Max Queue	2	2	0	0	0
09:10	0	0	0	0	0
Max Queue	1	1	0	0	0
09:15	0	0	0	0	0
Max Queue	1	1	0	0	0
09:20	0	0	0	0	0
Max Queue	1	1	0	0	0
09:25	1	1	0	0	0
Max Queue	1	1	0	0	0
09:30	0	0	0	0	0
Max Queue	0	0	0	0	0
09:35	0	0	0	0	0
Max Queue	0	0	0	0	0
09:40	0	0	0	0	0
Max Queue	0	0	0	0	0
09:45	0	0	0	0	0
Max Queue	0	0	0	0	0
09:50	0	0	0	0	0
Max Queue	1	1	0	0	0
09:55	0	0	0	0	0
Max Queue	0	0	0	0	0
16:00	1	1	0	0	0
Max Queue	3.5	2	1	0	0
16:05	0	0	0	0	0
Max Queue	3	3	0	0	0
16:10	0	0	0	0	0
Max Queue	2	2	0	0	0
16:15	0	0	0	0	0
Max Queue	3	3	0	0	0
16:20	0	0	0	0	0
Max Queue	2	2	0	0	0
16:25	0	0	0	0	0
Max Queue	3	1	0	0	1
16:30	0	0	0	0	0
Max Queue	2	2	0	0	0
16:35	0	0	0	0	0
Max Queue	2	2	0	0	0
16:40	2	2	0	0	0
Max Queue	5	5	0	0	0
16:45	0	0	0	0	0
Max Queue	2	2	0	0	0
16:50	0	0	0	0	0
Max Queue	2.5	1	1	0	0
16:55	0	0	0	0	0
Max Queue	2	2	0	0	0



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm B - Lane 1					
Time	Total	Cars	OGV1	OGV2	PSV
17:00	0	0	0	0	0
Max Queue	3	3	0	0	0
17:05	2	2	0	0	0
Max Queue	5	5	0	0	0
17:10	2	2	0	0	0
Max Queue	2	2	0	0	0
17:15	0	0	0	0	0
Max Queue	1	1	0	0	0
17:20	0	0	0	0	0
Max Queue	5	5	0	0	0
17:25	0	0	0	0	0
Max Queue	2	2	0	0	0
17:30	0	0	0	0	0
Max Queue	3	3	0	0	0
17:35	1	1	0	0	0
Max Queue	2	2	0	0	0
17:40	0	0	0	0	0
Max Queue	1	1	0	0	0
17:45	0	0	0	0	0
Max Queue	2	2	0	0	0
17:50	0	0	0	0	0
Max Queue	2	2	0	0	0
17:55	0	0	0	0	0
Max Queue	4	4	0	0	0
18:00	0	0	0	0	0
Max Queue	3	3	0	0	0
18:05	0	0	0	0	0
Max Queue	5	5	0	0	0
18:10	0	0	0	0	0
Max Queue	4	4	0	0	0
18:15	0	0	0	0	0
Max Queue	2	2	0	0	0
18:20	0	0	0	0	0
Max Queue	2	2	0	0	0
18:25	0	0	0	0	0
Max Queue	1	1	0	0	0
18:30	0	0	0	0	0
Max Queue	2	2	0	0	0
18:35	0	0	0	0	0
Max Queue	2	2	0	0	0
18:40	0	0	0	0	0
Max Queue	1	1	0	0	0
18:45	0	0	0	0	0
Max Queue	2	2	0	0	0
18:50	0	0	0	0	0
Max Queue	2	2	0	0	0
18:55	1	1	0	0	0
Max Queue	2	2	0	0	0



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm C - Lane 1							Arm C - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
07:00	0	0	0	0	0	0	07:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:05	0	0	0	0	0	0	07:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:10	0	0	0	0	0	0	07:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:15	0	0	0	0	0	0	07:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
07:20	0	0	0	0	0	0	07:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
07:25	2	2	0	0	0	11.5	07:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
07:30	0	0	0	0	0	0	07:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:35	0	0	0	0	0	0	07:35	0	0	0	0	0	0
Max Queue	2	0	0	0	1	11.5	Max Queue	1	1	0	0	0	5.75
07:40	0	0	0	0	0	0	07:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
07:45	0	0	0	0	0	0	07:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:50	0	0	0	0	0	0	07:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
07:55	0	0	0	0	0	0	07:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
08:00	0	0	0	0	0	0	08:00	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1.5	0	1	0	0	8.625
08:05	0	0	0	0	0	0	08:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:10	0	0	0	0	0	0	08:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
08:15	0	0	0	0	0	0	08:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	0	0	0	0	0	0
08:20	0	0	0	0	0	0	08:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	0	0	0	0	0	0
08:25	0	0	0	0	0	0	08:25	0	0	0	0	0	0
Max Queue	4	4	0	0	0	23	Max Queue	0	0	0	0	0	0
08:30	0	0	0	0	0	0	08:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
08:35	0	0	0	0	0	0	08:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
08:40	0	0	0	0	0	0	08:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
08:45	0	0	0	0	0	0	08:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
08:50	0	0	0	0	0	0	08:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
08:55	0	0	0	0	0	0	08:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
09:00	0	0	0	0	0	0	09:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
09:05	0	0	0	0	0	0	09:05	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:10	0	0	0	0	0	0	09:10	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
09:15	0	0	0	0	0	0	09:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
09:20	0	0	0	0	0	0	09:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
09:25	1	1	0	0	0	5.75	09:25	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	1	1	0	0	0	5.75
09:30	0	0	0	0	0	0	09:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2.3	0	0	1	13.225	
09:35	0	0	0	0	0	0	09:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
09:40	0	0	0	0	0	0	09:40	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
09:45	0	0	0	0	0	0	09:45	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
09:50	0	0	0	0	0	0	09:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
09:55	0	0	0	0	0	0	09:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	2	2	0	0	0	11.5
16:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
16:05	0	0	0	0	0	0	16:05	3	3	0	0	0	17.25
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
16:10	0	0	0	0	0	0	16:10	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
16:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7	7	0	0	0	40.25
16:20	0	0	0	0	0	0	16:20	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
16:25	0	0	0	0	0	0	16:25	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
16:30	1	1	0	0	0	5.75	16:30	0	0	0	0	0	0
Max Queue	2	0	0	0	1	11.5	Max Queue	2	2	0	0	0	11.5
16:35	0	0	0	0	0	0	16:35	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	5	5	0	0	0	28.75
16:40	0	0	0	0	0	0	16:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	14	14	0	0	0	80.5
16:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	3	3	0	0	0	17.25
16:50	0	0	0	0	0	0	16:50	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
16:55	0	0	0	0	0	0	16:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23



SITE: 1

DATE: 01/04/2025

LOCATION: Broadbridge Way / Wickhurst Lane

DAY: TUESDAY

ANALYSIS: Queue at (i) each 5 minute interval and the (ii) Maximum Queue per 5 minute period

Arm C - Lane 1							Arm C - Lane 2						
Time	Total	Cars	OGV1	OGV2	PSV	Metres	Time	Total	Cars	OGV1	OGV2	PSV	Metres
17:00	0	0	0	0	0	0	17:00	1	1	0	0	0	5.75
Max Queue	1	1	0	0	0	5.75	Max Queue	6	6	0	0	0	34.5
17:05	0	0	0	0	0	0	17:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
17:10	0	0	0	0	0	0	17:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
17:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
17:20	0	0	0	0	0	0	17:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
17:25	0	0	0	0	0	0	17:25	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	1	1	0	0	0	5.75
17:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	4	4	0	0	0	23
17:35	0	0	0	0	0	0	17:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
17:40	0	0	0	0	0	0	17:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	2	0	0	1	23
17:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
17:50	0	0	0	0	0	0	17:50	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
17:55	0	0	0	0	0	0	17:55	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	7	7	0	0	0	40.25
18:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	7	7	0	0	0	40.25
18:05	0	0	0	0	0	0	18:05	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75
18:10	0	0	0	0	0	0	18:10	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	20	20	0	0	0	115
18:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
Max Queue	2	2	0	0	0	11.5	Max Queue	4	4	0	0	0	23
18:20	0	0	0	0	0	0	18:20	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
18:25	0	0	0	0	0	0	18:25	1	1	0	0	0	5.75
Max Queue	2	0	0	0	1	11.5	Max Queue	7	7	0	0	0	40.25
18:30	0	0	0	0	0	0	18:30	1	1	0	0	0	5.75
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:35	0	0	0	0	0	0	18:35	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	3	3	0	0	0	17.25
18:40	0	0	0	0	0	0	18:40	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	4	4	0	0	0	23
18:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	2	2	0	0	0	11.5
18:50	0	0	0	0	0	0	18:50	0	0	0	0	0	0
Max Queue	0	0	0	0	0	0	Max Queue	1	1	0	0	0	5.75
18:55	0	0	0	0	0	0	18:55	0	0	0	0	0	0
Max Queue	1	1	0	0	0	5.75	Max Queue	5	5	0	0	0	28.75

Vehicle Type	PCU VALUES
Car/Taxi/Lgv	1
Other Goods Vehicle - OGV1	1.5
Other Goods Vehicle - OGV2	2.3
Coach/PSV	2
Motorcycle - MCL	0.4
Pedal Cycle - PCL	0.2

APPENDIX C – JUNCTION CAPACITY ANALYSIS

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462							
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Filename: 24069-MA-J9-X-AR02-P01- Broadbridge Way Rbt.j9

Path: N:\24069 - Wickhurst Green Horsham - Planning\07. Technical\07.02 Modelling\ARCADY

Report generation date: 09/05/2025 13:54:31

»Base 2025, AM

»Base 2025, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	RFC	LOS	Set ID	Queue (PCU)	RFC	LOS
Base 2025								
Arm 1	D1	0.7	0.40	A	D2	3.9	0.80	C
Arm 2		0.2	0.16	A		0.6	0.38	A
Arm 3		0.4	0.27	A		0.6	0.39	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	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MARKIDES\Markides Associates
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	Base 2025	AM	ONE HOUR	08:45	10:15	15	✓
D2	Base 2025	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base 2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Broadbridge Way East	
2	Tesco/Retail Park Access	
3	Broadbridge Way West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.80	5.40	0.0	17.0	34.0	27.5	
2	6.20	6.50	1.0	20.0	34.0	39.5	
3	3.50	4.50	0.0	41.0	34.0	37.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.542	1152
2	0.676	1862
3	0.524	1062

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base 2025	AM	ONE HOUR	08:45	10:15	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	403	100.000
2		ONE HOUR	✓	263	100.000
3		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	12	299	92
	2	207	0	56
	3	162	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.40	5.54	0.7	A	370	554
2	0.16	2.48	0.2	A	241	362
3	0.27	5.31	0.4	A	214	320

Main Results for each time segment

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	76	53	1124	0.270	302	286	0.0	0.4	4.489	A
2	198	49	78	1809	0.109	197	277	0.0	0.1	2.305	A
3	175	44	165	976	0.180	174	110	0.0	0.2	4.500	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362	91	64	1118	0.324	362	342	0.4	0.5	4.884	A
2	236	59	93	1799	0.131	236	332	0.1	0.2	2.377	A
3	209	52	197	959	0.218	209	132	0.2	0.3	4.813	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443	111	78	1110	0.399	443	419	0.5	0.7	5.532	A
2	289	72	114	1785	0.162	289	407	0.2	0.2	2.484	A
3	256	64	241	936	0.274	256	162	0.3	0.4	5.308	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	443	111	78	1110	0.399	443	420	0.7	0.7	5.544	A
2	289	72	114	1784	0.162	289	407	0.2	0.2	2.484	A
3	256	64	241	936	0.274	256	162	0.4	0.4	5.313	A

09:45 - 10:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	362	91	64	1118	0.324	363	343	0.7	0.5	4.902	A
2	236	59	93	1798	0.131	236	333	0.2	0.2	2.378	A
3	209	52	197	959	0.218	210	132	0.4	0.3	4.821	A

10:00 - 10:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	303	76	54	1123	0.270	304	287	0.5	0.4	4.511	A
2	198	49	78	1809	0.109	198	279	0.2	0.1	2.308	A
3	175	44	165	976	0.180	176	111	0.3	0.2	4.515	A

Base 2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	10.38	B

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	Base 2025	PM	ONE HOUR	16:45	18:15	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 (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	798	100.000
2		ONE HOUR	✓	591	100.000
3		ONE HOUR	✓	262	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	59	587	152
	2	485	0	106
	3	172	88	2

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.80	16.34	3.9	C	732	1098
2	0.38	3.46	0.6	A	543	814
3	0.39	7.87	0.6	A	240	361

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	601	150	67	1116	0.538	596	537	0.0	1.2	6.929	A
2	445	111	159	1754	0.254	444	504	0.0	0.3	2.773	A
3	197	49	408	849	0.232	196	195	0.0	0.3	5.540	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	717	179	81	1109	0.647	715	643	1.2	1.8	9.160	A
2	532	133	191	1733	0.307	531	605	0.3	0.4	3.027	A
3	236	59	489	806	0.292	235	234	0.3	0.4	6.339	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	220	99	1099	0.799	871	787	1.8	3.7	15.419	C
2	651	163	233	1704	0.382	650	737	0.4	0.6	3.448	A
3	288	72	598	749	0.385	288	285	0.4	0.6	7.832	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	878	220	99	1099	0.799	878	788	3.7	3.9	16.336	C
2	651	163	234	1703	0.382	651	742	0.6	0.6	3.455	A
3	288	72	599	749	0.385	288	287	0.6	0.6	7.870	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	717	179	81	1108	0.647	725	645	3.9	1.9	9.660	A
2	532	133	194	1731	0.307	532	613	0.6	0.5	3.037	A
3	236	59	490	806	0.292	236	236	0.6	0.4	6.373	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	601	150	68	1116	0.538	603	540	1.9	1.2	7.132	A
2	445	111	161	1753	0.254	446	510	0.5	0.3	2.784	A
3	197	49	410	847	0.233	198	197	0.4	0.3	5.576	A

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: 24069-MA-J9-X-AR03-P01- Brbrdg Wy Rbt Rtl Tesco Rbt cali HgMxQ.j9

Path: N:\24069 - Wickhurst Green Horsham - Planning\07. Technical\07.02 Modelling\ARCADY

Report generation date: 09/05/2025 09:11:06

-
- »Retail Base + Dev Fri (Do-Min), PM
 - »Do Min + Dev, PM
 - »Base 2027 + Com Dev, PM
 - »Baseline 2027 + Dev, PM
 - »Base 2031 + Com Dev, PM
 - »Baseline 2031 + Dev, PM
 - »Base 2027 + Com Dev, AM
 - »Baseline 2027 + Dev, AM
 - »Base 2031 + Com Dev, AM
 - »Baseline 2031 + Dev, AM

Summary of junction performance

	PM					AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Retail Base + Dev Fri (Do-Min)									
Junction 1 - Arm 1	D1	14.9	60.28	0.97	F					
Junction 1 - Arm 2		14.6	64.28	0.97	F					
Junction 1 - Arm 3		12.6	190.46	1.05	F					
Junction 2 - Arm 1		2.4	55.79	0.73	F					
Junction 2 - Arm 2		7.8	42.79	0.91	E					
Junction 2 - Arm 3		0.0	0.00	0.00	A					
Junction 2 - Arm 4		8.4	36.28	0.91	E					
	Do Min + Dev									
Junction 1 - Arm 1	D2	19.3	74.13	0.99	F					
Junction 1 - Arm 2		17.2	74.22	0.99	F					
Junction 1 - Arm 3		15.5	222.15	1.09	F					
Junction 2 - Arm 1		2.3	53.15	0.72	F					
Junction 2 - Arm 2		7.8	42.83	0.91	E					
Junction 2 - Arm 3		0.0	0.00	0.00	A					
Junction 2 - Arm 4		7.8	34.05	0.91	D					
	Base 2027 + Com Dev									
Junction 1 - Arm 1	D3	26.4	95.35	1.02	F	D7	1.5	9.64	0.60	A
Junction 1 - Arm 2		9.9	48.54	0.94	E		1.1	8.80	0.52	A
Junction 1 - Arm 3		31.1	352.91	1.22	F		2.3	29.81	0.70	D
Junction 2 - Arm 1		2.2	51.41	0.71	F		0.7	14.86	0.41	B
Junction 2 - Arm 2		4.4	25.72	0.83	D		0.7	7.85	0.41	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		7.3	32.29	0.90	D		1.4	9.13	0.59	A
	Baseline 2027 + Dev									
Junction 1 - Arm 1	D4	31.6	109.91	1.03	F	D8	1.6	9.83	0.61	A
Junction 1 - Arm 2		11.0	53.33	0.95	F		1.1	8.91	0.53	A
Junction 1 - Arm 3		34.4	384.47	1.24	F		2.8	34.96	0.75	D
Junction 2 - Arm 1		2.1	48.74	0.70	E		0.7	14.86	0.41	B
Junction 2 - Arm 2		4.4	25.74	0.83	D		0.7	7.85	0.41	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		6.8	30.18	0.89	D		1.4	9.13	0.59	A
	Base 2031 + Com Dev									
Junction 1 - Arm 1	D5	41.5	136.93	1.06	F	D9	1.7	10.27	0.63	B
Junction 1 - Arm 2		14.7	67.28	0.98	F		1.2	9.19	0.54	A
Junction 1 - Arm 3		44.0	545.44	1.33	F		2.8	34.90	0.75	D
Junction 2 - Arm 1		2.4	56.01	0.73	F		0.7	15.61	0.42	C
Junction 2 - Arm 2		5.7	32.45	0.87	D		0.7	8.10	0.43	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		7.8	33.83	0.90	D		1.6	9.61	0.61	A
	Baseline 2031 + Dev									
Junction 1 - Arm 1	D6	48.2	155.16	1.07	F	D10	1.8	10.49	0.64	B
Junction 1 - Arm 2		16.4	73.99	0.99	F		1.2	9.31	0.54	A
Junction 1 - Arm 3		47.8	597.76	1.36	F		3.5	41.91	0.79	E
Junction 2 - Arm 1		2.3	52.33	0.72	F		0.7	15.60	0.42	C
Junction 2 - Arm 2		5.7	32.49	0.87	D		0.7	8.10	0.43	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		7.0	30.92	0.89	D		1.6	9.61	0.61	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MARKIDES\Markides Associates
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Retail Base + Dev Fri (Do-Min)	PM	ONE HOUR	17:00	18:30	15	✓
D2	Do Min + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	Base 2027 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D4	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D5	Base 2031 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D6	Baseline 2031 + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D7	Base 2027 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	Baseline 2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D9	Base 2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	Baseline 2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

Retail Base + Dev Fri (Do-Min), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	77.32	F
2	untitled	Mini-roundabout		1, 2, 3, 4	40.70	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1	1	Broadbridge Way East	
	2	Tesco/Retail Park Access	
	3	Broadbridge Way West	
2	1	Broadbridge Way East	
	2	Tesco/Retail Park Access	
	3	Broadbridge Way West	
	4	untitled	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	1	3.80	5.40	0.0	17.0	34.0	27.5	
	2	6.20	6.50	1.0	20.0	34.0	39.5	
	3	3.50	4.50	0.0	41.0	34.0	37.0	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
2	1	3.00	3.00	3.40	1.0	9.90	11.00	0.0	
	2	6.10	6.10	6.30	0.0	12.00	6.40	0.0	
	3	3.00	3.00	3.00	0.0	5.00	2.00	0.0	
	4	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Percentage intercept adjustment (%)
1	1	Percentage		89.00
	2	Percentage		51.80
	3	Percentage		56.20
2	1	Percentage		75.00
	2	Percentage		64.50
	3	None		
	4	Percentage		112.00

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.542	1026
	2	0.676	964
	3	0.524	597
2	1	0.600	649
	2	0.708	898
	3	0.590	985
	4	0.590	978

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Retail Base + Dev Fri (Do-Min)	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	851	100.000
	2	✓				
	3		ONE HOUR	✓	217	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	642	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	20	718	113
	2	647	0	136
	3	114	103	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	621
	3	0	0	0	2
	4	163	662	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.97	60.28	14.9	F	781	1171
	2	0.97	64.28	14.6	F	707	1061
	3	1.05	190.46	12.6	F	199	299
2	1	0.73	55.79	2.4	F	139	208
	2	0.91	42.79	7.8	E	589	884
	3	0.00	0.00	0.0	A	0	0
	4	0.91	36.28	8.4	E	752	1128

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	641	160	76	985	0.651	633	567	0.0	1.8	10.154	B
	2	574	143	99	897	0.640	567	610	0.0	1.7	10.793	B
	3	163	41	483	344	0.475	160	183	0.0	0.9	19.311	C
2	1	114	28	485	358	0.317	112	133	0.0	0.5	14.518	B
	2	483	121	114	817	0.591	478	483	0.0	1.4	10.437	B
	3	0	0	588	638	0.000	0	4	0.0	0.0	0.000	A
	4	610	153	14	970	0.629	604	574	0.0	1.6	9.660	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	765	191	91	976	0.784	759	682	1.8	3.4	16.231	C
	2	689	172	119	884	0.779	682	731	1.7	3.3	17.490	C
	3	195	49	582	292	0.667	191	219	0.9	1.8	34.567	D
2	1	136	34	583	299	0.454	134	160	0.5	0.8	21.664	C
	2	577	144	137	801	0.720	573	580	1.4	2.4	15.501	C
	3	0	0	706	569	0.000	0	4	0.0	0.0	0.000	A
	4	731	183	17	968	0.755	726	689	1.6	2.9	14.539	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	937	234	103	970	0.966	904	796	3.4	11.7	41.548	E
	2	828	207	141	869	0.953	801	865	3.3	10.2	41.851	E
	3	239	60	683	239	0.998	216	259	1.8	7.5	106.344	F
2	1	166	42	683	239	0.694	162	188	0.8	2.0	43.827	E
	2	707	177	165	781	0.905	689	679	2.4	6.8	33.939	D
	3	0	0	849	484	0.000	0	5	0.0	0.0	0.000	A
	4	865	216	20	966	0.895	850	828	2.9	6.7	27.721	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	937	234	104	969	0.967	924	820	11.7	14.9	60.280	F
	2	844	211	144	867	0.974	827	884	10.2	14.6	64.281	F
	3	239	60	705	228	1.049	219	266	7.5	12.6	190.463	F
2	1	166	42	704	226	0.734	165	193	2.0	2.4	55.792	F
	2	707	177	168	779	0.907	703	701	6.8	7.8	42.785	E
	3	0	0	865	474	0.000	0	5	0.0	0.0	0.000	A
	4	884	221	21	966	0.915	877	844	6.7	8.4	36.285	E

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	765	191	109	967	0.791	808	764	14.9	4.2	27.354	D
	2	718	180	126	879	0.817	756	790	14.6	5.1	34.985	D
	3	195	49	644	260	0.751	229	239	12.6	4.0	125.798	F
2	1	136	34	646	261	0.519	141	176	2.4	1.1	30.917	D
	2	577	144	144	796	0.725	597	643	7.8	2.8	19.643	C
	3	0	0	736	550	0.000	0	5	0.0	0.0	0.000	A
	4	790	198	18	968	0.817	804	718	8.4	4.9	23.491	C

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	641	160	83	981	0.653	650	604	4.2	2.0	11.267	B
	2	589	147	102	896	0.657	601	631	5.1	2.0	12.835	B
	3	163	41	512	329	0.497	175	191	4.0	1.0	25.126	D
2	1	114	28	517	339	0.335	116	141	1.1	0.5	16.324	C
	2	483	121	119	814	0.594	489	514	2.8	1.5	11.227	B
	3	0	0	603	629	0.000	0	4	0.0	0.0	0.000	A
	4	631	158	14	970	0.651	643	589	4.9	1.9	11.392	B

Do Min + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	92.14	F
2	untitled	Mini-roundabout		1, 2, 3, 4	39.34	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Do Min + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	872	100.000
	2	✓				
	3		ONE HOUR	✓	227	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	642	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	20	718	134
	2	647	0	136
	3	124	103	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	621
	3	0	0	0	2
	4	163	662	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.99	74.13	19.3	F	800	1200
	2	0.99	74.22	17.2	F	707	1061
	3	1.09	222.15	15.5	F	208	312
2	1	0.72	53.15	2.3	F	139	208
	2	0.91	42.83	7.8	E	589	884
	3	0.00	0.00	0.0	A	0	0
	4	0.91	34.05	7.8	D	752	1128

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	656	164	76	985	0.667	649	575	0.0	1.9	10.495	B
	2	574	143	115	887	0.647	567	610	0.0	1.8	11.021	B
	3	171	43	483	344	0.497	167	198	0.0	0.9	19.975	C
2	1	114	28	485	358	0.317	112	133	0.0	0.5	14.510	B
	2	483	121	114	817	0.591	478	482	0.0	1.4	10.437	B
	3	0	0	588	638	0.000	0	4	0.0	0.0	0.000	A
	4	610	153	14	970	0.629	603	574	0.0	1.6	9.654	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	784	196	91	977	0.803	777	690	1.9	3.7	17.397	C
	2	689	172	137	872	0.790	682	730	1.8	3.4	18.343	C
	3	204	51	581	293	0.698	200	238	0.9	2.0	37.112	E
2	1	136	34	582	300	0.453	134	160	0.5	0.8	21.616	C
	2	577	144	137	801	0.720	573	580	1.4	2.4	15.501	C
	3	0	0	706	569	0.000	0	4	0.0	0.0	0.000	A
	4	730	183	17	968	0.754	725	689	1.6	2.9	14.498	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	960	240	101	971	0.989	918	801	3.7	14.2	47.545	E
	2	829	207	162	855	0.970	797	857	3.4	11.5	46.112	E
	3	250	62	679	241	1.036	222	279	2.0	9.0	118.915	F
2	1	166	42	677	243	0.685	162	186	0.8	1.9	42.398	E
	2	707	177	165	781	0.905	689	674	2.4	6.8	33.977	D
	3	0	0	849	484	0.000	0	5	0.0	0.0	0.000	A
	4	857	214	20	966	0.887	843	829	2.9	6.3	26.548	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	960	240	102	971	0.989	940	823	14.2	19.3	74.133	F
	2	844	211	166	852	0.991	822	875	11.5	17.2	74.222	F
	3	250	62	700	230	1.086	224	287	9.0	15.5	222.153	F
2	1	166	42	698	230	0.723	165	192	1.9	2.3	53.154	F
	2	707	177	168	779	0.907	703	695	6.8	7.8	42.834	E
	3	0	0	865	474	0.000	0	5	0.0	0.0	0.000	A
	4	875	219	21	966	0.906	869	844	6.3	7.8	34.052	D

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	784	196	110	966	0.811	842	782	19.3	4.9	36.567	E
	2	718	179	149	864	0.831	764	803	17.2	5.7	43.235	E
	3	204	51	650	256	0.796	242	262	15.5	6.1	174.298	F
2	1	136	34	652	258	0.527	140	178	2.3	1.2	31.666	D
	2	577	144	143	797	0.724	597	649	7.8	2.8	19.615	C
	3	0	0	736	551	0.000	0	5	0.0	0.0	0.000	A
	4	803	201	18	968	0.829	812	718	7.8	5.4	24.371	C

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	656	164	87	979	0.671	668	618	4.9	2.1	11.947	B
	2	589	147	118	885	0.666	604	636	5.7	2.1	13.423	B
	3	171	43	514	328	0.521	191	207	6.1	1.2	29.596	D
2	1	114	28	522	336	0.338	116	142	1.2	0.5	16.584	C
	2	483	121	119	814	0.594	489	520	2.8	1.5	11.229	B
	3	0	0	603	629	0.000	0	4	0.0	0.0	0.000	A
	4	636	159	14	970	0.656	650	589	5.4	2.0	11.690	B

Base 2027 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	116.14	F
2	untitled	Mini-roundabout		1, 2, 3, 4	31.68	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Base 2027 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	894	100.000
	2	✓				
	3		ONE HOUR	✓	282	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	584	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	30	721	143
	2	573	0	143
	3	167	112	3

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	563
	3	0	0	0	2
	4	163	667	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.02	95.35	26.4	F	820	1231
	2	0.94	48.54	9.9	E	654	981
	3	1.22	352.91	31.1	F	259	388
2	1	0.71	51.41	2.2	F	139	208
	2	0.83	25.72	4.4	D	536	804
	3	0.00	0.00	0.0	A	0	0
	4	0.90	32.29	7.3	D	763	1144

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	673	168	84	980	0.687	665	565	0.0	2.1	11.231	B
	2	531	133	131	876	0.607	525	618	0.0	1.5	10.184	B
	3	212	53	443	365	0.581	207	213	0.0	1.3	22.282	C
2	1	114	28	492	354	0.321	112	134	0.0	0.5	14.761	B
	2	440	110	114	817	0.538	435	490	0.0	1.1	9.312	A
	3	0	0	545	663	0.000	0	4	0.0	0.0	0.000	A
	4	618	155	14	970	0.637	611	531	0.0	1.7	9.858	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	804	201	100	971	0.827	795	679	2.1	4.3	19.634	C
	2	638	159	156	859	0.743	633	739	1.5	2.7	15.733	C
	3	254	63	533	318	0.798	246	256	1.3	3.2	46.331	E
2	1	136	34	590	295	0.460	134	161	0.5	0.8	22.208	C
	2	525	131	137	801	0.655	522	587	1.1	1.8	12.779	B
	3	0	0	655	599	0.000	0	4	0.0	0.0	0.000	A
	4	739	185	17	968	0.763	734	638	1.7	3.0	14.983	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	984	246	104	969	1.016	929	785	4.3	18.1	56.610	F
	2	773	193	183	841	0.920	753	851	2.7	7.8	35.110	E
	3	310	78	634	265	1.172	256	302	3.2	16.9	171.652	F
2	1	166	42	675	244	0.681	162	185	0.8	1.9	41.852	E
	2	643	161	165	781	0.823	634	672	1.8	4.1	23.124	C
	3	0	0	794	516	0.000	0	5	0.0	0.0	0.000	A
	4	851	213	21	966	0.881	839	773	3.0	6.0	25.940	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	984	246	103	970	1.015	951	802	18.1	26.4	95.346	F
	2	784	196	187	838	0.935	775	868	7.8	9.9	48.543	E
	3	310	78	652	255	1.215	254	310	16.9	31.1	352.909	F
2	1	166	42	694	233	0.715	165	190	1.9	2.2	51.415	F
	2	643	161	168	779	0.825	642	691	4.1	4.4	25.719	D
	3	0	0	805	510	0.000	0	5	0.0	0.0	0.000	A
	4	868	217	21	966	0.898	863	784	6.0	7.3	32.293	D

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	804	201	117	962	0.835	884	744	26.4	6.2	57.788	F
	2	655	164	174	847	0.773	679	827	9.9	3.7	24.205	C
	3	254	63	573	297	0.855	287	280	31.1	22.6	332.167	F
2	1	136	34	668	248	0.547	139	180	2.2	1.3	34.131	D
	2	525	131	142	797	0.659	534	665	4.4	2.0	14.157	B
	3	0	0	672	588	0.000	0	5	0.0	0.0	0.000	A
	4	827	207	17	968	0.855	831	655	7.3	6.5	27.120	D

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	673	168	121	960	0.701	688	640	6.2	2.5	13.995	B
	2	544	136	136	872	0.623	552	672	3.7	1.7	11.590	B
	3	212	53	465	354	0.600	296	223	22.6	1.7	104.839	F
2	1	114	28	554	317	0.359	117	149	1.3	0.6	18.244	C
	2	440	110	119	814	0.540	443	552	2.0	1.2	9.790	A
	3	0	0	558	656	0.000	0	4	0.0	0.0	0.000	A
	4	672	168	14	970	0.693	689	544	6.5	2.4	13.498	B

Baseline 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	130.33	F
2	untitled	Mini-roundabout		1, 2, 3, 4	30.31	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	909	100.000
	2	✓				
	3		ONE HOUR	✓	289	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	584	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	30	721	158
	2	573	0	143
	3	174	112	3

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	563
	3	0	0	0	2
	4	163	667	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.03	109.91	31.6	F	834	1251
	2	0.95	53.33	11.0	F	654	981
	3	1.24	384.47	34.4	F	265	398
2	1	0.70	48.74	2.1	E	139	208
	2	0.83	25.74	4.4	D	536	804
	3	0.00	0.00	0.0	A	0	0
	4	0.89	30.18	6.8	D	762	1144

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	684	171	84	980	0.698	675	570	0.0	2.2	11.606	B
	2	531	133	142	868	0.612	525	618	0.0	1.5	10.396	B
	3	218	54	443	365	0.596	212	224	0.0	1.4	22.934	C
2	1	114	28	491	354	0.321	112	134	0.0	0.5	14.753	B
	2	440	110	114	817	0.538	435	489	0.0	1.1	9.312	A
	3	0	0	545	663	0.000	0	4	0.0	0.0	0.000	A
	4	618	154	14	970	0.637	611	531	0.0	1.7	9.850	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	817	204	100	971	0.841	807	684	2.2	4.7	20.925	C
	2	638	159	170	850	0.751	633	738	1.5	2.8	16.297	C
	3	260	65	533	318	0.817	251	269	1.4	3.5	49.262	E
2	1	136	34	589	295	0.459	134	160	0.5	0.8	22.147	C
	2	525	131	137	801	0.655	522	587	1.1	1.8	12.779	B
	3	0	0	655	599	0.000	0	4	0.0	0.0	0.000	A
	4	738	184	17	968	0.762	733	638	1.7	3.0	14.928	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1001	250	103	970	1.032	937	787	4.7	20.7	62.412	F
	2	773	193	196	832	0.930	751	843	2.8	8.4	37.530	E
	3	318	80	632	266	1.197	258	316	3.5	18.6	184.375	F
2	1	166	42	669	247	0.672	162	183	0.8	1.8	40.491	E
	2	643	161	165	781	0.823	634	666	1.8	4.1	23.142	C
	3	0	0	794	516	0.000	0	5	0.0	0.0	0.000	A
	4	843	211	21	966	0.872	832	773	3.0	5.7	24.871	C

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1001	250	101	971	1.031	957	804	20.7	31.6	109.911	F
	2	784	196	201	829	0.946	773	858	8.4	11.0	53.327	F
	3	318	80	651	256	1.242	255	324	18.6	34.4	384.472	F
2	1	166	42	687	237	0.702	165	188	1.8	2.1	48.744	E
	2	643	161	168	779	0.825	642	684	4.1	4.4	25.737	D
	3	0	0	805	510	0.000	0	5	0.0	0.0	0.000	A
	4	858	215	21	966	0.888	854	784	5.7	6.8	30.182	D

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	817	204	114	964	0.848	914	749	31.6	7.3	75.750	F
	2	654	164	192	834	0.784	682	836	11.0	4.0	26.957	D
	3	260	65	576	295	0.880	287	298	34.4	27.6	379.766	F
2	1	136	34	673	245	0.554	139	181	2.1	1.3	34.775	D
	2	525	131	142	798	0.658	534	670	4.4	2.0	14.135	B
	3	0	0	672	589	0.000	0	5	0.0	0.0	0.000	A
	4	836	209	17	968	0.864	837	654	6.8	6.7	27.776	D

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	684	171	127	957	0.715	703	658	7.3	2.7	15.258	C
	2	544	136	149	864	0.629	553	682	4.0	1.8	11.979	B
	3	218	54	465	353	0.616	320	236	27.6	2.0	149.896	F
2	1	114	28	562	312	0.364	117	151	1.3	0.6	18.693	C
	2	440	110	119	814	0.540	443	559	2.0	1.2	9.790	A
	3	0	0	558	656	0.000	0	4	0.0	0.0	0.000	A
	4	682	170	14	970	0.703	698	544	6.7	2.5	14.000	B

Base 2031 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	172.08	F
2	untitled	Mini-roundabout		1, 2, 3, 4	35.37	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Base 2031 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	933	100.000
	2	✓				
	3		ONE HOUR	✓	296	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	613	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	33	750	150
	2	597	0	148
	3	176	117	3

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	592
	3	0	0	0	2
	4	163	701	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.06	136.93	41.5	F	856	1284
	2	0.98	67.28	14.7	F	680	1021
	3	1.33	545.44	44.0	F	272	407
2	1	0.73	56.01	2.4	F	139	208
	2	0.87	32.45	5.7	D	562	844
	3	0.00	0.00	0.0	A	0	0
	4	0.90	33.83	7.8	D	790	1185

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	702	176	88	978	0.718	693	591	0.0	2.4	12.332	B
	2	553	138	138	871	0.634	546	642	0.0	1.7	10.944	B
	3	223	56	462	355	0.628	217	222	0.0	1.6	25.183	D
2	1	114	28	515	340	0.335	112	133	0.0	0.5	15.661	C
	2	461	115	114	817	0.565	456	513	0.0	1.3	9.841	A
	3	0	0	567	651	0.000	0	4	0.0	0.0	0.000	A
	4	642	161	14	970	0.662	635	553	0.0	1.9	10.513	B

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	839	210	103	970	0.865	827	707	2.4	5.4	23.559	C
	2	663	166	165	853	0.777	657	765	1.7	3.2	17.939	C
	3	266	67	556	306	0.870	255	266	1.6	4.5	60.263	F
2	1	136	34	616	279	0.486	134	160	0.5	0.9	24.521	C
	2	551	138	137	801	0.688	548	614	1.3	2.1	14.019	B
	3	0	0	680	584	0.000	0	4	0.0	0.0	0.000	A
	4	765	191	17	968	0.790	759	663	1.9	3.5	16.668	C

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1027	257	101	971	1.058	946	802	5.4	25.7	73.151	F
	2	802	200	188	837	0.957	773	859	3.2	10.4	43.738	E
	3	326	81	653	255	1.278	250	308	4.5	23.4	232.360	F
2	1	166	42	688	236	0.704	162	180	0.9	2.0	45.775	E
	2	675	169	165	782	0.864	663	685	2.1	5.2	27.716	D
	3	0	0	822	500	0.000	0	5	0.0	0.0	0.000	A
	4	859	215	21	966	0.889	848	802	3.5	6.4	27.600	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1027	257	99	972	1.057	964	818	25.7	41.5	136.926	F
	2	815	204	192	835	0.976	797	871	10.4	14.7	67.278	F
	3	326	81	673	245	1.333	244	316	23.4	44.0	500.701	F
2	1	166	42	704	227	0.733	165	184	2.0	2.4	56.012	F
	2	675	169	168	779	0.866	673	701	5.2	5.7	32.445	D
	3	0	0	835	492	0.000	0	5	0.0	0.0	0.000	A
	4	871	218	21	966	0.902	867	815	6.4	7.6	33.574	D

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	839	210	110	966	0.868	943	774	41.5	15.5	114.060	F
	2	684	171	188	837	0.817	723	866	14.7	5.1	37.422	E
	3	266	67	612	276	0.963	273	298	44.0	42.3	545.435	F
2	1	136	34	702	228	0.596	139	180	2.4	1.6	41.953	E
	2	551	138	142	798	0.691	565	699	5.7	2.3	16.252	C
	3	0	0	702	571	0.000	0	5	0.0	0.0	0.000	A
	4	866	216	17	968	0.894	865	684	7.6	7.8	33.829	D

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	702	176	135	953	0.737	752	688	15.5	3.0	21.981	C
	2	567	142	151	862	0.657	579	736	5.1	2.0	13.347	B
	3	223	56	491	340	0.656	332	239	42.3	15.1	319.311	F
2	1	114	28	612	282	0.403	117	156	1.6	0.7	22.323	C
	2	461	115	120	813	0.568	466	609	2.3	1.3	10.472	B
	3	0	0	581	642	0.000	0	4	0.0	0.0	0.000	A
	4	736	184	14	970	0.759	754	567	7.8	3.4	17.804	C

Baseline 2031 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	192.26	F
2	untitled	Mini-roundabout		1, 2, 3, 4	33.51	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Baseline 2031 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	948	100.000
	2	✓				
	3		ONE HOUR	✓	303	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	613	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	33	750	165
	2	597	0	148
	3	183	117	3

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	592
	3	0	0	0	2
	4	163	701	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.07	155.16	48.2	F	870	1305
	2	0.99	73.99	16.4	F	680	1021
	3	1.36	597.76	47.8	F	278	417
2	1	0.72	52.33	2.3	F	139	208
	2	0.87	32.49	5.7	D	562	844
	3	0.00	0.00	0.0	A	0	0
	4	0.89	30.92	7.0	D	788	1182

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	714	178	88	978	0.730	703	595	0.0	2.6	12.775	B
	2	553	138	149	864	0.640	546	642	0.0	1.7	11.186	B
	3	228	57	462	355	0.642	221	233	0.0	1.7	25.999	D
2	1	114	28	515	340	0.334	112	133	0.0	0.5	15.647	C
	2	461	115	114	817	0.565	456	513	0.0	1.3	9.841	A
	3	0	0	567	651	0.000	0	4	0.0	0.0	0.000	A
	4	642	160	14	970	0.662	634	553	0.0	1.9	10.503	B

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	852	213	103	970	0.879	839	712	2.6	6.0	25.289	D
	2	663	166	178	844	0.785	656	764	1.7	3.4	18.683	C
	3	272	68	555	306	0.890	259	279	1.7	4.9	64.490	F
2	1	136	34	615	280	0.485	134	159	0.5	0.9	24.408	C
	2	551	138	137	801	0.688	548	612	1.3	2.1	14.020	B
	3	0	0	680	584	0.000	0	4	0.0	0.0	0.000	A
	4	764	191	17	968	0.789	757	663	1.9	3.4	16.565	C

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1044	261	100	972	1.074	951	803	6.0	29.1	80.248	F
	2	802	200	201	828	0.968	770	850	3.4	11.3	46.797	E
	3	334	83	650	256	1.302	252	321	4.9	25.3	247.562	F
2	1	166	42	682	240	0.693	162	178	0.9	2.0	43.916	E
	2	675	169	165	781	0.864	663	679	2.1	5.2	27.751	D
	3	0	0	822	500	0.000	0	5	0.0	0.0	0.000	A
	4	850	212	21	966	0.879	840	802	3.4	6.0	26.223	D

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1044	261	97	973	1.073	967	818	29.1	48.2	155.157	F
	2	815	204	204	826	0.986	794	860	11.3	16.4	73.992	F
	3	334	83	670	246	1.356	245	329	25.3	47.4	535.797	F
2	1	166	42	695	232	0.717	165	182	2.0	2.3	52.334	F
	2	675	169	168	779	0.866	673	692	5.2	5.7	32.489	D
	3	0	0	836	492	0.000	0	5	0.0	0.0	0.000	A
	4	860	215	21	966	0.890	856	815	6.0	6.9	30.925	D

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	852	213	107	967	0.881	948	780	48.2	24.4	141.638	F
	2	684	171	201	829	0.825	727	854	16.4	5.5	42.937	E
	3	272	68	616	274	0.993	271	312	47.4	47.8	597.761	F
2	1	136	34	693	233	0.583	139	178	2.3	1.5	39.331	E
	2	551	138	142	798	0.691	565	690	5.7	2.3	16.244	C
	3	0	0	701	571	0.000	0	5	0.0	0.0	0.000	A
	4	854	214	17	968	0.882	854	684	6.9	7.0	30.844	D

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	714	178	131	954	0.748	798	693	24.4	3.3	33.442	D
	2	566	142	170	849	0.667	580	760	5.5	2.1	14.099	B
	3	228	57	493	339	0.673	332	257	47.8	21.8	383.236	F
2	1	114	28	627	273	0.417	117	160	1.5	0.7	23.500	C
	2	461	115	119	814	0.567	466	624	2.3	1.3	10.462	B
	3	0	0	581	642	0.000	0	4	0.0	0.0	0.000	A
	4	760	190	14	970	0.783	772	566	7.0	3.9	19.218	C

Base 2027 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.68	B
2	untitled	Mini-roundabout		1, 2, 3, 4	9.64	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D7	Base 2027 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	532	100.000
	2	✓				
	3		ONE HOUR	✓	260	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	290	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	12	426	94
	2	288	0	91
	3	166	94	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	269
	3	0	0	0	2
	4	163	379	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.60	9.64	1.5	A	488	732
	2	0.52	8.80	1.1	A	385	577
	3	0.70	29.81	2.3	D	239	358
2	1	0.41	14.86	0.7	B	139	208
	2	0.41	7.85	0.7	A	266	399
	3	0.00	0.00	0.0	A	0	0
	4	0.59	9.13	1.4	A	477	715

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	401	100	70	988	0.405	398	369	0.0	0.7	6.247	A
	2	314	78	79	911	0.344	312	388	0.0	0.5	6.194	A
	3	196	49	246	468	0.418	193	145	0.0	0.7	13.011	B
2	1	114	28	270	487	0.234	112	130	0.0	0.3	9.586	A
	2	218	55	115	817	0.267	217	268	0.0	0.4	5.985	A
	3	0	0	328	791	0.000	0	4	0.0	0.0	0.000	A
	4	388	97	14	970	0.400	386	314	0.0	0.7	6.133	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	478	120	84	980	0.488	477	445	0.7	1.0	7.345	A
	2	377	94	95	900	0.419	376	466	0.5	0.7	7.097	A
	3	234	58	296	442	0.529	232	175	0.7	1.1	17.134	C
2	1	136	34	326	453	0.299	135	156	0.3	0.4	11.297	B
	2	261	65	138	800	0.326	260	323	0.4	0.5	6.658	A
	3	0	0	394	753	0.000	0	4	0.0	0.0	0.000	A
	4	466	117	17	968	0.481	465	377	0.7	0.9	7.137	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	146	102	970	0.604	583	542	1.0	1.5	9.514	A
	2	461	115	116	886	0.520	459	569	0.7	1.1	8.703	A
	3	286	72	362	407	0.703	282	213	1.1	2.2	27.919	D
2	1	166	42	398	410	0.405	165	191	0.4	0.7	14.622	B
	2	319	80	168	779	0.410	318	394	0.5	0.7	7.806	A
	3	0	0	482	701	0.000	0	5	0.0	0.0	0.000	A
	4	569	142	21	966	0.589	567	461	0.9	1.4	8.979	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	146	103	970	0.604	586	547	1.5	1.5	9.638	A
	2	462	116	117	885	0.522	462	572	1.1	1.1	8.801	A
	3	286	72	364	406	0.705	286	214	2.2	2.3	29.810	D
2	1	166	42	401	408	0.407	166	192	0.7	0.7	14.858	B
	2	319	80	169	778	0.410	319	398	0.7	0.7	7.845	A
	3	0	0	483	700	0.000	0	5	0.0	0.0	0.000	A
	4	572	143	21	966	0.592	572	462	1.4	1.4	9.131	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	478	120	86	979	0.489	480	452	1.5	1.0	7.462	A
	2	379	95	96	900	0.422	381	471	1.1	0.8	7.197	A
	3	234	58	300	440	0.531	238	176	2.3	1.2	18.300	C
2	1	136	34	331	450	0.302	137	159	0.7	0.4	11.518	B
	2	261	65	139	799	0.326	262	329	0.7	0.5	6.704	A
	3	0	0	396	751	0.000	0	4	0.0	0.0	0.000	A
	4	471	118	17	968	0.486	473	379	1.4	1.0	7.289	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	401	100	71	987	0.406	402	377	1.0	0.7	6.339	A
	2	317	79	80	910	0.348	318	393	0.8	0.6	6.300	A
	3	196	49	251	466	0.420	197	147	1.2	0.7	13.576	B
2	1	114	28	276	483	0.235	114	132	0.4	0.3	9.767	A
	2	218	55	116	816	0.268	219	274	0.5	0.4	6.038	A
	3	0	0	331	789	0.000	0	4	0.0	0.0	0.000	A
	4	393	98	14	970	0.405	394	317	1.0	0.7	6.262	A

Baseline 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	15.15	C
2	untitled	Mini-roundabout		1, 2, 3, 4	9.64	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D8	Baseline 2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	539	100.000
	2	✓				
	3		ONE HOUR	✓	277	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	290	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	12	426	101
	2	288	0	91
	3	183	94	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	269
	3	0	0	0	2
	4	163	379	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.61	9.83	1.6	A	495	742
	2	0.53	8.91	1.1	A	385	577
	3	0.75	34.96	2.8	D	254	381
2	1	0.41	14.86	0.7	B	139	208
	2	0.41	7.85	0.7	A	266	399
	3	0.00	0.00	0.0	A	0	0
	4	0.59	9.13	1.4	A	477	715

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	406	101	70	988	0.411	403	381	0.0	0.7	6.301	A
	2	314	78	84	907	0.346	311	388	0.0	0.5	6.231	A
	3	209	52	246	468	0.445	205	150	0.0	0.8	13.604	B
2	1	114	28	270	487	0.233	112	130	0.0	0.3	9.585	A
	2	218	55	115	817	0.267	217	268	0.0	0.4	5.985	A
	3	0	0	328	791	0.000	0	4	0.0	0.0	0.000	A
	4	388	97	14	970	0.400	386	314	0.0	0.7	6.132	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	485	121	84	980	0.494	483	460	0.7	1.0	7.438	A
	2	377	94	101	896	0.420	376	466	0.5	0.7	7.142	A
	3	249	62	296	442	0.564	247	181	0.8	1.2	18.408	C
2	1	136	34	326	453	0.299	135	156	0.3	0.4	11.296	B
	2	261	65	138	800	0.326	260	323	0.4	0.5	6.658	A
	3	0	0	394	753	0.000	0	4	0.0	0.0	0.000	A
	4	466	116	17	968	0.481	465	377	0.7	0.9	7.135	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	593	148	102	971	0.611	591	560	1.0	1.6	9.697	A
	2	461	115	124	881	0.523	459	569	0.7	1.1	8.809	A
	3	305	76	362	407	0.749	299	221	1.2	2.6	31.932	D
2	1	166	42	397	411	0.405	165	190	0.4	0.7	14.613	B
	2	319	80	168	779	0.410	318	394	0.5	0.7	7.806	A
	3	0	0	482	701	0.000	0	5	0.0	0.0	0.000	A
	4	569	142	21	966	0.589	567	461	0.9	1.4	8.970	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	593	148	103	970	0.612	593	566	1.6	1.6	9.833	A
	2	462	116	124	880	0.525	462	572	1.1	1.1	8.910	A
	3	305	76	364	406	0.751	304	222	2.6	2.8	34.960	D
2	1	166	42	401	408	0.407	166	192	0.7	0.7	14.856	B
	2	319	80	169	778	0.410	319	398	0.7	0.7	7.845	A
	3	0	0	483	700	0.000	0	5	0.0	0.0	0.000	A
	4	572	143	21	966	0.592	572	462	1.4	1.4	9.129	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	485	121	86	979	0.495	487	468	1.6	1.0	7.564	A
	2	379	95	102	895	0.424	381	471	1.1	0.8	7.261	A
	3	249	62	300	440	0.566	255	183	2.8	1.4	20.109	C
2	1	136	34	332	450	0.302	137	159	0.7	0.4	11.525	B
	2	261	65	139	799	0.326	262	329	0.7	0.5	6.701	A
	3	0	0	396	751	0.000	0	4	0.0	0.0	0.000	A
	4	471	118	17	968	0.487	473	379	1.4	1.0	7.295	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	406	101	71	987	0.411	407	390	1.0	0.7	6.400	A
	2	317	79	85	907	0.350	318	393	0.8	0.6	6.336	A
	3	209	52	251	466	0.448	211	153	1.4	0.8	14.302	B
2	1	114	28	276	483	0.235	114	132	0.4	0.3	9.770	A
	2	218	55	116	816	0.268	219	274	0.5	0.4	6.038	A
	3	0	0	331	789	0.000	0	4	0.0	0.0	0.000	A
	4	393	98	14	970	0.405	394	317	1.0	0.7	6.263	A

Base 2031 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	15.21	C
2	untitled	Mini-roundabout		1, 2, 3, 4	10.06	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D9	Base 2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	552	100.000
	2	✓				
	3		ONE HOUR	✓	271	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	303	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	13	441	98
	2	298	0	94
	3	174	97	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	282
	3	0	0	0	2
	4	163	397	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.63	10.27	1.7	B	507	760
	2	0.54	9.19	1.2	A	397	595
	3	0.75	34.90	2.8	D	249	373
2	1	0.42	15.61	0.7	C	139	208
	2	0.43	8.10	0.7	A	278	417
	3	0.00	0.00	0.0	A	0	0
	4	0.61	9.61	1.6	A	493	740

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	416	104	72	987	0.421	413	383	0.0	0.7	6.420	A
	2	323	81	83	908	0.356	321	402	0.0	0.6	6.320	A
	3	204	51	254	464	0.440	201	150	0.0	0.8	13.599	B
2	1	114	28	283	479	0.237	112	130	0.0	0.3	9.790	A
	2	228	57	115	817	0.279	227	281	0.0	0.4	6.082	A
	3	0	0	338	786	0.000	0	4	0.0	0.0	0.000	A
	4	402	100	14	970	0.414	399	323	0.0	0.7	6.272	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	496	124	87	979	0.507	495	461	0.7	1.0	7.634	A
	2	388	97	100	897	0.433	387	482	0.6	0.8	7.298	A
	3	244	61	306	437	0.558	242	181	0.8	1.2	18.395	C
2	1	136	34	342	444	0.306	135	156	0.3	0.4	11.639	B
	2	272	68	138	800	0.340	272	339	0.4	0.5	6.805	A
	3	0	0	405	746	0.000	0	4	0.0	0.0	0.000	A
	4	482	121	17	968	0.498	481	388	0.7	1.0	7.369	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	608	152	105	969	0.627	605	562	1.0	1.7	10.111	B
	2	475	119	122	882	0.538	473	588	0.8	1.2	9.076	A
	3	298	75	374	401	0.744	293	221	1.2	2.6	31.906	D
2	1	166	42	416	399	0.417	165	191	0.4	0.7	15.320	C
	2	334	83	168	779	0.428	333	413	0.5	0.7	8.051	A
	3	0	0	496	692	0.000	0	5	0.0	0.0	0.000	A
	4	588	147	21	966	0.609	586	475	1.0	1.5	9.418	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	608	152	107	968	0.628	608	568	1.7	1.7	10.272	B
	2	477	119	122	882	0.541	477	592	1.2	1.2	9.190	A
	3	298	75	377	400	0.746	298	222	2.6	2.8	34.897	D
2	1	166	42	421	397	0.419	166	192	0.7	0.7	15.607	C
	2	334	83	169	778	0.429	334	417	0.7	0.7	8.096	A
	3	0	0	498	691	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	966	0.613	592	477	1.5	1.6	9.611	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	496	124	89	977	0.508	499	470	1.7	1.1	7.778	A
	2	391	98	100	896	0.436	393	488	1.2	0.8	7.418	A
	3	244	61	310	434	0.561	249	183	2.8	1.3	20.076	C
2	1	136	34	348	440	0.308	137	159	0.7	0.5	11.902	B
	2	272	68	139	799	0.341	273	345	0.7	0.5	6.853	A
	3	0	0	408	744	0.000	0	4	0.0	0.0	0.000	A
	4	488	122	17	968	0.504	490	391	1.6	1.0	7.554	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	416	104	74	986	0.422	417	391	1.1	0.8	6.526	A
	2	327	82	84	908	0.360	328	407	0.8	0.6	6.437	A
	3	204	51	259	461	0.442	206	153	1.3	0.8	14.293	B
2	1	114	28	290	475	0.239	114	132	0.5	0.3	9.992	A
	2	228	57	116	816	0.280	229	288	0.5	0.4	6.140	A
	3	0	0	341	783	0.000	0	4	0.0	0.0	0.000	A
	4	407	102	14	970	0.419	408	327	1.0	0.7	6.418	A

Baseline 2031 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.16	C
2	untitled	Mini-roundabout		1, 2, 3, 4	10.06	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D10	Baseline 2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	559	100.000
	2	✓				
	3		ONE HOUR	✓	288	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	303	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To		
	1	2	3
From	1	13	441
	2	298	0
	3	191	97

Demand (PCU/hr)

Junction 2

	To			
	1	2	3	4
From	1	0	0	151
	2	19	0	282
	3	0	0	2
	4	163	397	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To		
	1	2	3
From	1	0	3
	2	3	0
	3	0	1

Heavy Vehicle Percentages

Junction 2

	To			
	1	2	3	4
From	1	0	0	0
	2	0	0	0
	3	0	0	0
	4	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.64	10.49	1.8	B	513	769
	2	0.54	9.31	1.2	A	397	595
	3	0.79	41.91	3.5	E	264	396
2	1	0.42	15.60	0.7	C	139	208
	2	0.43	8.10	0.7	A	278	417
	3	0.00	0.00	0.0	A	0	0
	4	0.61	9.61	1.6	A	493	740

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	421	105	72	987	0.427	418	395	0.0	0.8	6.476	A
	2	323	81	88	905	0.357	321	401	0.0	0.6	6.359	A
	3	217	54	254	464	0.467	213	155	0.0	0.9	14.244	B
2	1	114	28	283	479	0.237	112	130	0.0	0.3	9.789	A
	2	228	57	115	817	0.279	227	281	0.0	0.4	6.082	A
	3	0	0	338	786	0.000	0	4	0.0	0.0	0.000	A
	4	401	100	14	970	0.414	399	323	0.0	0.7	6.271	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	503	126	86	979	0.513	501	476	0.8	1.1	7.733	A
	2	388	97	106	893	0.435	387	482	0.6	0.8	7.359	A
	3	259	65	306	437	0.593	257	187	0.9	1.4	19.862	C
2	1	136	34	342	444	0.306	135	156	0.3	0.4	11.637	B
	2	272	68	138	800	0.340	272	339	0.4	0.5	6.805	A
	3	0	0	405	746	0.000	0	4	0.0	0.0	0.000	A
	4	482	120	17	968	0.498	481	388	0.7	1.0	7.367	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	615	154	104	969	0.635	613	580	1.1	1.7	10.313	B
	2	475	119	129	877	0.542	473	588	0.8	1.2	9.189	A
	3	317	79	374	401	0.791	310	229	1.4	3.2	36.982	E
2	1	166	42	416	399	0.416	165	190	0.4	0.7	15.305	C
	2	334	83	168	779	0.428	333	413	0.5	0.7	8.051	A
	3	0	0	496	692	0.000	0	5	0.0	0.0	0.000	A
	4	588	147	21	966	0.608	586	475	1.0	1.5	9.406	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	615	154	106	968	0.636	615	586	1.7	1.8	10.491	B
	2	477	119	130	876	0.544	477	592	1.2	1.2	9.310	A
	3	317	79	377	400	0.793	316	230	3.2	3.5	41.915	E
2	1	166	42	420	397	0.419	166	192	0.7	0.7	15.603	C
	2	334	83	169	778	0.429	334	417	0.7	0.7	8.096	A
	3	0	0	498	691	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	966	0.613	592	477	1.5	1.6	9.607	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	503	126	90	977	0.514	505	487	1.8	1.1	7.891	A
	2	391	98	107	892	0.438	393	488	1.2	0.8	7.483	A
	3	259	65	310	434	0.596	267	189	3.5	1.6	22.414	C
2	1	136	34	348	440	0.309	137	159	0.7	0.5	11.914	B
	2	272	68	139	799	0.341	273	346	0.7	0.5	6.853	A
	3	0	0	408	744	0.000	0	4	0.0	0.0	0.000	A
	4	488	122	17	968	0.504	490	391	1.6	1.0	7.566	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	421	105	74	986	0.427	422	405	1.1	0.8	6.586	A
	2	327	82	89	904	0.362	328	407	0.8	0.6	6.475	A
	3	217	54	259	461	0.470	219	158	1.6	0.9	15.108	C
2	1	114	28	290	475	0.239	114	133	0.5	0.3	9.994	A
	2	228	57	116	816	0.280	229	288	0.5	0.4	6.140	A
	3	0	0	341	783	0.000	0	4	0.0	0.0	0.000	A
	4	407	102	14	970	0.420	408	327	1.0	0.7	6.420	A

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Path: N:\24069 - Wickhurst Green Horsham - Planning\07. Technical\07.02 Modelling\ARCADY

Report generation date: 08/05/2025 11:36:49

-
- »Retail Base + Dev Fri (Do-Min), PM
 - »Do Min + Dev, PM
 - »Base 2027 + Com Dev, AM
 - »Base 2027 + Com Dev, PM
 - »Baseline 2027 + Dev, AM
 - »Baseline 2027 + Dev, PM
 - »Base 2031 + Com Dev, AM
 - »Baseline 2031 + Dev, AM
 - »Base 2031 + Com Dev, PM
 - »Baseline 2031 + Dev, PM

Summary of junction performance

	PM					AM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Retail Base + Dev Fri (Do-Min)									
Junction 1 - Arm 1	D1	0.9	3.57	0.48	A					
Junction 1 - Arm 2		1.0	4.44	0.51	A					
Junction 1 - Arm 3		1.0	15.60	0.51	C					
Junction 2 - Arm 1		0.6	13.65	0.39	B					
Junction 2 - Arm 2		1.1	5.67	0.53	A					
Junction 2 - Arm 3		0.0	0.00	0.00	A					
Junction 2 - Arm 4		0.7	2.84	0.42	A					
	Do Min + Dev									
Junction 1 - Arm 1	D2	1.0	3.62	0.49	A					
Junction 1 - Arm 2		1.1	4.48	0.51	A					
Junction 1 - Arm 3		1.1	16.30	0.53	C					
Junction 2 - Arm 1		0.6	13.65	0.39	B					
Junction 2 - Arm 2		1.1	5.67	0.53	A					
Junction 2 - Arm 3		0.0	0.00	0.00	A					
Junction 2 - Arm 4		0.7	2.84	0.42	A					
	Base 2027 + Com Dev									
Junction 1 - Arm 1	D4	1.0	3.76	0.51	A	D3	0.4	2.69	0.30	A
Junction 1 - Arm 2		0.9	4.26	0.48	A		0.4	3.03	0.27	A
Junction 1 - Arm 3		1.6	18.78	0.62	C		0.8	9.71	0.43	A
Junction 2 - Arm 1		0.6	14.03	0.39	B		0.4	7.85	0.27	A
Junction 2 - Arm 2		0.9	5.15	0.48	A		0.3	3.52	0.24	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		0.7	2.87	0.42	A		0.4	2.25	0.26	A
	Baseline 2027 + Dev									
Junction 1 - Arm 1	D6	1.1	3.83	0.51	A	D5	0.4	2.71	0.30	A
Junction 1 - Arm 2		0.9	4.32	0.48	A		0.4	3.05	0.27	A
Junction 1 - Arm 3		1.7	19.55	0.63	C		0.9	10.22	0.46	B
Junction 2 - Arm 1		0.6	14.03	0.39	B		0.4	7.85	0.27	A
Junction 2 - Arm 2		0.9	5.15	0.48	A		0.3	3.52	0.24	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		0.7	2.87	0.42	A		0.4	2.25	0.26	A
	Base 2031 + Com Dev									
Junction 1 - Arm 1	D11	1.1	3.95	0.53	A	D9	0.5	2.74	0.31	A
Junction 1 - Arm 2		1.0	4.47	0.50	A		0.4	3.08	0.28	A
Junction 1 - Arm 3		2.0	22.31	0.67	C		0.8	10.21	0.46	B
Junction 2 - Arm 1		0.7	15.37	0.42	C		0.4	8.06	0.27	A
Junction 2 - Arm 2		1.0	5.40	0.50	A		0.3	3.57	0.25	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		0.8	2.96	0.44	A		0.4	2.28	0.27	A
	Baseline 2031 + Dev									
Junction 1 - Arm 1	D13	1.2	4.03	0.54	A	D10	0.5	2.76	0.31	A
Junction 1 - Arm 2		1.0	4.53	0.51	A		0.4	3.09	0.28	A
Junction 1 - Arm 3		2.1	23.39	0.68	C		0.9	10.78	0.49	B
Junction 2 - Arm 1		0.7	15.36	0.42	C		0.4	8.00	0.27	A
Junction 2 - Arm 2		1.0	5.40	0.50	A		0.3	3.57	0.25	A
Junction 2 - Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Junction 2 - Arm 4		0.8	2.96	0.44	A		0.4	2.28	0.27	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MARKIDES\Markides Associates
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Retail Base + Dev Fri (Do-Min)	PM	ONE HOUR	17:00	18:30	15	✓
D2	Do Min + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	Base 2027 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	Base 2027 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D5	Baseline 2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	Base 2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	Baseline 2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D11	Base 2031 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓
D13	Baseline 2031 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

Retail Base + Dev Fri (Do-Min), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.35	A
2	untitled	Mini-roundabout		1, 2, 3, 4	4.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1	1	Broadbridge Way East	
	2	Tesco/Retail Park Access	
	3	Broadbridge Way West	
2	1	Broadbridge Way East	
	2	Tesco/Retail Park Access	
	3	Broadbridge Way West	
	4	untitled	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	1	3.80	5.40	0.0	17.0	34.0	27.5	
	2	6.20	6.50	1.0	20.0	34.0	39.5	
	3	3.50	4.50	0.0	41.0	34.0	37.0	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
2	1	3.00	3.00	3.40	1.0	9.90	11.00	0.0	
	2	6.10	6.10	6.30	0.0	12.00	6.40	0.0	
	3	3.00	3.00	3.00	0.0	5.00	2.00	0.0	
	4	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Percentage intercept adjustment (%)
1	1	Percentage		175.00
	2	Percentage		95.00
	3	Percentage		80.00
2	1	Percentage		100.00
	2	Percentage		105.00
	3	Percentage		90.00
	4	Percentage		250.00

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.542	2017
	2	0.676	1768
	3	0.524	850
2	1	0.600	865
	2	0.708	1462
	3	0.590	886
	4	0.590	2184

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Retail Base + Dev Fri (Do-Min)	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	851	100.000
	2	✓				
	3		ONE HOUR	✓	217	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	642	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	20	718	113
	2	647	0	136
	3	114	103	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	621
	3	0	0	0	2
	4	163	662	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.48	3.57	0.9	A	781	1171
	2	0.51	4.44	1.0	A	708	1062
	3	0.51	15.60	1.0	C	199	299
2	1	0.39	13.65	0.6	B	139	208
	2	0.53	5.67	1.1	A	589	884
	3	0.00	0.00	0.0	A	0	0
	4	0.42	2.84	0.7	A	753	1129

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	641	160	77	1975	0.324	639	576	0.0	0.5	2.717	A
	2	578	145	100	1701	0.340	576	616	0.0	0.5	3.227	A
	3	163	41	491	593	0.276	162	185	0.0	0.4	8.368	A
2	1	114	28	493	569	0.200	113	135	0.0	0.2	7.867	A
	2	483	121	115	1381	0.350	481	491	0.0	0.5	3.993	A
	3	0	0	592	537	0.000	0	4	0.0	0.0	0.000	A
	4	616	154	14	2176	0.283	614	578	0.0	0.4	2.303	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	765	191	92	1967	0.389	764	692	0.5	0.6	3.022	A
	2	693	173	119	1688	0.411	692	737	0.5	0.7	3.650	A
	3	195	49	590	541	0.361	194	222	0.4	0.6	10.416	B
2	1	136	34	592	510	0.266	135	162	0.2	0.4	9.587	A
	2	577	144	138	1364	0.423	576	589	0.5	0.7	4.564	A
	3	0	0	710	468	0.000	0	4	0.0	0.0	0.000	A
	4	737	184	17	2174	0.339	737	693	0.4	0.5	2.505	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	937	234	113	1956	0.479	936	846	0.6	0.9	3.561	A
	2	848	212	146	1670	0.508	846	902	0.7	1.0	4.408	A
	3	239	60	721	472	0.506	237	271	0.6	1.0	15.282	C
2	1	166	42	724	431	0.386	165	198	0.4	0.6	13.494	B
	2	707	177	168	1343	0.526	705	721	0.7	1.1	5.631	A
	3	0	0	868	374	0.000	0	5	0.0	0.0	0.000	A
	4	902	226	21	2172	0.415	901	848	0.5	0.7	2.832	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	937	234	113	1955	0.479	937	850	0.9	0.9	3.568	A
	2	850	212	146	1669	0.509	850	904	1.0	1.0	4.436	A
	3	239	60	724	470	0.508	239	272	1.0	1.0	15.601	C
2	1	166	42	726	430	0.387	166	199	0.6	0.6	13.655	B
	2	707	177	169	1342	0.527	707	723	1.1	1.1	5.667	A
	3	0	0	871	373	0.000	0	5	0.0	0.0	0.000	A
	4	904	226	21	2172	0.416	904	850	0.7	0.7	2.838	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	765	191	93	1966	0.389	766	698	0.9	0.6	3.031	A
	2	696	174	120	1688	0.413	698	740	1.0	0.7	3.680	A
	3	195	49	595	538	0.362	197	223	1.0	0.6	10.643	B
2	1	136	34	595	508	0.267	137	163	0.6	0.4	9.710	A
	2	577	144	139	1363	0.423	579	592	1.1	0.7	4.596	A
	3	0	0	714	465	0.000	0	4	0.0	0.0	0.000	A
	4	740	185	17	2174	0.340	741	696	0.7	0.5	2.512	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	641	160	78	1974	0.324	641	583	0.6	0.5	2.729	A
	2	582	146	100	1701	0.342	583	619	0.7	0.5	3.257	A
	3	163	41	497	590	0.277	164	186	0.6	0.4	8.519	A
2	1	114	28	498	567	0.201	114	136	0.4	0.3	7.960	A
	2	483	121	116	1380	0.350	484	495	0.7	0.5	4.025	A
	3	0	0	597	534	0.000	0	4	0.0	0.0	0.000	A
	4	619	155	14	2176	0.285	619	582	0.5	0.4	2.313	A

Do Min + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 1	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.51	A
2	untitled	Mini-roundabout		1, 2, 3, 4	4.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Do Min + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	872	100.000
	2	✓				
	3		ONE HOUR	✓	227	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	642	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
From		1	2	3
	1	20	718	134
	2	647	0	136
	3	124	103	0

Demand (PCU/hr)

Junction 2

	To				
From		1	2	3	4
	1	0	0	0	151
	2	19	0	2	621
	3	0	0	0	2
	4	163	662	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
From		1	2	3
	1	0	0	0
	2	0	0	0
	3	0	0	0

Heavy Vehicle Percentages

Junction 2

	To				
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.49	3.62	1.0	A	800	1200
	2	0.51	4.48	1.1	A	708	1062
	3	0.53	16.30	1.1	C	208	312
2	1	0.39	13.65	0.6	B	139	208
	2	0.53	5.67	1.1	A	589	884
	3	0.00	0.00	0.0	A	0	0
	4	0.42	2.84	0.7	A	753	1129

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	656	164	77	1975	0.332	655	584	0.0	0.5	2.723	A
	2	578	145	116	1690	0.342	576	616	0.0	0.5	3.225	A
	3	171	43	491	593	0.288	169	201	0.0	0.4	8.471	A
2	1	114	28	493	569	0.200	113	135	0.0	0.2	7.867	A
	2	483	121	115	1381	0.350	481	491	0.0	0.5	3.993	A
	3	0	0	592	537	0.000	0	4	0.0	0.0	0.000	A
	4	616	154	14	2176	0.283	614	578	0.0	0.4	2.303	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	784	196	92	1967	0.399	783	701	0.5	0.7	3.040	A
	2	693	173	138	1675	0.414	692	737	0.5	0.7	3.661	A
	3	204	51	590	541	0.377	203	241	0.4	0.6	10.630	B
2	1	136	34	592	510	0.266	135	162	0.2	0.4	9.587	A
	2	577	144	138	1364	0.423	576	589	0.5	0.7	4.564	A
	3	0	0	710	468	0.000	0	4	0.0	0.0	0.000	A
	4	737	184	17	2174	0.339	737	693	0.4	0.5	2.505	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	960	240	113	1956	0.491	959	857	0.7	1.0	3.606	A
	2	848	212	169	1654	0.512	846	902	0.7	1.0	4.449	A
	3	250	62	721	472	0.529	248	294	0.6	1.1	15.923	C
2	1	166	42	724	431	0.386	165	198	0.4	0.6	13.492	B
	2	707	177	168	1343	0.526	705	721	0.7	1.1	5.631	A
	3	0	0	868	374	0.000	0	5	0.0	0.0	0.000	A
	4	902	226	21	2172	0.415	901	848	0.5	0.7	2.832	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	960	240	113	1955	0.491	960	861	1.0	1.0	3.616	A
	2	850	212	170	1654	0.514	850	904	1.0	1.1	4.477	A
	3	250	62	724	470	0.531	250	295	1.1	1.1	16.299	C
2	1	166	42	726	430	0.387	166	199	0.6	0.6	13.655	B
	2	707	177	169	1342	0.527	707	723	1.1	1.1	5.667	A
	3	0	0	871	373	0.000	0	5	0.0	0.0	0.000	A
	4	904	226	21	2172	0.416	904	850	0.7	0.7	2.838	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	784	196	93	1966	0.399	785	707	1.0	0.7	3.053	A
	2	696	174	139	1675	0.416	698	740	1.1	0.7	3.688	A
	3	204	51	595	538	0.379	206	242	1.1	0.6	10.893	B
2	1	136	34	595	508	0.267	137	163	0.6	0.4	9.712	A
	2	577	144	139	1363	0.423	579	592	1.1	0.7	4.598	A
	3	0	0	714	465	0.000	0	4	0.0	0.0	0.000	A
	4	740	185	17	2174	0.340	741	696	0.7	0.5	2.512	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	656	164	78	1974	0.332	657	591	0.7	0.5	2.733	A
	2	582	146	116	1690	0.345	583	619	0.7	0.5	3.256	A
	3	171	43	497	590	0.290	172	202	0.6	0.4	8.635	A
2	1	114	28	498	567	0.201	114	136	0.4	0.3	7.960	A
	2	483	121	116	1380	0.350	484	495	0.7	0.5	4.025	A
	3	0	0	597	534	0.000	0	4	0.0	0.0	0.000	A
	4	619	155	14	2176	0.285	619	582	0.5	0.4	2.313	A

Base 2027 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.32	A
2	untitled	Mini-roundabout		1, 2, 3, 4	3.51	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Base 2027 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	532	100.000
	2	✓				
	3		ONE HOUR	✓	260	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	290	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	12	426	94
	2	288	0	91
	3	166	94	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	269
	3	0	0	0	2
	4	163	379	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.30	2.69	0.4	A	488	732
	2	0.27	3.03	0.4	A	385	578
	3	0.43	9.71	0.8	A	239	358
2	1	0.27	7.85	0.4	A	139	208
	2	0.24	3.52	0.3	A	266	399
	3	0.00	0.00	0.0	A	0	0
	4	0.26	2.25	0.4	A	477	715

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	401	100	70	1979	0.202	399	371	0.0	0.3	2.344	A
	2	315	79	80	1715	0.184	314	390	0.0	0.2	2.658	A
	3	196	49	247	720	0.272	194	146	0.0	0.4	6.860	A
2	1	114	28	273	702	0.162	113	131	0.0	0.2	6.107	A
	2	218	55	115	1381	0.158	218	271	0.0	0.2	3.094	A
	3	0	0	329	692	0.000	0	4	0.0	0.0	0.000	A
	4	390	98	14	2176	0.179	389	315	0.0	0.2	2.014	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	478	120	84	1971	0.243	478	446	0.3	0.3	2.480	A
	2	377	94	95	1704	0.221	377	467	0.2	0.3	2.806	A
	3	234	58	297	694	0.337	233	175	0.4	0.5	7.837	A
2	1	136	34	327	669	0.203	136	157	0.2	0.3	6.744	A
	2	261	65	138	1364	0.191	261	325	0.2	0.2	3.261	A
	3	0	0	394	654	0.000	0	4	0.0	0.0	0.000	A
	4	467	117	17	2174	0.215	467	377	0.2	0.3	2.108	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	146	103	1961	0.299	585	546	0.3	0.4	2.692	A
	2	462	115	117	1690	0.273	461	572	0.3	0.4	3.032	A
	3	286	72	364	659	0.434	285	214	0.5	0.8	9.646	A
2	1	166	42	401	625	0.266	166	192	0.3	0.4	7.833	A
	2	319	80	169	1342	0.238	319	397	0.2	0.3	3.518	A
	3	0	0	483	602	0.000	0	5	0.0	0.0	0.000	A
	4	572	143	21	2172	0.263	571	462	0.3	0.4	2.249	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	586	146	103	1961	0.299	586	547	0.4	0.4	2.692	A
	2	462	116	117	1690	0.274	462	573	0.4	0.4	3.034	A
	3	286	72	365	659	0.435	286	215	0.8	0.8	9.708	A
2	1	166	42	401	625	0.266	166	192	0.4	0.4	7.854	A
	2	319	80	169	1342	0.238	319	398	0.3	0.3	3.519	A
	3	0	0	483	601	0.000	0	5	0.0	0.0	0.000	A
	4	573	143	21	2172	0.264	573	462	0.4	0.4	2.250	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	478	120	85	1971	0.243	479	448	0.4	0.3	2.484	A
	2	378	95	95	1704	0.222	379	468	0.4	0.3	2.812	A
	3	234	58	299	693	0.337	235	175	0.8	0.5	7.905	A
2	1	136	34	328	668	0.203	136	157	0.4	0.3	6.769	A
	2	261	65	139	1364	0.191	261	326	0.3	0.2	3.267	A
	3	0	0	395	653	0.000	0	4	0.0	0.0	0.000	A
	4	468	117	17	2174	0.215	468	378	0.4	0.3	2.112	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	401	100	71	1978	0.202	401	375	0.3	0.3	2.347	A
	2	317	79	80	1714	0.185	317	392	0.3	0.2	2.667	A
	3	196	49	250	719	0.272	196	147	0.5	0.4	6.931	A
2	1	114	28	275	700	0.162	114	132	0.3	0.2	6.139	A
	2	218	55	116	1380	0.158	219	273	0.2	0.2	3.099	A
	3	0	0	331	691	0.000	0	4	0.0	0.0	0.000	A
	4	392	98	14	2176	0.180	392	317	0.3	0.2	2.020	A

Base 2027 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.19	A
2	untitled	Mini-roundabout		1, 2, 3, 4	4.79	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Base 2027 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	894	100.000
	2	✓				
	3		ONE HOUR	✓	282	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	584	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	30	721	143
	2	573	0	143
	3	167	112	3

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	563
	3	0	0	0	2
	4	163	667	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.51	3.76	1.0	A	820	1231
	2	0.48	4.26	0.9	A	655	982
	3	0.62	18.78	1.6	C	259	388
2	1	0.39	14.03	0.6	B	139	208
	2	0.48	5.15	0.9	A	536	804
	3	0.00	0.00	0.0	A	0	0
	4	0.42	2.87	0.7	A	764	1146

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	673	168	86	1970	0.342	671	573	0.0	0.5	2.789	A
	2	535	134	132	1679	0.318	533	625	0.0	0.5	3.160	A
	3	212	53	449	615	0.345	210	216	0.0	0.5	8.923	A
2	1	114	28	501	565	0.201	113	136	0.0	0.2	7.947	A
	2	440	110	115	1381	0.318	438	499	0.0	0.5	3.810	A
	3	0	0	549	562	0.000	0	4	0.0	0.0	0.000	A
	4	625	156	14	2176	0.287	623	535	0.0	0.4	2.316	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	804	201	103	1961	0.410	803	689	0.5	0.7	3.133	A
	2	641	160	158	1662	0.386	640	748	0.5	0.6	3.551	A
	3	254	63	539	567	0.447	252	259	0.5	0.8	11.485	B
2	1	136	34	601	505	0.269	135	163	0.2	0.4	9.734	A
	2	525	131	138	1364	0.385	524	598	0.5	0.6	4.284	A
	3	0	0	658	498	0.000	0	4	0.0	0.0	0.000	A
	4	748	187	17	2174	0.344	747	641	0.4	0.5	2.523	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	984	246	125	1949	0.505	983	842	0.7	1.0	3.754	A
	2	784	196	193	1638	0.479	783	915	0.6	0.9	4.240	A
	3	310	78	659	504	0.616	308	317	0.8	1.5	18.156	C
2	1	166	42	735	424	0.392	165	200	0.4	0.6	13.841	B
	2	643	161	168	1343	0.479	642	732	0.6	0.9	5.128	A
	3	0	0	805	411	0.000	0	5	0.0	0.0	0.000	A
	4	915	229	21	2172	0.421	914	784	0.5	0.7	2.861	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	984	246	127	1948	0.505	984	846	1.0	1.0	3.765	A
	2	786	197	194	1638	0.480	786	917	0.9	0.9	4.261	A
	3	310	78	662	503	0.617	310	318	1.5	1.6	18.782	C
2	1	166	42	738	423	0.393	166	200	0.6	0.6	14.027	B
	2	643	161	170	1342	0.479	643	734	0.9	0.9	5.150	A
	3	0	0	807	410	0.000	0	6	0.0	0.0	0.000	A
	4	917	229	21	2172	0.422	917	786	0.7	0.7	2.868	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	804	201	105	1960	0.410	805	695	1.0	0.7	3.148	A
	2	644	161	159	1661	0.388	645	751	0.9	0.6	3.574	A
	3	254	63	543	565	0.449	256	260	1.6	0.8	11.860	B
2	1	136	34	605	502	0.270	137	164	0.6	0.4	9.873	A
	2	525	131	140	1363	0.385	526	602	0.9	0.6	4.306	A
	3	0	0	661	496	0.000	0	5	0.0	0.0	0.000	A
	4	751	188	17	2174	0.345	752	644	0.7	0.5	2.532	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	673	168	87	1970	0.342	674	581	0.7	0.5	2.802	A
	2	539	135	133	1679	0.321	539	628	0.6	0.5	3.185	A
	3	212	53	454	612	0.347	213	218	0.8	0.5	9.135	A
2	1	114	28	506	562	0.202	114	137	0.4	0.3	8.049	A
	2	440	110	116	1380	0.319	440	503	0.6	0.5	3.834	A
	3	0	0	553	560	0.000	0	4	0.0	0.0	0.000	A
	4	628	157	14	2176	0.289	629	539	0.5	0.4	2.329	A

Baseline 2027 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.51	A
2	untitled	Mini-roundabout		1, 2, 3, 4	3.51	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Baseline 2027 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	539	100.000
	2	✓				
	3		ONE HOUR	✓	277	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	290	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To		
	1	2	3
From	1	12	426
	2	288	0
	3	183	94

Demand (PCU/hr)

Junction 2

	To			
	1	2	3	4
From	1	0	0	151
	2	19	0	269
	3	0	0	2
	4	163	379	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To		
	1	2	3
From	1	0	3
	2	3	0
	3	0	1

Heavy Vehicle Percentages

Junction 2

	To			
	1	2	3	4
From	1	0	0	0
	2	0	0	0
	3	0	0	0
	4	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.30	2.71	0.4	A	495	742
	2	0.27	3.05	0.4	A	385	578
	3	0.46	10.22	0.9	B	254	381
2	1	0.27	7.85	0.4	A	139	208
	2	0.24	3.52	0.3	A	266	399
	3	0.00	0.00	0.0	A	0	0
	4	0.26	2.25	0.4	A	477	715

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	406	101	70	1979	0.205	405	384	0.0	0.3	2.352	A
	2	315	79	85	1711	0.184	314	390	0.0	0.2	2.664	A
	3	209	52	247	720	0.290	207	151	0.0	0.4	7.026	A
2	1	114	28	273	702	0.162	113	131	0.0	0.2	6.107	A
	2	218	55	115	1381	0.158	218	271	0.0	0.2	3.094	A
	3	0	0	329	692	0.000	0	4	0.0	0.0	0.000	A
	4	390	98	14	2176	0.179	389	315	0.0	0.2	2.014	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	485	121	84	1971	0.246	484	461	0.3	0.3	2.490	A
	2	377	94	102	1700	0.222	377	467	0.2	0.3	2.815	A
	3	249	62	297	694	0.359	248	181	0.4	0.6	8.102	A
2	1	136	34	327	669	0.203	136	157	0.2	0.3	6.744	A
	2	261	65	138	1364	0.191	261	325	0.2	0.2	3.261	A
	3	0	0	394	654	0.000	0	4	0.0	0.0	0.000	A
	4	467	117	17	2174	0.215	467	377	0.2	0.3	2.108	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	593	148	103	1961	0.303	593	564	0.3	0.4	2.707	A
	2	462	115	124	1684	0.274	461	572	0.3	0.4	3.045	A
	3	305	76	364	659	0.463	304	222	0.6	0.8	10.140	B
2	1	166	42	401	625	0.266	166	192	0.3	0.4	7.833	A
	2	319	80	169	1342	0.238	319	397	0.2	0.3	3.518	A
	3	0	0	483	602	0.000	0	5	0.0	0.0	0.000	A
	4	572	143	21	2172	0.263	571	462	0.3	0.4	2.249	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	593	148	103	1961	0.303	593	566	0.4	0.4	2.707	A
	2	462	116	124	1684	0.275	462	573	0.4	0.4	3.047	A
	3	305	76	365	659	0.463	305	222	0.8	0.9	10.215	B
2	1	166	42	401	625	0.266	166	192	0.4	0.4	7.854	A
	2	319	80	169	1342	0.238	319	398	0.3	0.3	3.519	A
	3	0	0	483	601	0.000	0	5	0.0	0.0	0.000	A
	4	573	143	21	2172	0.264	573	462	0.4	0.4	2.250	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	485	121	85	1971	0.246	485	464	0.4	0.3	2.492	A
	2	378	95	102	1700	0.223	379	468	0.4	0.3	2.819	A
	3	249	62	299	693	0.359	250	182	0.9	0.6	8.180	A
2	1	136	34	328	668	0.203	136	157	0.4	0.3	6.772	A
	2	261	65	139	1364	0.191	261	326	0.3	0.2	3.264	A
	3	0	0	395	653	0.000	0	4	0.0	0.0	0.000	A
	4	468	117	17	2174	0.215	469	378	0.4	0.3	2.112	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	406	101	71	1978	0.205	406	388	0.3	0.3	2.357	A
	2	317	79	85	1711	0.185	317	392	0.3	0.2	2.674	A
	3	209	52	250	719	0.290	209	152	0.6	0.4	7.102	A
2	1	114	28	275	700	0.162	114	132	0.3	0.2	6.139	A
	2	218	55	116	1380	0.158	219	273	0.2	0.2	3.099	A
	3	0	0	331	691	0.000	0	4	0.0	0.0	0.000	A
	4	392	98	14	2176	0.180	392	317	0.3	0.2	2.018	A

Baseline 2027 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.39	A
2	untitled	Mini-roundabout		1, 2, 3, 4	4.79	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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	Baseline 2027 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	909	100.000
	2	✓				
	3		ONE HOUR	✓	289	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	584	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	30	721	158
	2	573	0	143
	3	174	112	3

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	563
	3	0	0	0	2
	4	163	667	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.51	3.83	1.1	A	834	1251
	2	0.48	4.32	0.9	A	655	982
	3	0.63	19.55	1.7	C	265	398
2	1	0.39	14.03	0.6	B	139	208
	2	0.48	5.15	0.9	A	536	804
	3	0.00	0.00	0.0	A	0	0
	4	0.42	2.87	0.7	A	764	1146

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	684	171	86	1970	0.347	682	579	0.0	0.5	2.813	A
	2	535	134	143	1672	0.320	533	625	0.0	0.5	3.181	A
	3	218	54	449	615	0.354	215	227	0.0	0.5	9.039	A
2	1	114	28	501	565	0.201	113	136	0.0	0.2	7.947	A
	2	440	110	115	1381	0.318	438	499	0.0	0.5	3.810	A
	3	0	0	549	562	0.000	0	4	0.0	0.0	0.000	A
	4	625	156	14	2176	0.287	623	535	0.0	0.4	2.316	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	817	204	103	1961	0.417	816	695	0.5	0.7	3.170	A
	2	641	160	172	1653	0.388	640	748	0.5	0.6	3.583	A
	3	260	65	539	567	0.458	259	272	0.5	0.8	11.707	B
2	1	136	34	601	505	0.269	135	163	0.2	0.4	9.734	A
	2	525	131	138	1364	0.385	524	598	0.5	0.6	4.284	A
	3	0	0	658	498	0.000	0	4	0.0	0.0	0.000	A
	4	748	187	17	2174	0.344	747	641	0.4	0.5	2.523	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1001	250	125	1949	0.514	999	849	0.7	1.1	3.819	A
	2	784	196	210	1627	0.482	783	915	0.6	0.9	4.294	A
	3	318	80	659	504	0.631	315	333	0.8	1.6	18.835	C
2	1	166	42	735	424	0.392	165	200	0.4	0.6	13.839	B
	2	643	161	168	1343	0.479	642	732	0.6	0.9	5.128	A
	3	0	0	805	411	0.000	0	5	0.0	0.0	0.000	A
	4	915	229	21	2172	0.421	914	784	0.5	0.7	2.861	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1001	250	127	1948	0.514	1001	854	1.1	1.1	3.831	A
	2	786	197	210	1626	0.483	786	917	0.9	0.9	4.318	A
	3	318	80	662	503	0.633	318	334	1.6	1.7	19.549	C
2	1	166	42	738	423	0.393	166	200	0.6	0.6	14.027	B
	2	643	161	170	1342	0.479	643	734	0.9	0.9	5.150	A
	3	0	0	807	410	0.000	0	6	0.0	0.0	0.000	A
	4	917	229	21	2172	0.422	917	786	0.7	0.7	2.868	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	817	204	105	1960	0.417	819	702	1.1	0.7	3.183	A
	2	644	161	172	1652	0.390	645	751	0.9	0.6	3.609	A
	3	260	65	543	565	0.460	263	274	1.7	0.9	12.127	B
2	1	136	34	605	502	0.270	137	164	0.6	0.4	9.873	A
	2	525	131	140	1363	0.385	526	602	0.9	0.6	4.308	A
	3	0	0	661	496	0.000	0	5	0.0	0.0	0.000	A
	4	751	188	17	2174	0.346	752	644	0.7	0.5	2.534	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	684	171	87	1970	0.347	685	586	0.7	0.5	2.827	A
	2	539	135	144	1671	0.322	539	628	0.6	0.5	3.209	A
	3	218	54	454	612	0.356	219	229	0.9	0.6	9.259	A
2	1	114	28	506	562	0.202	114	137	0.4	0.3	8.047	A
	2	440	110	116	1380	0.319	440	503	0.6	0.5	3.834	A
	3	0	0	553	560	0.000	0	4	0.0	0.0	0.000	A
	4	628	157	14	2176	0.289	629	539	0.5	0.4	2.329	A

Base 2031 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 4 have 70% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.47	A
2	untitled	Mini-roundabout		1, 2, 3, 4	3.55	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D9	Base 2031 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	552	100.000
	2	✓				
	3		ONE HOUR	✓	271	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	303	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	13	441	98
	2	298	0	94
	3	174	97	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	282
	3	0	0	0	2
	4	163	397	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.31	2.74	0.5	A	507	760
	2	0.28	3.08	0.4	A	397	596
	3	0.46	10.21	0.8	B	249	373
2	1	0.27	8.06	0.4	A	139	208
	2	0.25	3.57	0.3	A	278	417
	3	0.00	0.00	0.0	A	0	0
	4	0.27	2.28	0.4	A	493	740

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	416	104	72	1977	0.210	414	386	0.0	0.3	2.368	A
	2	324	81	83	1712	0.190	324	404	0.0	0.2	2.681	A
	3	204	51	256	716	0.285	202	151	0.0	0.4	7.025	A
2	1	114	28	286	694	0.164	113	131	0.0	0.2	6.191	A
	2	228	57	115	1381	0.165	227	284	0.0	0.2	3.120	A
	3	0	0	339	687	0.000	0	4	0.0	0.0	0.000	A
	4	404	101	14	2176	0.186	403	324	0.0	0.2	2.029	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	496	124	87	1970	0.252	496	463	0.3	0.3	2.512	A
	2	389	97	100	1701	0.229	389	483	0.2	0.3	2.838	A
	3	244	61	307	689	0.354	243	181	0.4	0.5	8.102	A
2	1	136	34	343	659	0.206	135	157	0.2	0.3	6.867	A
	2	272	68	138	1364	0.200	272	341	0.2	0.2	3.296	A
	3	0	0	406	647	0.000	0	4	0.0	0.0	0.000	A
	4	483	121	17	2174	0.222	483	389	0.2	0.3	2.128	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	608	152	106	1959	0.310	607	567	0.3	0.5	2.739	A
	2	476	119	122	1686	0.282	476	592	0.3	0.4	3.077	A
	3	298	75	376	653	0.457	297	222	0.5	0.8	10.137	B
2	1	166	42	420	613	0.271	166	192	0.3	0.4	8.036	A
	2	334	83	169	1342	0.249	333	417	0.2	0.3	3.567	A
	3	0	0	497	593	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	2172	0.272	591	476	0.3	0.4	2.277	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	608	152	107	1959	0.310	608	568	0.5	0.5	2.740	A
	2	477	119	122	1686	0.283	477	592	0.4	0.4	3.080	A
	3	298	75	377	652	0.457	298	222	0.8	0.8	10.215	B
2	1	166	42	421	613	0.271	166	192	0.4	0.4	8.060	A
	2	334	83	169	1342	0.249	334	418	0.3	0.3	3.569	A
	3	0	0	498	593	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	2172	0.273	592	477	0.4	0.4	2.278	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	496	124	88	1969	0.252	497	466	0.5	0.3	2.515	A
	2	390	97	100	1701	0.229	390	484	0.4	0.3	2.842	A
	3	244	61	308	688	0.354	245	182	0.8	0.6	8.177	A
2	1	136	34	344	659	0.206	136	157	0.4	0.3	6.894	A
	2	272	68	139	1364	0.200	273	342	0.3	0.3	3.302	A
	3	0	0	407	646	0.000	0	4	0.0	0.0	0.000	A
	4	484	121	17	2174	0.223	485	390	0.4	0.3	2.131	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	416	104	73	1977	0.210	416	390	0.3	0.3	2.372	A
	2	326	82	84	1712	0.191	327	405	0.3	0.2	2.691	A
	3	204	51	258	715	0.286	205	152	0.6	0.4	7.104	A
2	1	114	28	288	692	0.164	114	132	0.3	0.2	6.225	A
	2	228	57	116	1380	0.165	228	286	0.3	0.2	3.128	A
	3	0	0	341	685	0.000	0	4	0.0	0.0	0.000	A
	4	405	101	14	2176	0.186	406	326	0.3	0.2	2.035	A

Baseline 2031 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	4.68	A
2	untitled	Mini-roundabout		1, 2, 3, 4	3.54	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D10	Baseline 2031 + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	559	100.000
	2	✓				
	3		ONE HOUR	✓	288	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	303	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	13	441	105
	2	298	0	94
	3	191	97	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	282
	3	0	0	0	2
	4	163	379	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

	To			
		1	2	3
From	1	0	3	2
	2	3	0	4
	3	0	1	0

Heavy Vehicle Percentages

Junction 2

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.31	2.76	0.5	A	513	769
	2	0.28	3.09	0.4	A	397	596
	3	0.49	10.78	0.9	B	264	396
2	1	0.27	8.00	0.4	A	139	208
	2	0.25	3.57	0.3	A	278	417
	3	0.00	0.00	0.0	A	0	0
	4	0.27	2.28	0.4	A	493	740

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	421	105	72	1977	0.213	420	398	0.0	0.3	2.376	A
	2	324	81	89	1709	0.190	324	404	0.0	0.2	2.688	A
	3	217	54	256	716	0.303	215	156	0.0	0.4	7.198	A
2	1	114	28	282	696	0.163	113	135	0.0	0.2	6.166	A
	2	228	57	115	1380	0.165	227	280	0.0	0.2	3.120	A
	3	0	0	339	687	0.000	0	4	0.0	0.0	0.000	A
	4	404	101	14	2176	0.186	403	324	0.0	0.2	2.029	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	503	126	87	1970	0.255	502	478	0.3	0.4	2.523	A
	2	389	97	106	1697	0.229	389	483	0.2	0.3	2.847	A
	3	259	65	307	689	0.376	258	188	0.4	0.6	8.397	A
2	1	136	34	339	662	0.205	135	162	0.2	0.3	6.831	A
	2	272	68	138	1364	0.200	272	336	0.2	0.2	3.296	A
	3	0	0	406	647	0.000	0	4	0.0	0.0	0.000	A
	4	483	121	17	2174	0.222	483	389	0.2	0.3	2.128	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	615	154	106	1959	0.314	615	585	0.4	0.5	2.755	A
	2	476	119	130	1681	0.283	476	592	0.3	0.4	3.091	A
	3	317	79	376	653	0.486	316	230	0.6	0.9	10.684	B
2	1	166	42	414	617	0.270	166	198	0.3	0.4	7.974	A
	2	334	83	169	1342	0.249	333	411	0.2	0.3	3.568	A
	3	0	0	497	593	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	2172	0.272	591	476	0.3	0.4	2.277	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	615	154	107	1959	0.314	615	587	0.5	0.5	2.755	A
	2	477	119	130	1681	0.284	477	592	0.4	0.4	3.093	A
	3	317	79	377	652	0.486	317	230	0.9	0.9	10.778	B
2	1	166	42	415	616	0.270	166	198	0.4	0.4	7.999	A
	2	334	83	170	1342	0.249	334	412	0.3	0.3	3.569	A
	3	0	0	498	593	0.000	0	5	0.0	0.0	0.000	A
	4	592	148	21	2172	0.273	592	477	0.4	0.4	2.278	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	503	126	88	1969	0.255	503	481	0.5	0.4	2.525	A
	2	390	97	106	1697	0.230	390	484	0.4	0.3	2.851	A
	3	259	65	308	688	0.376	260	188	0.9	0.6	8.476	A
2	1	136	34	340	661	0.205	136	162	0.4	0.3	6.858	A
	2	272	68	139	1364	0.200	273	337	0.3	0.3	3.302	A
	3	0	0	407	646	0.000	0	4	0.0	0.0	0.000	A
	4	484	121	17	2174	0.223	485	390	0.4	0.3	2.131	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	421	105	73	1977	0.213	421	402	0.4	0.3	2.381	A
	2	326	82	89	1708	0.191	327	406	0.3	0.2	2.698	A
	3	217	54	258	715	0.303	218	157	0.6	0.4	7.288	A
2	1	114	28	284	695	0.164	114	136	0.3	0.2	6.202	A
	2	228	57	116	1380	0.165	228	282	0.3	0.2	3.126	A
	3	0	0	341	685	0.000	0	4	0.0	0.0	0.000	A
	4	406	101	14	2176	0.186	406	326	0.3	0.2	2.033	A

Base 2031 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.90	A
2	untitled	Mini-roundabout		1, 2, 3, 4	5.02	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D11	Base 2031 + Com Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	933	100.000
	2	✓				
	3		ONE HOUR	✓	296	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	613	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	33	750	150
	2	597	0	148
	3	176	117	3

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	592
	3	0	0	0	2
	4	163	701	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.53	3.95	1.1	A	856	1284
	2	0.50	4.47	1.0	A	681	1022
	3	0.67	22.31	2.0	C	272	407
2	1	0.42	15.37	0.7	C	139	208
	2	0.50	5.40	1.0	A	562	844
	3	0.00	0.00	0.0	A	0	0
	4	0.44	2.96	0.8	A	795	1193

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	702	176	89	1968	0.357	700	600	0.0	0.6	2.858	A
	2	556	139	140	1674	0.332	554	650	0.0	0.5	3.235	A
	3	223	56	469	604	0.369	221	225	0.0	0.6	9.402	A
2	1	114	28	526	549	0.207	113	136	0.0	0.3	8.223	A
	2	461	115	115	1381	0.334	460	524	0.0	0.5	3.901	A
	3	0	0	571	550	0.000	0	4	0.0	0.0	0.000	A
	4	650	163	14	2176	0.299	648	556	0.0	0.4	2.355	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	839	210	107	1959	0.428	838	721	0.6	0.8	3.238	A
	2	667	167	167	1656	0.403	666	778	0.5	0.7	3.666	A
	3	266	67	563	555	0.480	265	270	0.6	0.9	12.455	B
2	1	136	34	632	486	0.279	135	163	0.3	0.4	10.237	B
	2	551	138	138	1364	0.404	550	629	0.5	0.7	4.419	A
	3	0	0	684	483	0.000	0	4	0.0	0.0	0.000	A
	4	778	195	17	2174	0.358	778	667	0.4	0.6	2.578	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1027	257	131	1946	0.528	1026	880	0.8	1.1	3.938	A
	2	816	204	204	1630	0.500	814	952	0.7	1.0	4.439	A
	3	326	81	689	489	0.666	322	330	0.9	1.9	21.227	C
2	1	166	42	772	402	0.414	165	200	0.4	0.7	15.113	C
	2	675	169	168	1343	0.503	674	769	0.7	1.0	5.368	A
	3	0	0	836	393	0.000	0	5	0.0	0.0	0.000	A
	4	952	238	21	2172	0.438	951	816	0.6	0.8	2.948	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1027	257	132	1945	0.528	1027	885	1.1	1.1	3.954	A
	2	818	204	205	1630	0.502	818	954	1.0	1.0	4.468	A
	3	326	81	692	487	0.669	326	331	1.9	2.0	22.312	C
2	1	166	42	775	400	0.415	166	200	0.7	0.7	15.373	C
	2	675	169	170	1342	0.503	675	772	1.0	1.0	5.396	A
	3	0	0	839	391	0.000	0	6	0.0	0.0	0.000	A
	4	954	239	21	2172	0.439	954	818	0.8	0.8	2.956	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	839	210	109	1957	0.429	840	729	1.1	0.8	3.255	A
	2	670	168	168	1655	0.405	672	782	1.0	0.7	3.693	A
	3	266	67	568	552	0.482	270	271	2.0	1.0	13.028	B
2	1	136	34	636	484	0.281	137	164	0.7	0.4	10.414	B
	2	551	138	140	1363	0.404	552	633	1.0	0.7	4.447	A
	3	0	0	688	481	0.000	0	5	0.0	0.0	0.000	A
	4	782	196	17	2174	0.360	783	670	0.8	0.6	2.589	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	702	176	91	1967	0.357	703	608	0.8	0.6	2.874	A
	2	561	140	140	1674	0.335	561	654	0.7	0.5	3.263	A
	3	223	56	475	601	0.371	224	227	1.0	0.6	9.662	A
2	1	114	28	531	546	0.208	114	137	0.4	0.3	8.337	A
	2	461	115	116	1380	0.335	462	529	0.7	0.5	3.928	A
	3	0	0	575	547	0.000	0	4	0.0	0.0	0.000	A
	4	654	163	14	2176	0.301	654	561	0.6	0.4	2.367	A

Baseline 2031 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.16	A
2	untitled	Mini-roundabout		1, 2, 3, 4	5.02	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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
D13	Baseline 2031 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	4	Simple (vertical queueing)	Normal	0	100.00	
2	4	1	2	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	948	100.000
	2	✓				
	3		ONE HOUR	✓	303	100.000
2	1		ONE HOUR	✓	151	100.000
	2		ONE HOUR	✓	613	100.000
	3		ONE HOUR	✓	2	100.000
	4	✓				

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	33	750	165
	2	597	0	148
	3	183	117	3

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	151
	2	19	0	2	592
	3	0	0	0	2
	4	163	701	3	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		1	2	3
From	1	0	1	1
	2	1	0	1
	3	0	1	50

Heavy Vehicle Percentages

Junction 2

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.54	4.03	1.2	A	870	1305
	2	0.51	4.53	1.0	A	681	1022
	3	0.68	23.39	2.1	C	278	417
2	1	0.42	15.36	0.7	C	139	208
	2	0.50	5.40	1.0	A	562	844
	3	0.00	0.00	0.0	A	0	0
	4	0.44	2.96	0.8	A	795	1193

Main Results for each time segment

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	714	178	89	1968	0.363	711	605	0.0	0.6	2.883	A
	2	556	139	151	1667	0.334	554	650	0.0	0.5	3.257	A
	3	228	57	469	604	0.378	226	236	0.0	0.6	9.526	A
2	1	114	28	526	549	0.207	113	136	0.0	0.3	8.223	A
	2	461	115	115	1381	0.334	460	524	0.0	0.5	3.901	A
	3	0	0	571	550	0.000	0	4	0.0	0.0	0.000	A
	4	650	162	14	2176	0.299	648	556	0.0	0.4	2.355	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	852	213	107	1959	0.435	851	727	0.6	0.8	3.277	A
	2	667	167	181	1646	0.405	666	778	0.5	0.7	3.700	A
	3	272	68	563	555	0.491	271	283	0.6	0.9	12.720	B
2	1	136	34	632	486	0.279	135	163	0.3	0.4	10.237	B
	2	551	138	138	1364	0.404	550	629	0.5	0.7	4.419	A
	3	0	0	684	483	0.000	0	4	0.0	0.0	0.000	A
	4	778	195	17	2174	0.358	778	667	0.4	0.6	2.578	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1044	261	130	1946	0.536	1042	888	0.8	1.2	4.010	A
	2	816	204	221	1619	0.504	814	952	0.7	1.0	4.501	A
	3	334	83	689	489	0.682	329	346	0.9	2.0	22.135	C
2	1	166	42	772	402	0.413	165	200	0.4	0.7	15.109	C
	2	675	169	168	1343	0.503	674	769	0.7	1.0	5.368	A
	3	0	0	836	393	0.000	0	5	0.0	0.0	0.000	A
	4	952	238	21	2172	0.438	951	816	0.6	0.8	2.947	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1044	261	132	1945	0.537	1044	893	1.2	1.2	4.026	A
	2	818	204	221	1619	0.505	818	954	1.0	1.0	4.530	A
	3	334	83	692	487	0.684	333	347	2.0	2.1	23.393	C
2	1	166	42	775	400	0.415	166	200	0.7	0.7	15.361	C
	2	675	169	170	1342	0.503	675	772	1.0	1.0	5.396	A
	3	0	0	839	391	0.000	0	6	0.0	0.0	0.000	A
	4	954	239	21	2172	0.439	954	818	0.8	0.8	2.956	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	852	213	110	1957	0.435	854	735	1.2	0.8	3.293	A
	2	670	168	181	1646	0.407	672	782	1.0	0.7	3.728	A
	3	272	68	568	552	0.493	277	285	2.1	1.0	13.361	B
2	1	136	34	636	484	0.281	137	164	0.7	0.4	10.416	B
	2	551	138	140	1363	0.404	552	633	1.0	0.7	4.447	A
	3	0	0	688	481	0.000	0	5	0.0	0.0	0.000	A
	4	782	196	17	2174	0.360	783	670	0.8	0.6	2.589	A

18:15 - 18:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	714	178	91	1967	0.363	715	613	0.8	0.6	2.898	A
	2	561	140	152	1666	0.336	561	654	0.7	0.5	3.286	A
	3	228	57	475	601	0.379	230	238	1.0	0.6	9.803	A
2	1	114	28	531	546	0.208	114	137	0.4	0.3	8.337	A
	2	461	115	116	1380	0.335	462	529	0.7	0.5	3.928	A
	3	0	0	575	547	0.000	0	4	0.0	0.0	0.000	A
	4	654	163	14	2176	0.301	654	561	0.6	0.4	2.368	A

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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Filename: 24069-MA-J9-X-PI01-P01- Site Access.j9

Path: N:\24069 - Wickhurst Green Horsham - Planning\07. Technical\07.02 Modelling\PICADY

Report generation date: 09/05/2025 10:03:31

»2027, AM

»2027, PM

»2031, AM

»2031, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2027									
Stream B-AC	D1	0.1	8.39	0.06	A	D2	0.0	8.54	0.03	A
Stream C-AB		0.0	5.54	0.01	A		0.0	5.97	0.01	A
	2031									
Stream B-AC	D3	0.1	8.45	0.06	A	D4	0.0	8.63	0.03	A
Stream C-AB		0.0	5.53	0.01	A		0.0	5.96	0.01	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MARKIDES\Markides Associates
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	2027	AM	ONE HOUR	07:45	09:15	15	✓
D2	2027	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2027, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		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	5.50			69.3	✓	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	One lane	2.70	21	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	485	0.090	0.228	0.144	0.326
B-C	625	0.098	0.247	-	-
C-B	614	0.243	0.243	-	-

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	2027	AM	ONE HOUR	07:45	09:15	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	167	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	139	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	160
	B	18	0	7
	C	136	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	8.39	0.1	A	23	34
C-AB	0.01	5.54	0.0	A	3	5
C-A					124	186
A-B					6	10
A-C					147	220

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	476	0.040	19	0.0	0.0	7.871	A
C-AB	3	0.67	653	0.004	3	0.0	0.0	5.539	A
C-A	102	25			102				
A-B	5	1			5				
A-C	120	30			120				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	468	0.048	22	0.0	0.1	8.084	A
C-AB	3	0.83	661	0.005	3	0.0	0.0	5.478	A
C-A	122	30			122				
A-B	6	2			6				
A-C	144	36			144				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	457	0.060	27	0.1	0.1	8.389	A
C-AB	4	1	672	0.006	4	0.0	0.0	5.394	A
C-A	149	37			149				
A-B	8	2			8				
A-C	176	44			176				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	457	0.060	28	0.1	0.1	8.391	A
C-AB	4	1	672	0.006	4	0.0	0.0	5.397	A
C-A	149	37			149				
A-B	8	2			8				
A-C	176	44			176				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	468	0.048	23	0.1	0.1	8.087	A
C-AB	3	0.83	661	0.005	3	0.0	0.0	5.478	A
C-A	122	30			122				
A-B	6	2			6				
A-C	144	36			144				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	476	0.040	19	0.1	0.0	7.877	A
C-AB	3	0.67	653	0.004	3	0.0	0.0	5.541	A
C-A	102	25			102				
A-B	5	1			5				
A-C	120	30			120				

2027, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	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	2027	PM	ONE HOUR	16:45	18:15	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	291	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	104	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	15	276
	B	7	0	3
	C	98	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.54	0.0	A	9	14
C-AB	0.01	5.97	0.0	A	6	10
C-A					89	133
A-B					14	21
A-C					253	380

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	460	0.016	7	0.0	0.0	7.951	A
C-AB	5	1	612	0.008	5	0.0	0.0	5.939	A
C-A	73	18			73				
A-B	11	3			11				
A-C	208	52			208				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	449	0.020	9	0.0	0.0	8.190	A
C-AB	6	2	612	0.010	6	0.0	0.0	5.951	A
C-A	87	22			87				
A-B	13	3			13				
A-C	248	62			248				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	432	0.025	11	0.0	0.0	8.543	A
C-AB	8	2	612	0.013	8	0.0	0.0	5.966	A
C-A	106	27			106				
A-B	17	4			17				
A-C	304	76			304				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	432	0.025	11	0.0	0.0	8.543	A
C-AB	8	2	612	0.013	8	0.0	0.0	5.968	A
C-A	106	27			106				
A-B	17	4			17				
A-C	304	76			304				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	448	0.020	9	0.0	0.0	8.191	A
C-AB	6	2	612	0.010	6	0.0	0.0	5.952	A
C-A	87	22			87				
A-B	13	3			13				
A-C	248	62			248				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	460	0.016	8	0.0	0.0	7.955	A
C-AB	5	1	612	0.008	5	0.0	0.0	5.940	A
C-A	73	18			73				
A-B	11	3			11				
A-C	208	52			208				

2031, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.67	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	2031	AM	ONE HOUR	07:45	09:15	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	175	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	145	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	168
	B	18	0	7
	C	142	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	8.45	0.1	A	23	34
C-AB	0.01	5.53	0.0	A	3	5
C-A					130	194
A-B					6	10
A-C					154	231

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	474	0.040	19	0.0	0.0	7.905	A
C-AB	3	0.67	654	0.004	3	0.0	0.0	5.525	A
C-A	106	27			106				
A-B	5	1			5				
A-C	126	32			126				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	465	0.048	22	0.0	0.1	8.127	A
C-AB	3	0.84	663	0.005	3	0.0	0.0	5.461	A
C-A	127	32			127				
A-B	6	2			6				
A-C	151	38			151				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	454	0.061	27	0.1	0.1	8.446	A
C-AB	4	1	674	0.006	4	0.0	0.0	5.374	A
C-A	155	39			155				
A-B	8	2			8				
A-C	185	46			185				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	454	0.061	28	0.1	0.1	8.447	A
C-AB	4	1	674	0.006	4	0.0	0.0	5.376	A
C-A	155	39			155				
A-B	8	2			8				
A-C	185	46			185				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	465	0.048	23	0.1	0.1	8.130	A
C-AB	3	0.84	663	0.005	3	0.0	0.0	5.462	A
C-A	127	32			127				
A-B	6	2			6				
A-C	151	38			151				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	474	0.040	19	0.1	0.0	7.913	A
C-AB	3	0.68	654	0.004	3	0.0	0.0	5.527	A
C-A	106	27			106				
A-B	5	1			5				
A-C	126	32			126				

2031, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.30	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	2031	PM	ONE HOUR	16:45	18:15	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 (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	304	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	15	289
	B	7	0	3
	C	103	6	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	8.63	0.0	A	9	14
C-AB	0.01	5.96	0.0	A	7	10
C-A					93	140
A-B					14	21
A-C					265	398

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	457	0.016	7	0.0	0.0	8.000	A
C-AB	5	1	612	0.008	5	0.0	0.0	5.936	A
C-A	77	19			77				
A-B	11	3			11				
A-C	218	54			218				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	445	0.020	9	0.0	0.0	8.252	A
C-AB	6	2	612	0.010	6	0.0	0.0	5.947	A
C-A	92	23			92				
A-B	13	3			13				
A-C	260	65			260				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.625	A
C-AB	8	2	613	0.013	8	0.0	0.0	5.961	A
C-A	112	28			112				
A-B	17	4			17				
A-C	318	80			318				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	428	0.026	11	0.0	0.0	8.626	A
C-AB	8	2	613	0.013	8	0.0	0.0	5.961	A
C-A	112	28			112				
A-B	17	4			17				
A-C	318	80			318				

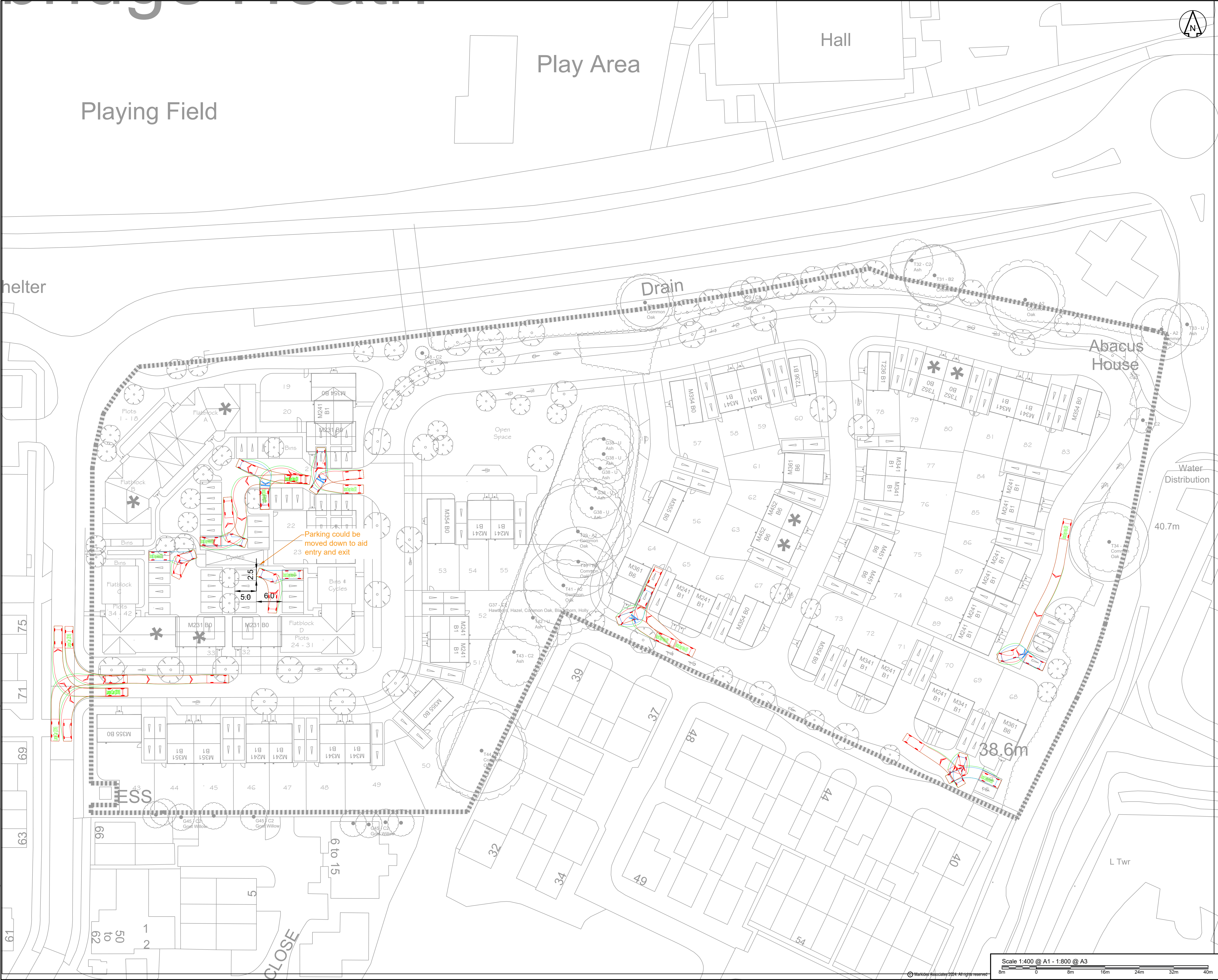
17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	445	0.020	9	0.0	0.0	8.253	A
C-AB	6	2	612	0.010	6	0.0	0.0	5.949	A
C-A	92	23			92				
A-B	13	3			13				
A-C	260	65			260				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	457	0.016	8	0.0	0.0	8.002	A
C-AB	5	1	612	0.008	5	0.0	0.0	5.939	A
C-A	77	19			77				
A-B	11	3			11				
A-C	218	54			218				

APPENDIX D – SWEPT PATH ANALYSIS



DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
- This drawing is based upon drawing number 24-1945-1000A Wickhurst Green - Proposed Site Layout.dwg supplied by FINC Architects Ltd and Markides Associates shall not be liable for any inaccuracies or deficiencies.
- Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wait to Wait Turning Radius 6.000m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P04	FOR INFORMATION	NB	LL	LL	15.04.25	
P03	FOR INFORMATION	BRG	LL	LL	07.03.25	
P02	FOR INFORMATION	BRG	MH	MH	21.02.25	
P01	FOR INFORMATION	NB	LL	LL	12.07.24	
Current Revision						
P04	FOR INFORMATION	NB	LL	LL	15.04.25	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

VISTRY

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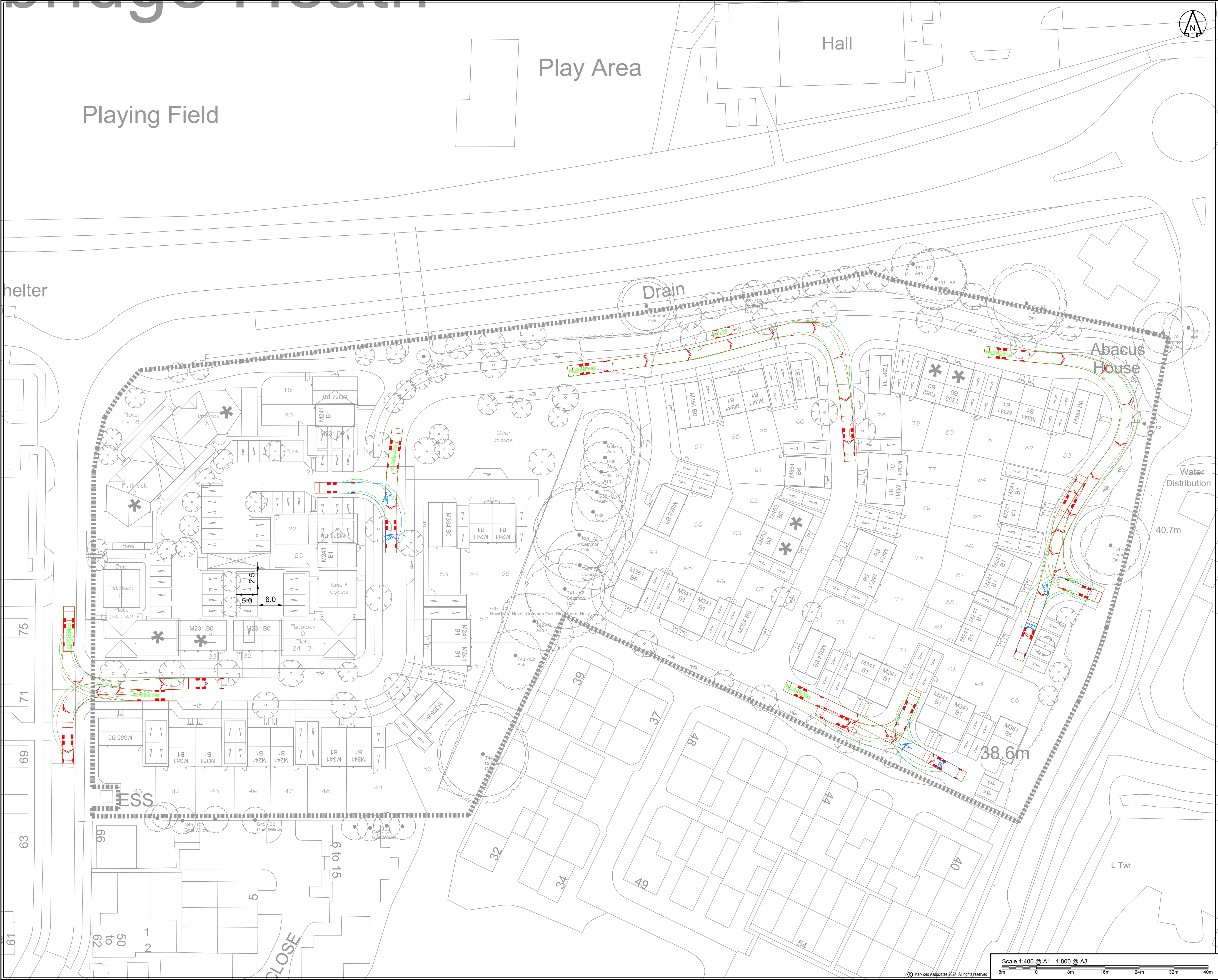
Project
**WICKHURST GREEN
BROADBRIDGE HEATH**

Drawing Title
**SWEPT PATH ANALYSIS
SDV**

Markides Associates reference: 24069 1:400 @ A1
24069-MA-XX-XX-DR-C-7000 - P04

N:\24069 - Wickhurst Green Heath - Planning\06 CAD-BIM\03.01 CAD\A - Preliminary\24069-MA-XX-XX-DR-C-7000 - 7004 SPA - P04.dwg

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DO NOT SCALE OFF THIS DRAWING

NOTES

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- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P03	FOR INFORMATION	BRG	LL	LL	07.03.25	
P02	FOR INFORMATION	BRG	MH	MH	21.02.25	
P01	FOR INFORMATION	NB	LL	LL	12.07.24	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P04	FOR INFORMATION	NB	LL	LL	15.04.25	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

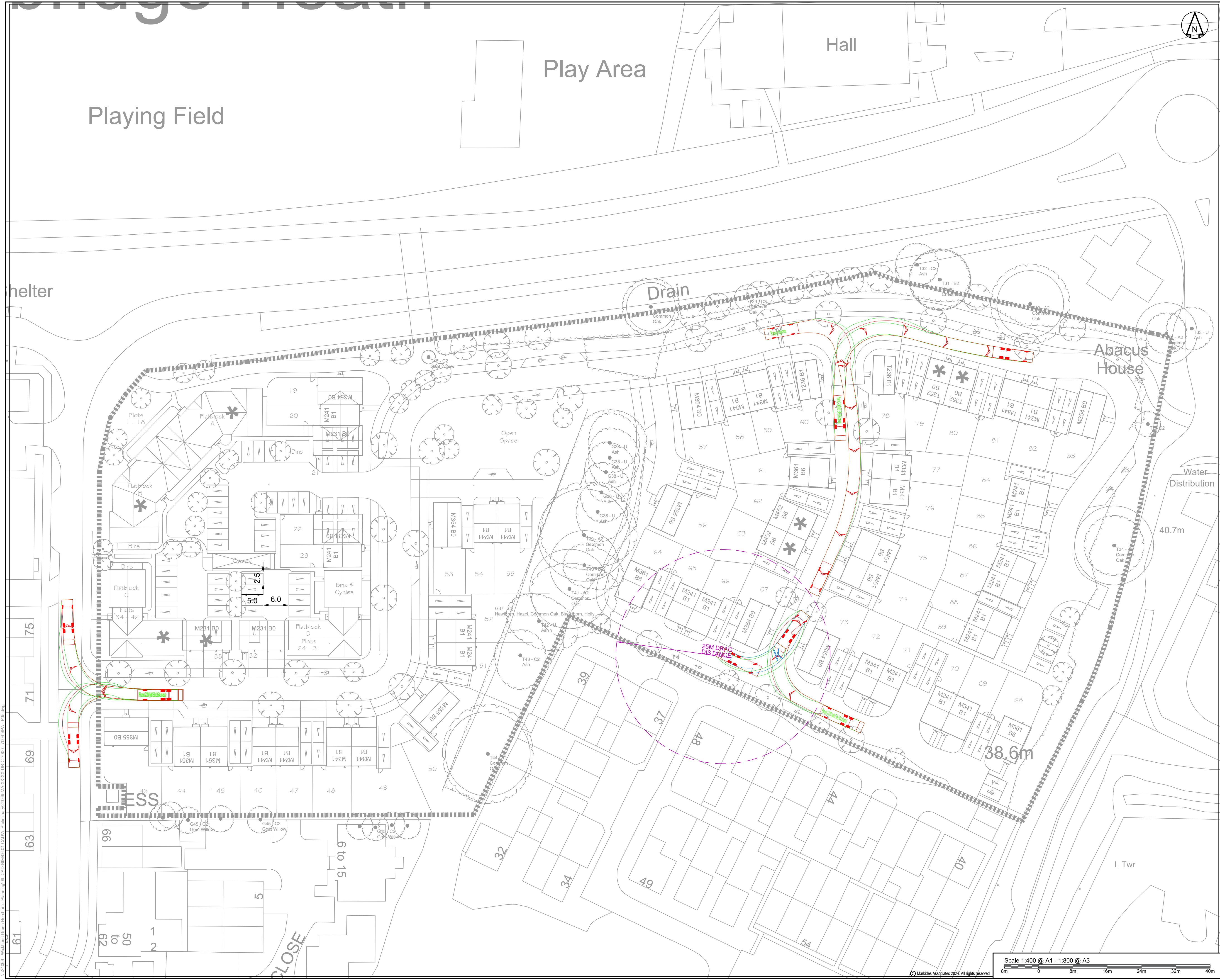
VISTRY

MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

Project
**WICKHURST GREEN
BROADBRIDGE HEATH**

Drawing Title
**SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING ONE OF THREE**

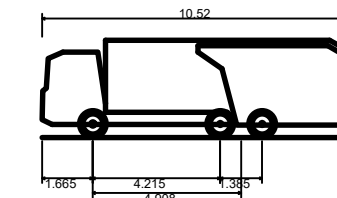
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24069-MA-XX-DR-C-7001 - P04



DO NOT SCALE OFF THIS DRAWING

NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number 24-1945-1000A Wickhurst Green - Proposed Site Layout.dwg supplied by FINC Architects Ltd and Markides Associates shall not be liable for any inaccuracies or deficiencies.
3. Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
4. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Phoenix 2-23W (with Elite 2 6x4 chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.00m
Lock to lock time	9.950m
Kerb to Kerb Turning Radius	

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P03	FOR INFORMATION	BRG	LL	LL	07.03.25
P02	FOR INFORMATION	BRG	MH	MH	21.02.25
P01	FOR INFORMATION	NB	LL	LL	12.07.24
Rev	Comment	By	Chkd	Appr	Date
P04	FOR INFORMATION	NB	MH	MH	15.04.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

VISTRY



Project
WICKHURST GREEN
BROADBRIDGE HEATH

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE
DRAWING TWO OF THREE

Markides Associates reference: 24069 1:400 @ A1
24069-MA-XX-DR-C-7002 - P04

Scale 1:400 @ A1 - 1:800 @ A3
8m 0 8m 16m 24m 32m 40m

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- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History						
Rev	Comment	By	Chkd	Appr	Date	
P04	FOR INFORMATION					
P03	FOR INFORMATION	BRG	LL	LL	15.04.25	
P02	FOR INFORMATION	BRG	MH	MH	07.03.25	
P01	FOR INFORMATION	BRG	LL	LL	21.02.25	
P01	FOR INFORMATION	BRG	LL	LL	12.07.24	
Rev	Comment	By	Chkd	Appr	Date	

Current Revision						
Rev	Comment	By	Chkd	Appr	Date	
P04	FOR INFORMATION					
P03	FOR INFORMATION	BRG	LL	LL	15.04.25	
P02	FOR INFORMATION	BRG	MH	MH	07.03.25	
P01	FOR INFORMATION	BRG	LL	LL	21.02.25	
P01	FOR INFORMATION	BRG	LL	LL	12.07.24	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

VISTRY MAJOR PROJECTS

MARKIDES ASSOCIATES

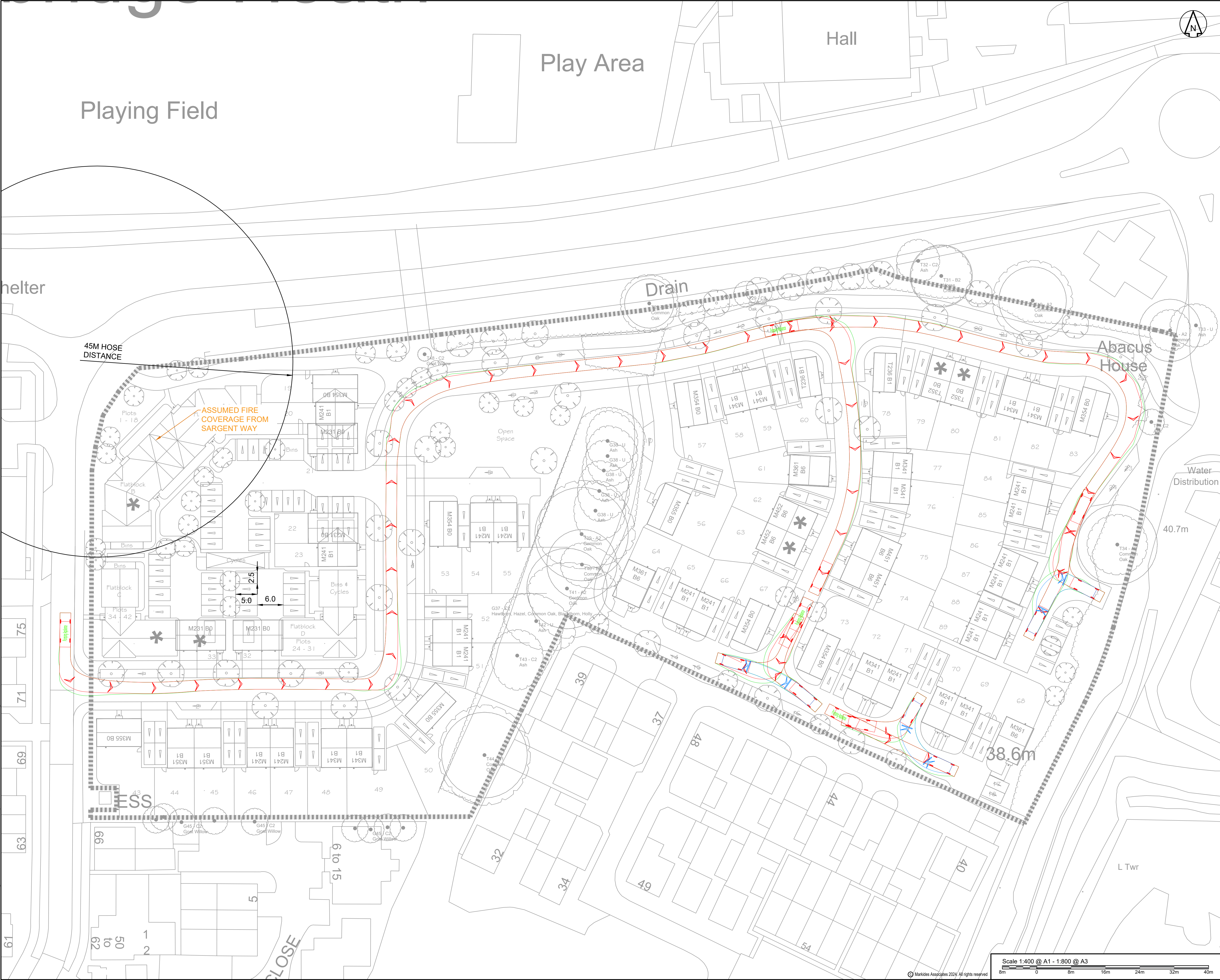
TRANSPORT PLANNING AND ENGINEERING

Project: WICKHURST GREEN BROADBRIDGE HEATH

Drawing Title: SWEPT PATH ANALYSIS REFUSE VEHICLE DRAWING THREE OF THREE

Markides Associates reference: 24069 1:400 @ A1

24069-MA-XX-XX-DR-C7003 - P04



DO NOT SCALE OFF THIS DRAWING

NOTES

- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
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- Markides Associates accept no responsibility for any unauthorised amendments to this drawing. Do not rely on dimensions scaled from this plan.
- Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Pumping Appliance
Overall Length 7.900m
Overall Width 2.300m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History					
Rev	For Information	Comment	By	Chkd	Date
P02	FOR INFORMATION		NB	LL	15.04.25
P01	FOR INFORMATION		BRG	LL	07.03.25

S2 - FOR INFORMATION

VISTRY

MARKIDES ASSOCIATES
TRANSPORT PLANNING AND ENGINEERING

Project
WICKHURST GREEN
BROADBRIDGE HEATH

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER

Markides Associates reference: 24069

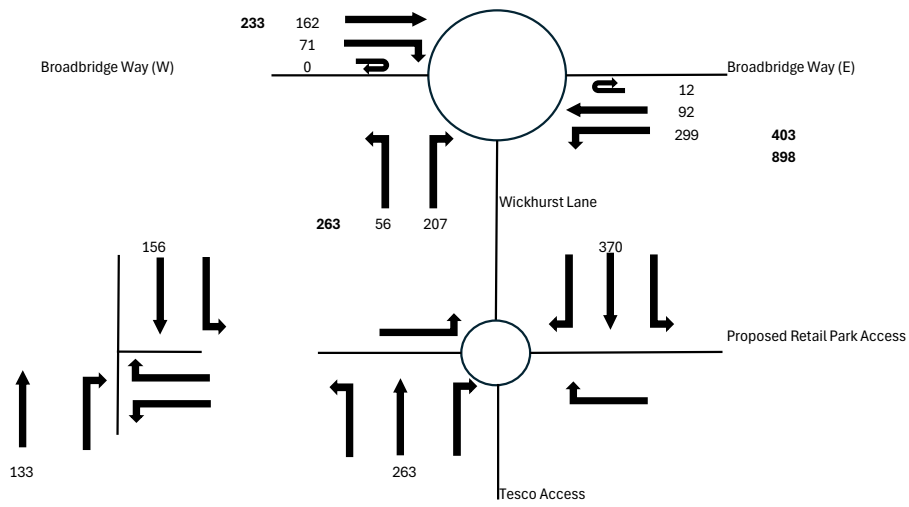
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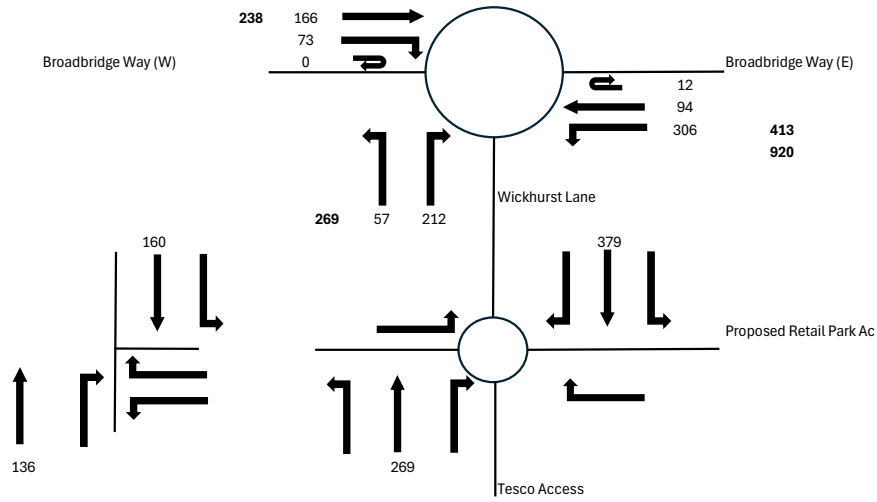
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APPENDIX E – TRAFFIC FLOW DIAGRAMS

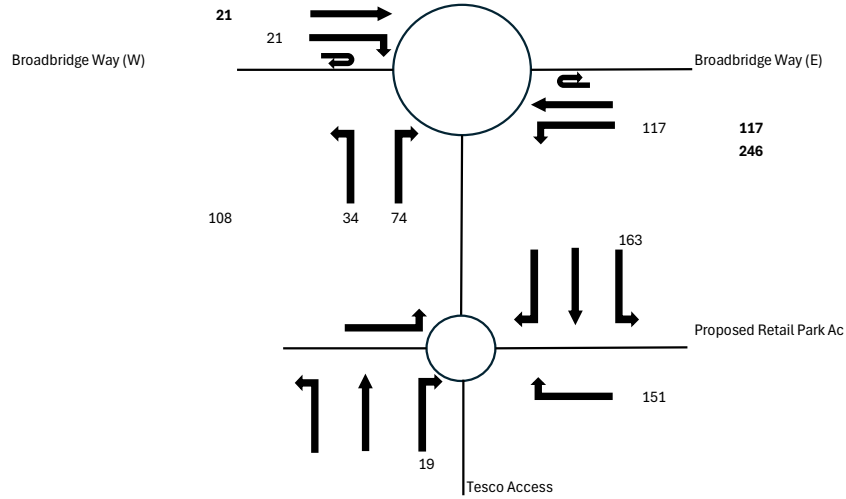
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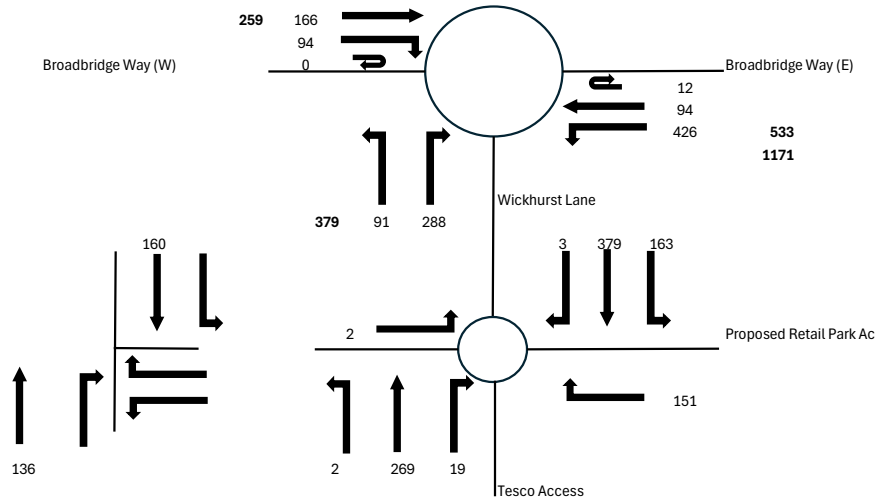
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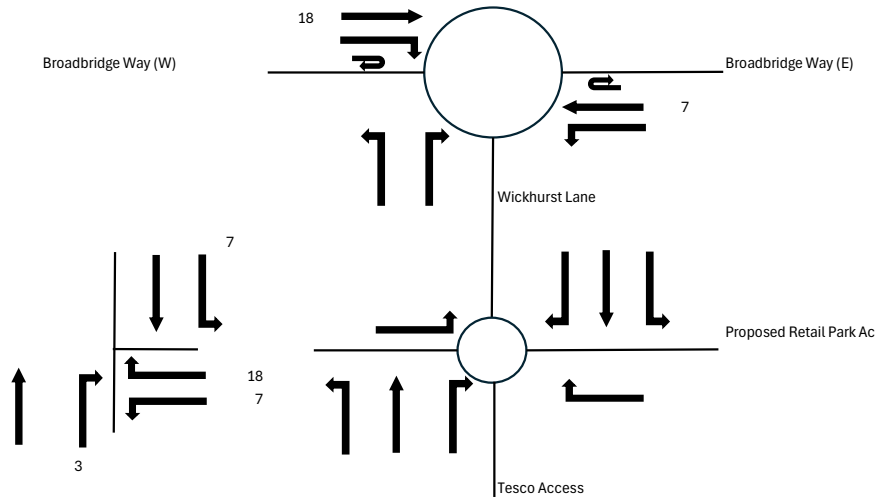
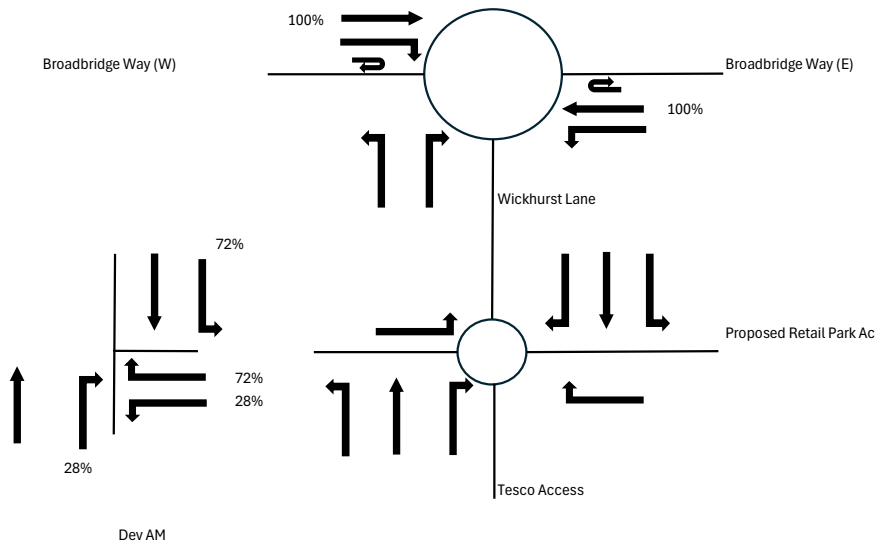
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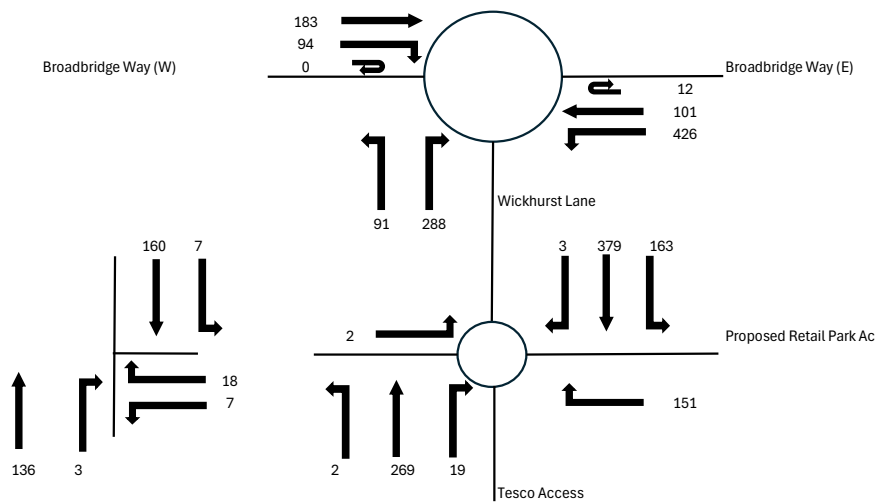
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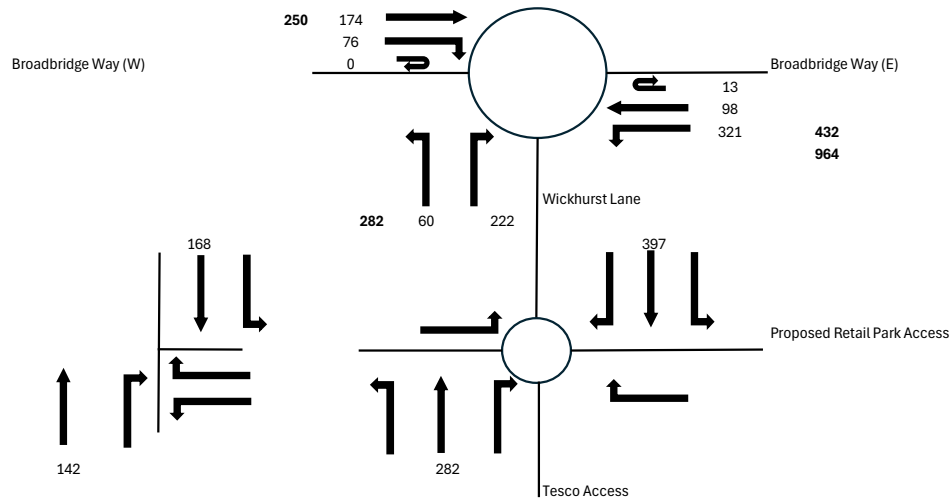
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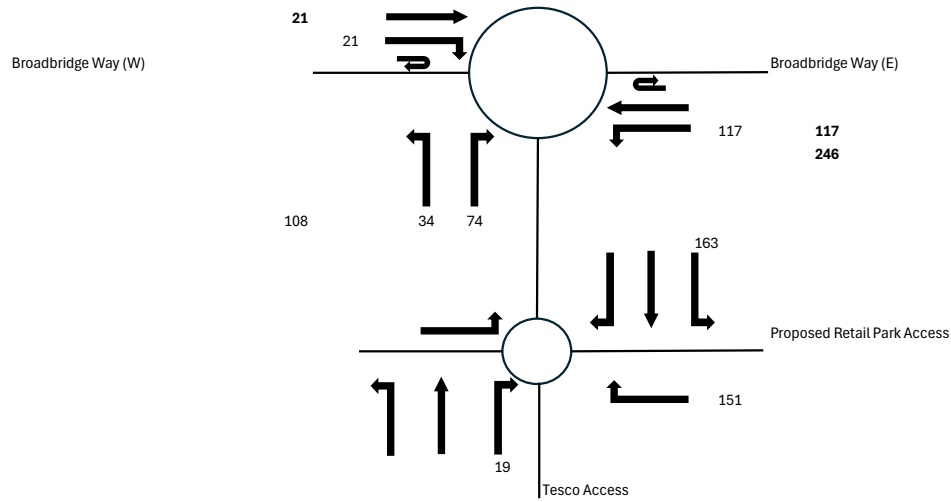
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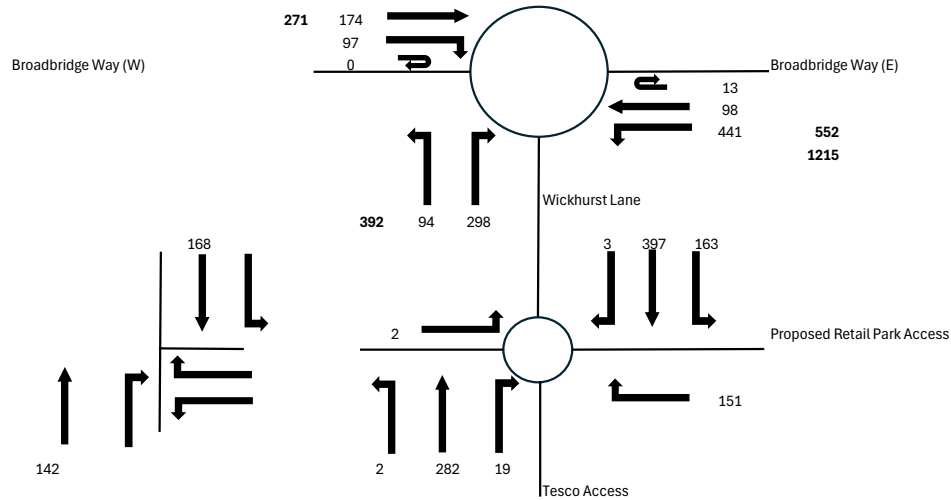
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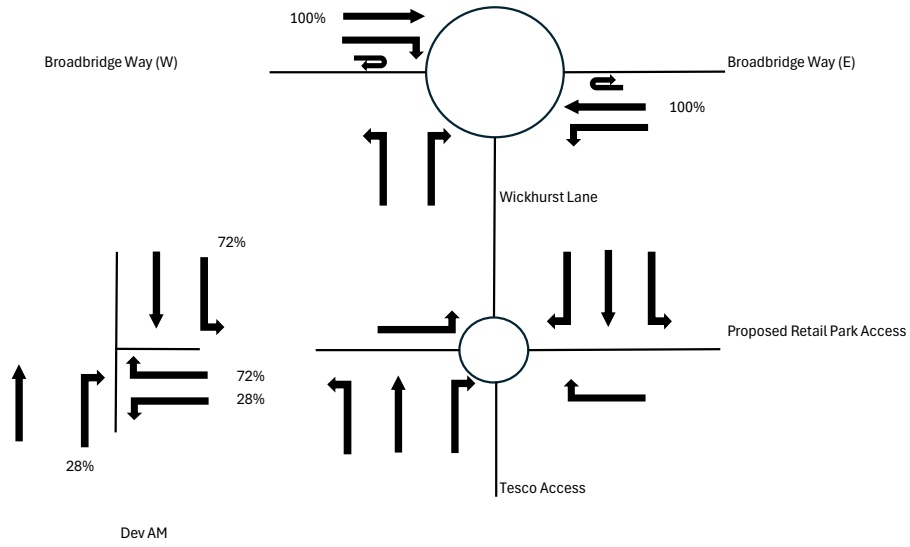
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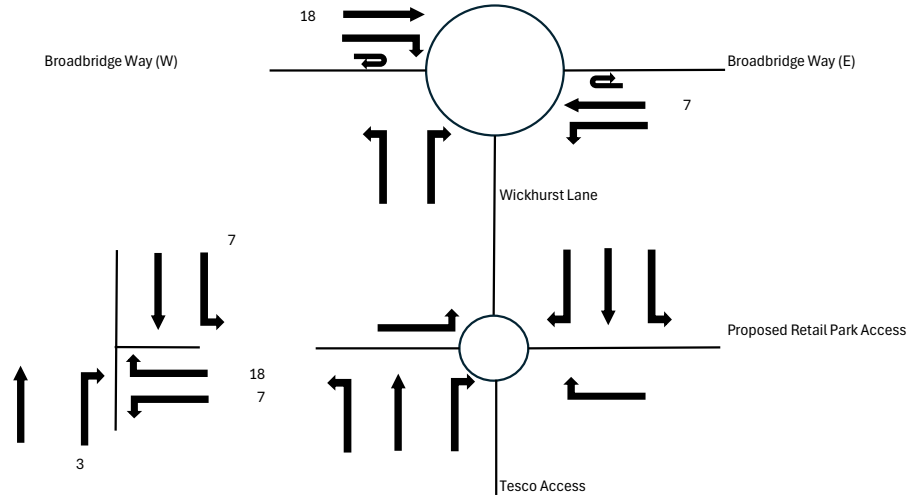
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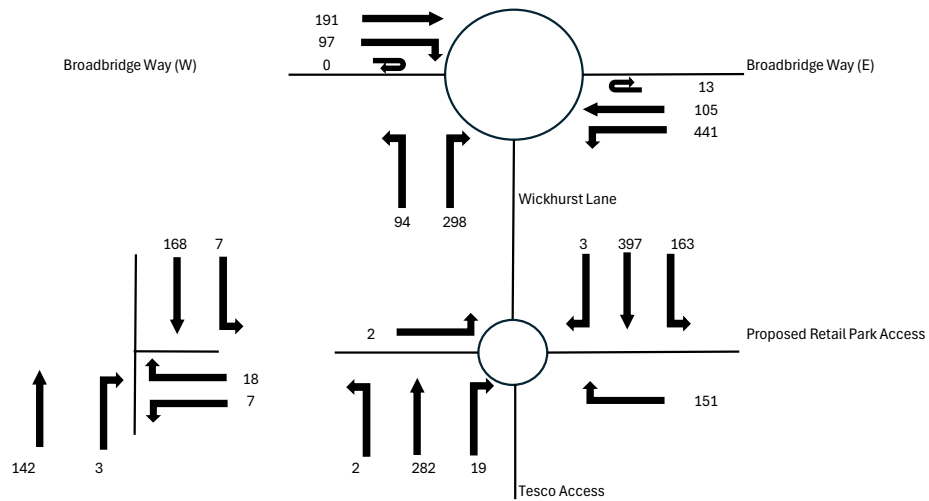
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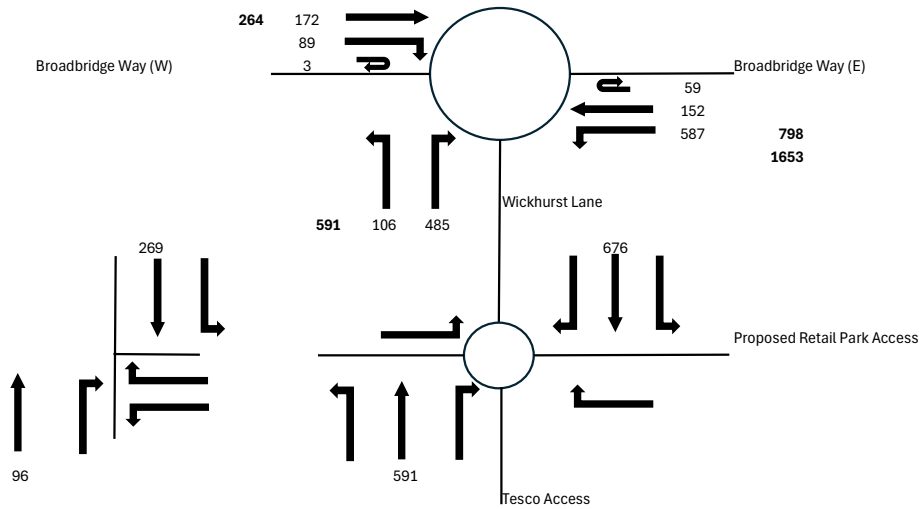
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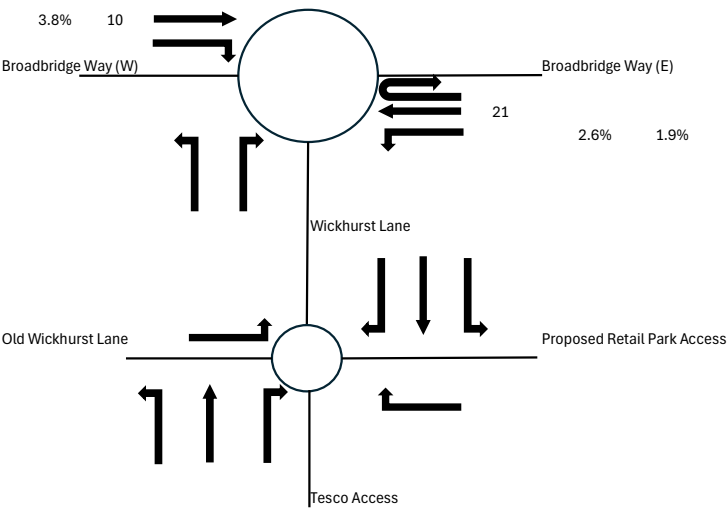
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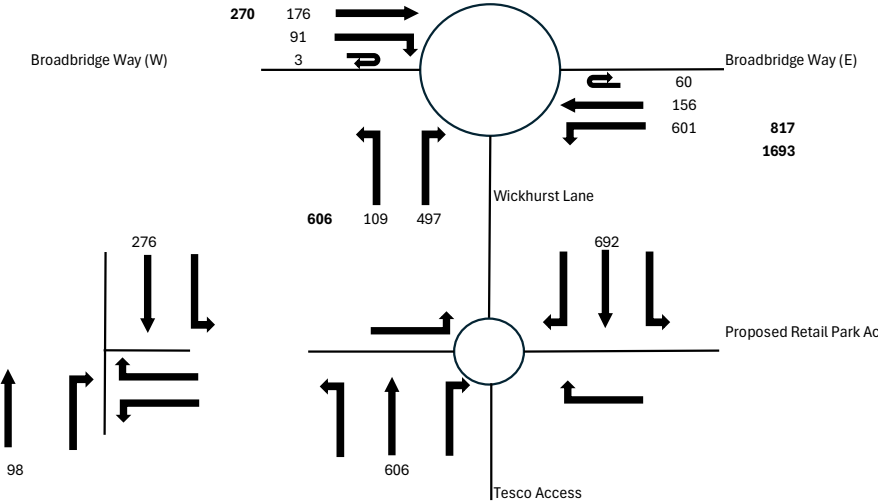
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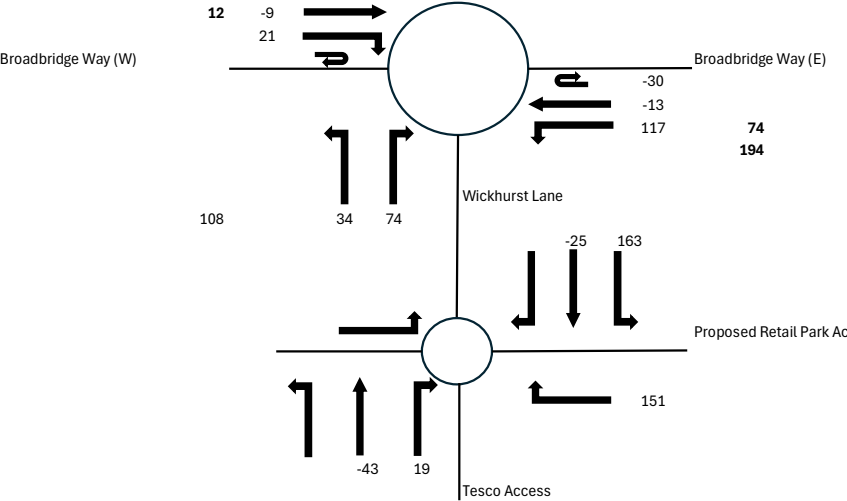
Wickhurst Green Dev PM



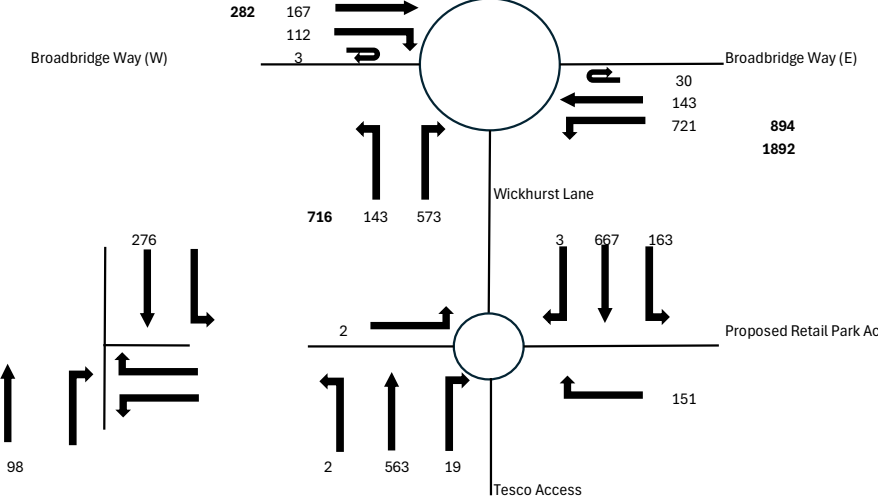
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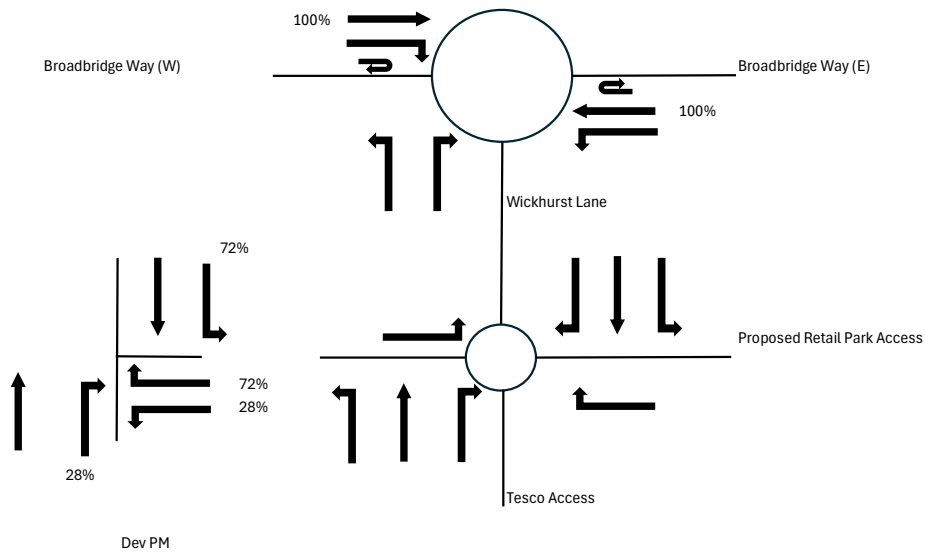
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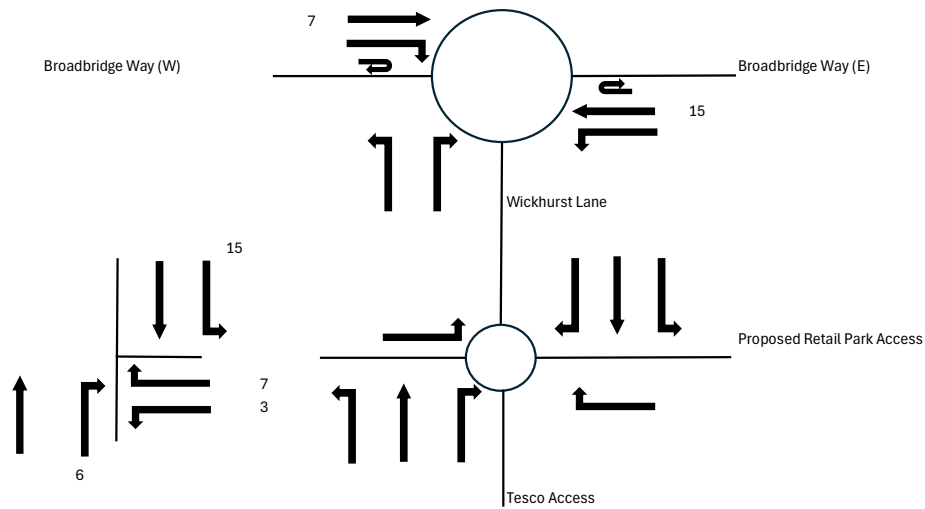
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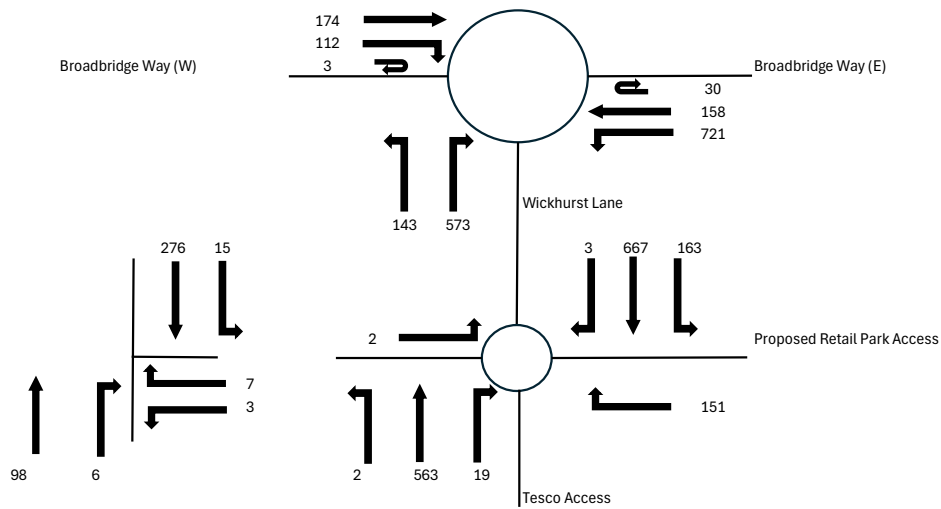
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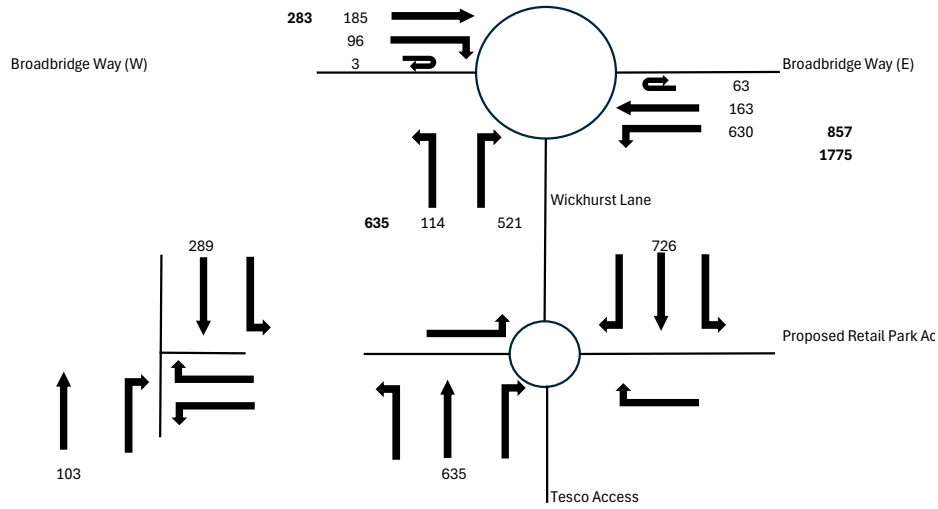
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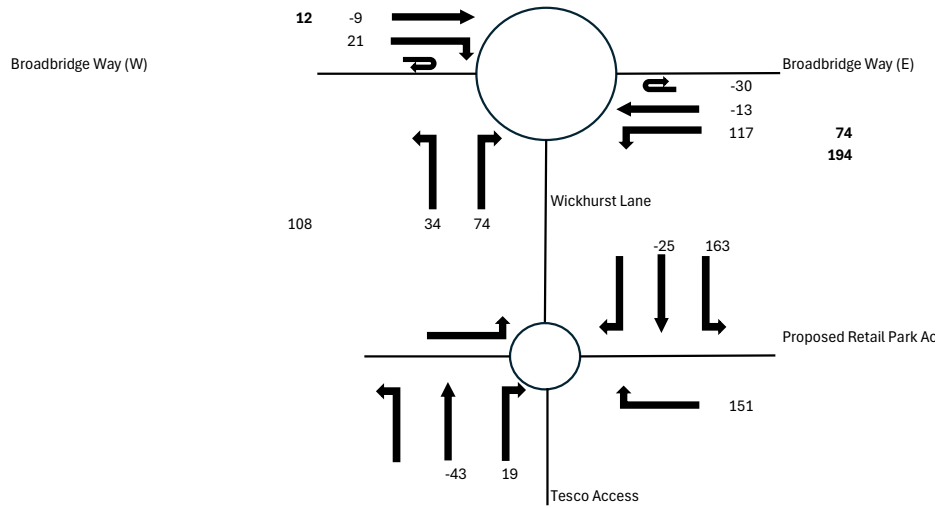
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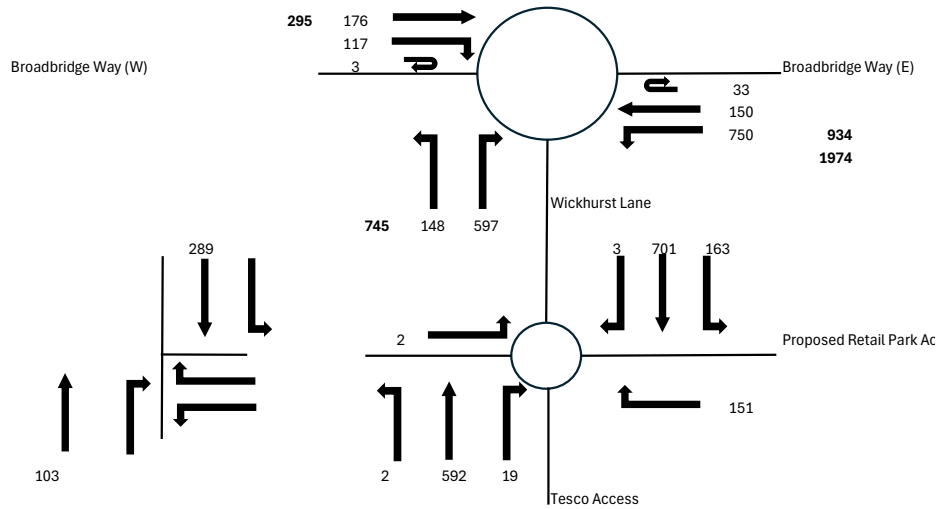
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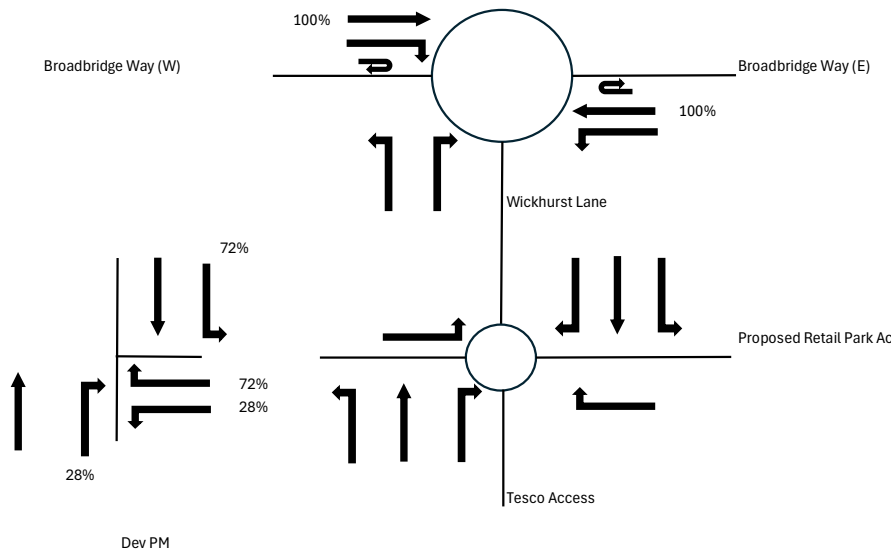
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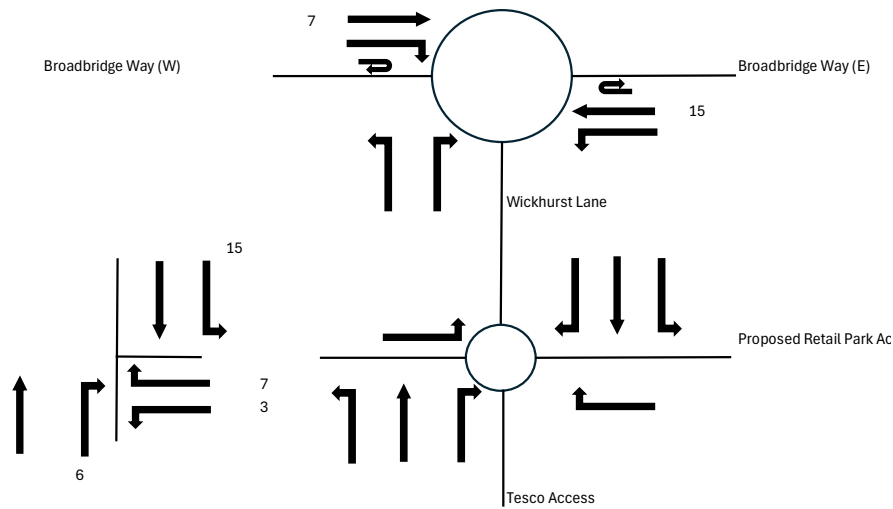
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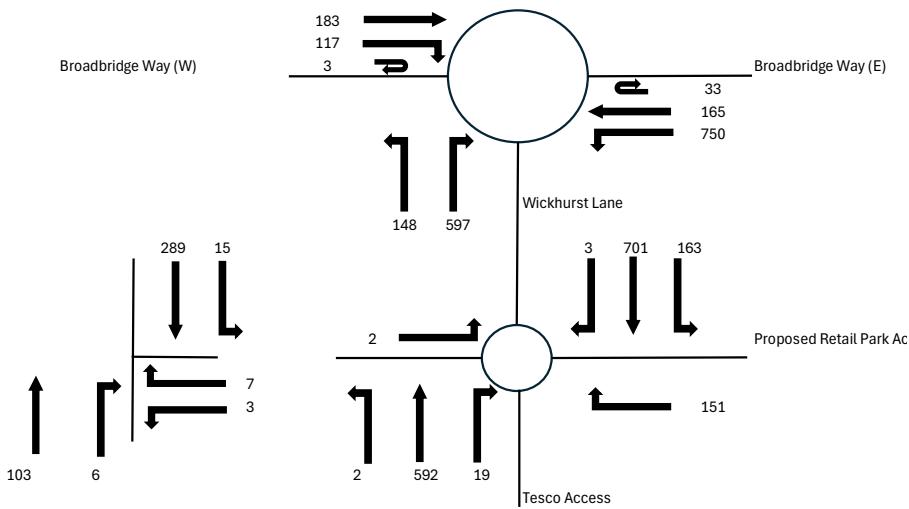
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Dev PM



Base + ComDev PM+Dev PM



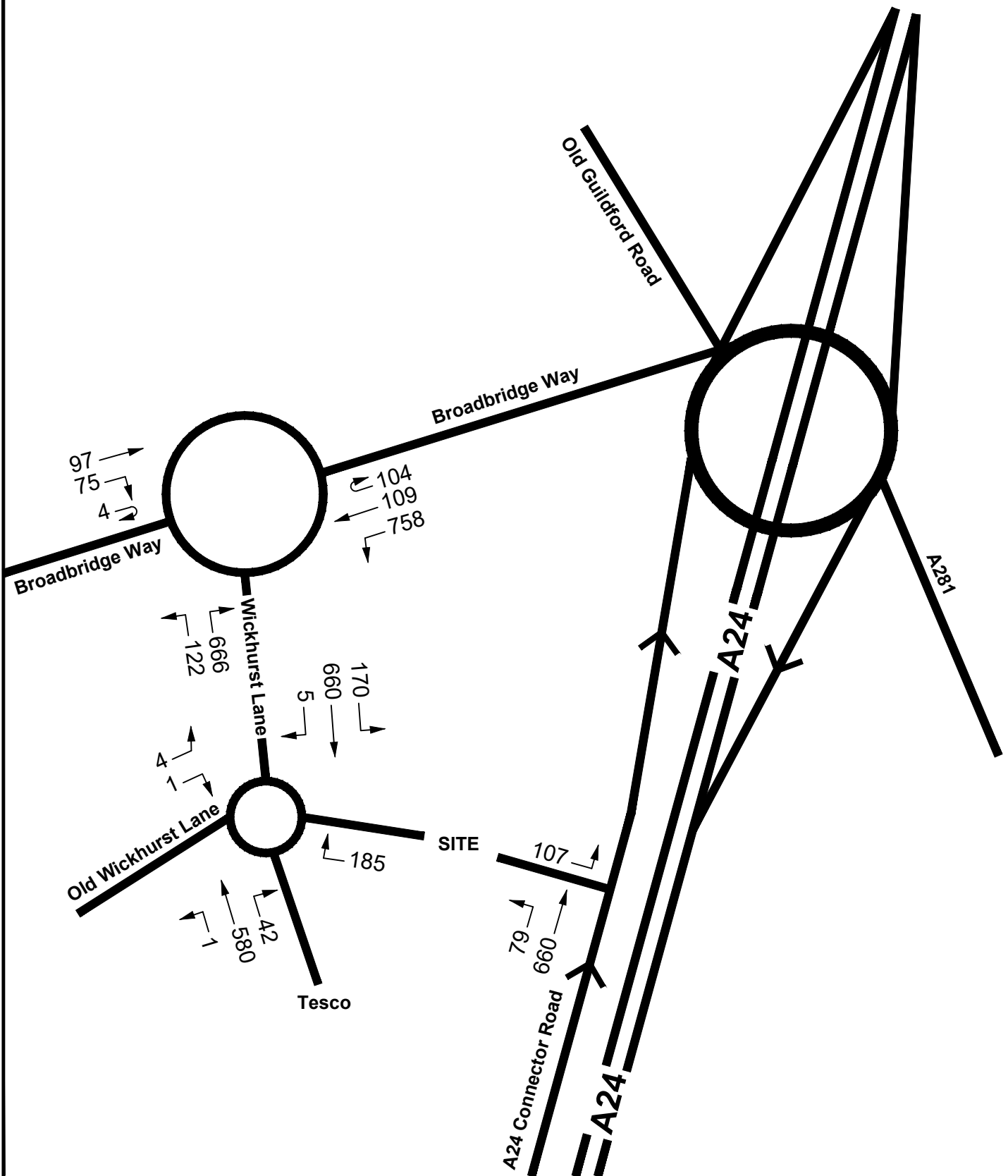
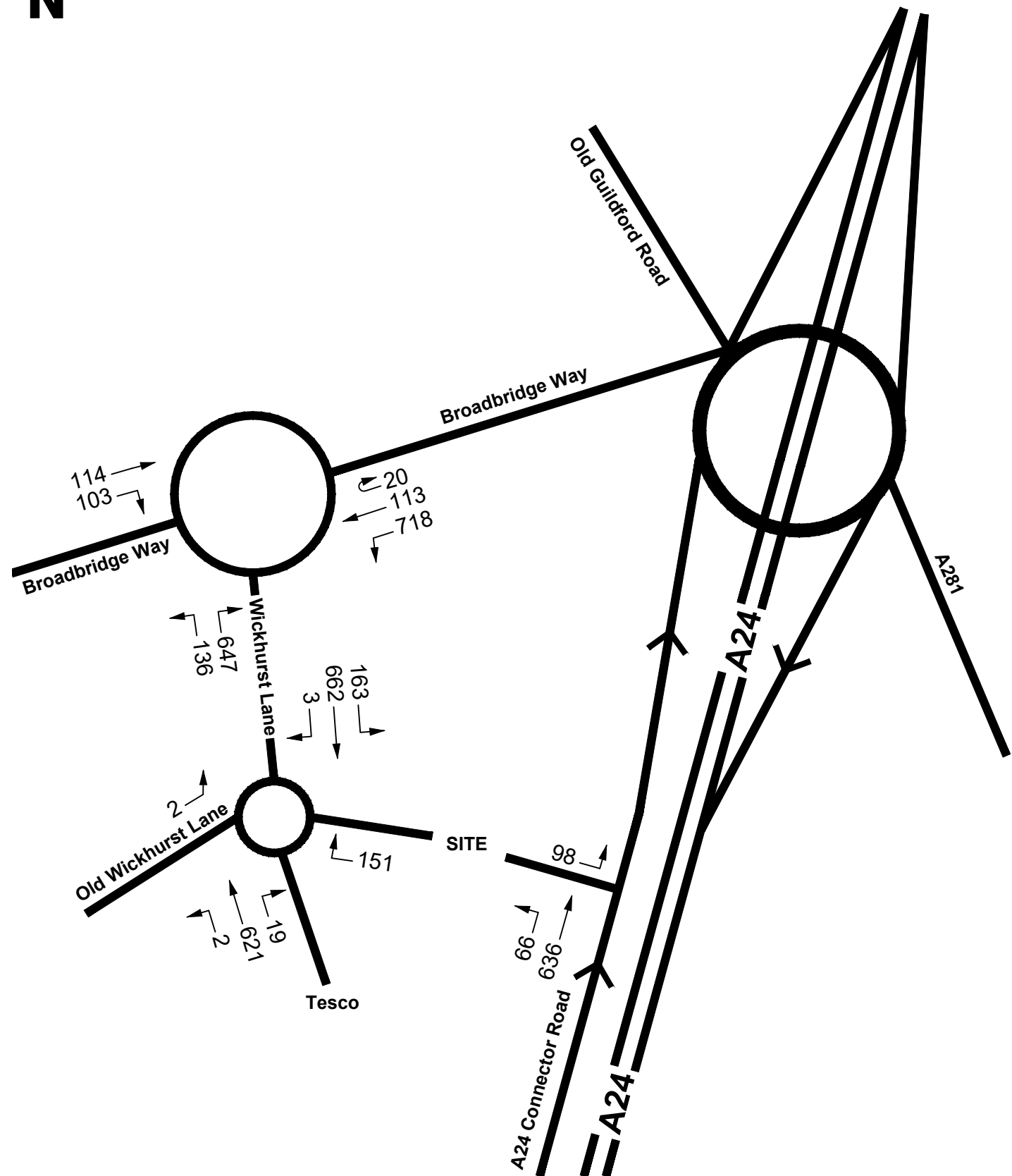
APPENDIX F – COMMITTED DEVELOPMENT FLOWS

N.T.S @ A3



TOTAL FRIDAY PM PEAK HOUR BASE + DEVELOPMENT

TOTAL SATURDAY LUNCHTIME PEAK HOUR BASE + DEVELOPMENT



Broadbridge Way/Wickhurst Lane/Site Access Results

Friday Evening Peak Hour Results

- 5.7.10 The results of the VISSIM modelling for the 2021 Friday evening peak hour survey period is set out below:

Traffic Modelling Queuing Results – 2021 Base Friday Evening Peak Hour				
	Average Queue	Highest Average Queue	Average Maximum Queue	Highest Maximum Queue
Broadbridge Way West	0.61m < 1 car	1.11m < 1 car	26.7m 4-5 cars	49.0m 8-9 cars
Broadbridge Way East	0.93m <1 car	1.59m <1 car	68.71m 11-12 cars	111.53m 18-19 cars

- 5.7.11 The modelling indicates that across 10 simulation runs the average queueing was typically fairly minimal, i.e. although queues do form on the local network they disperse quickly. A comparison with observed data shows the model is representative of the survey data and video footage. Queuing is typically fairly minimal however queues can build up and disperse quickly during peak times.
- 5.7.12 The model has therefore been confirmed by WSCC highways as suitable for use in the future year assessment. Since the pre-application the traffic numbers have reduced slightly. The updated 2024 base plus development results are set out below:

Traffic Modelling Queuing Results – 2024 Base + Development Friday Evening Peak Hour				
	Average Queue	Highest Average Queue	Average Maximum Queue (m)	Highest Maximum Queue (m)
Site Access	0.06m < 1 car	0.16m < 1 car	10.79m 1-2 cars	16.25m 2-3 cars
Tesco	2.14m 1 car	2.68m 1 car	38.21m 6-7 cars	43.33m 7-8 cars
Old Wickhurst Lane	0	0	0	0
Wickhurst Lane Southbound	0.57m < 1 car	0.87m < 1 car	44.35m 7-8 cars	50.17m 8-9 cars
Wickhurst Lane Northbound	4.19m 1 car	5.81m 1 car	63.05m 10-11 cars	86.42m 14-15 cars
Broadbridge Way West	2.36m 1 car	5.07m 1 car	43.971m 7-8 cars	73.18m 12-13 cars
Broadbridge Way East	0.66m <1 car	1.05m <1 car	53.20m 8-9 cars	86.28m 14-15 cars

- 5.7.13 The modelling indicates that across 10 simulation runs the average queueing on a Friday during the peak hour with development in place was again typically fairly minimal, i.e. although queues do form on the local network they disperse fairly quickly.



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