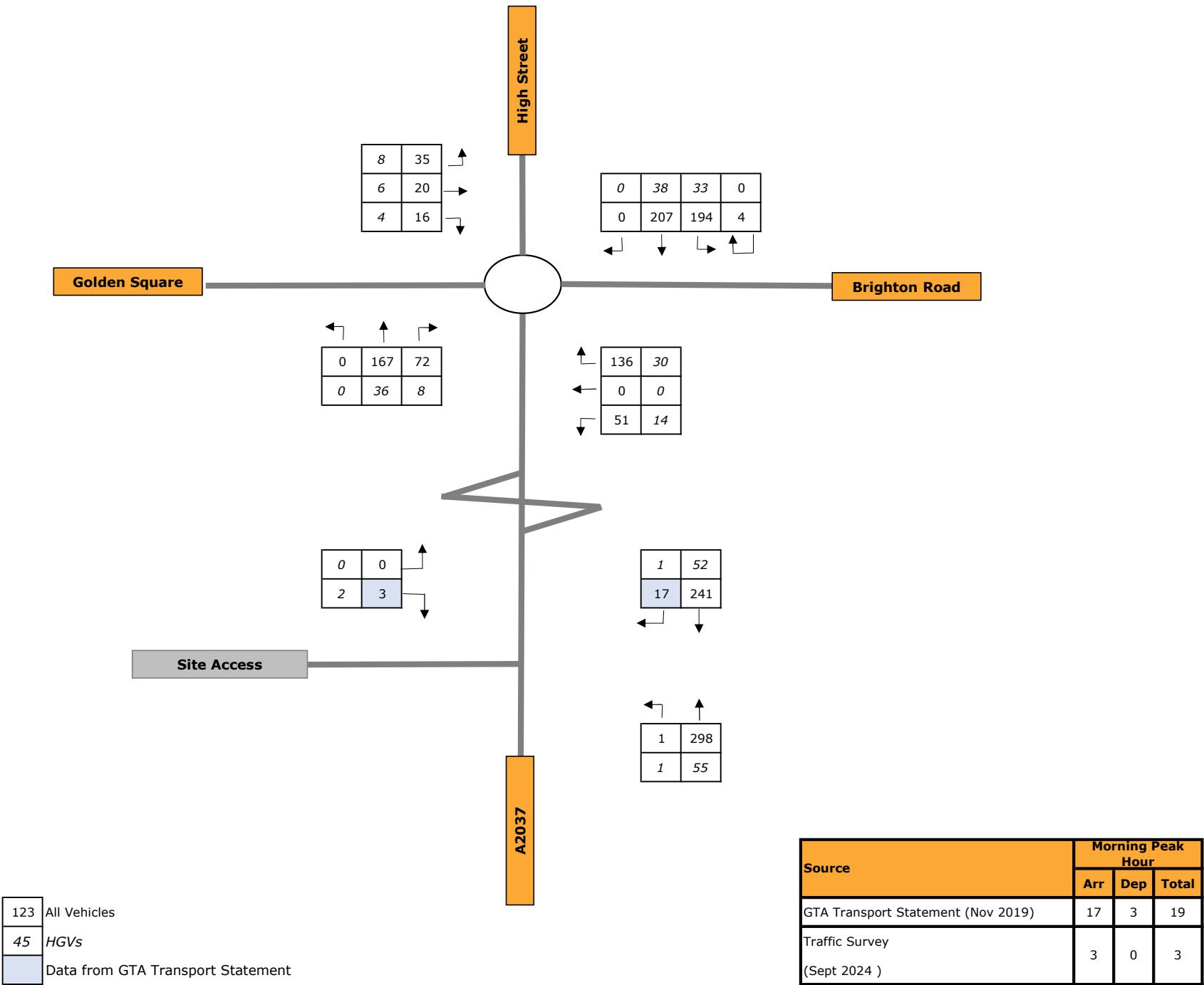


Traffic Flow Figures

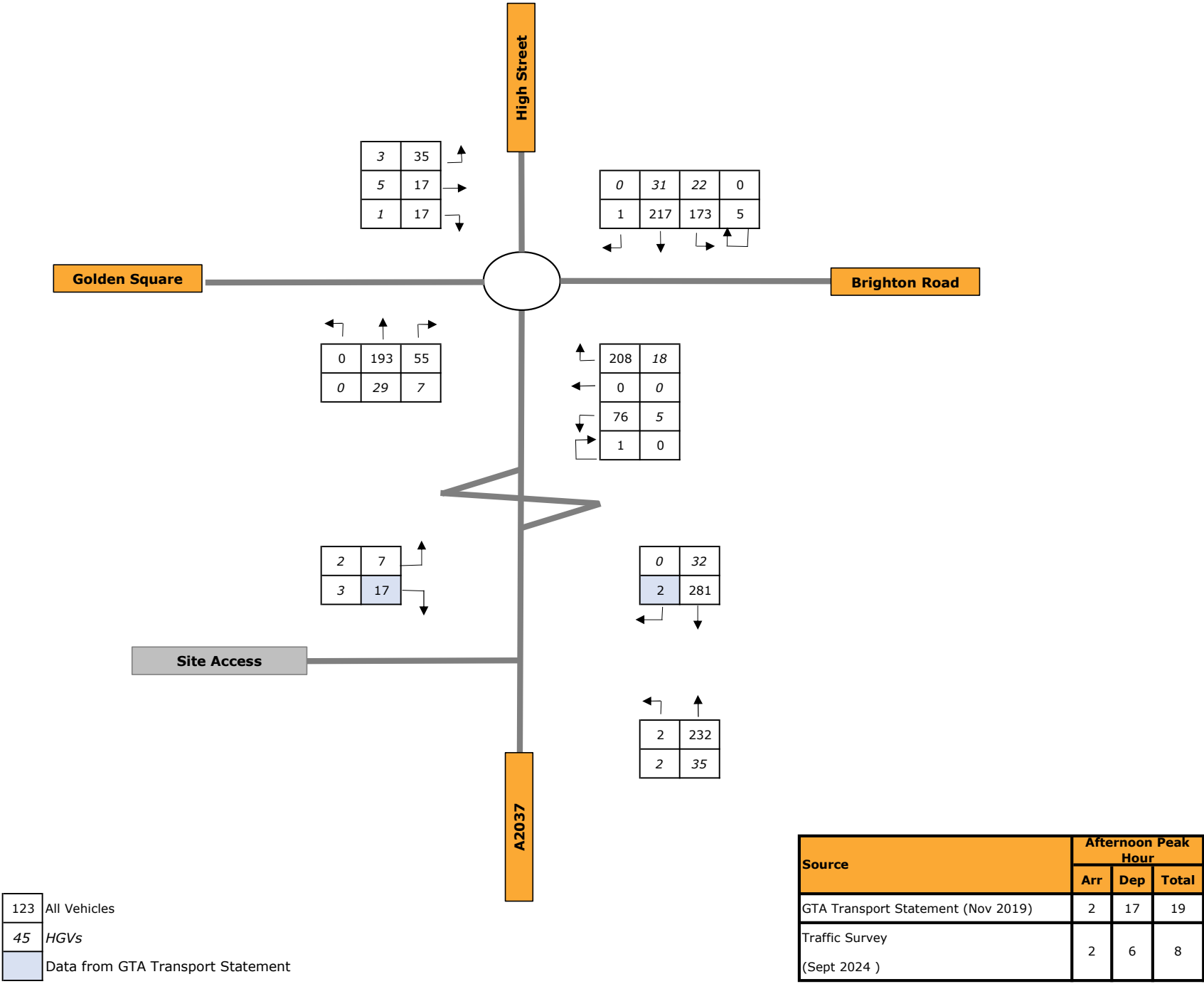


Land West of Shoreham Road, Henfield

Baseline Traffic Flows 2024 - Morning Peak Hour (08:15-09:15)

Traffic Flow Figure 3.1 (Not to Scale)

Note: Cells shaded in blue represent predicted Trip Generation as contained within Transport Statement for consented development (LPA ref: DC-20-0049)

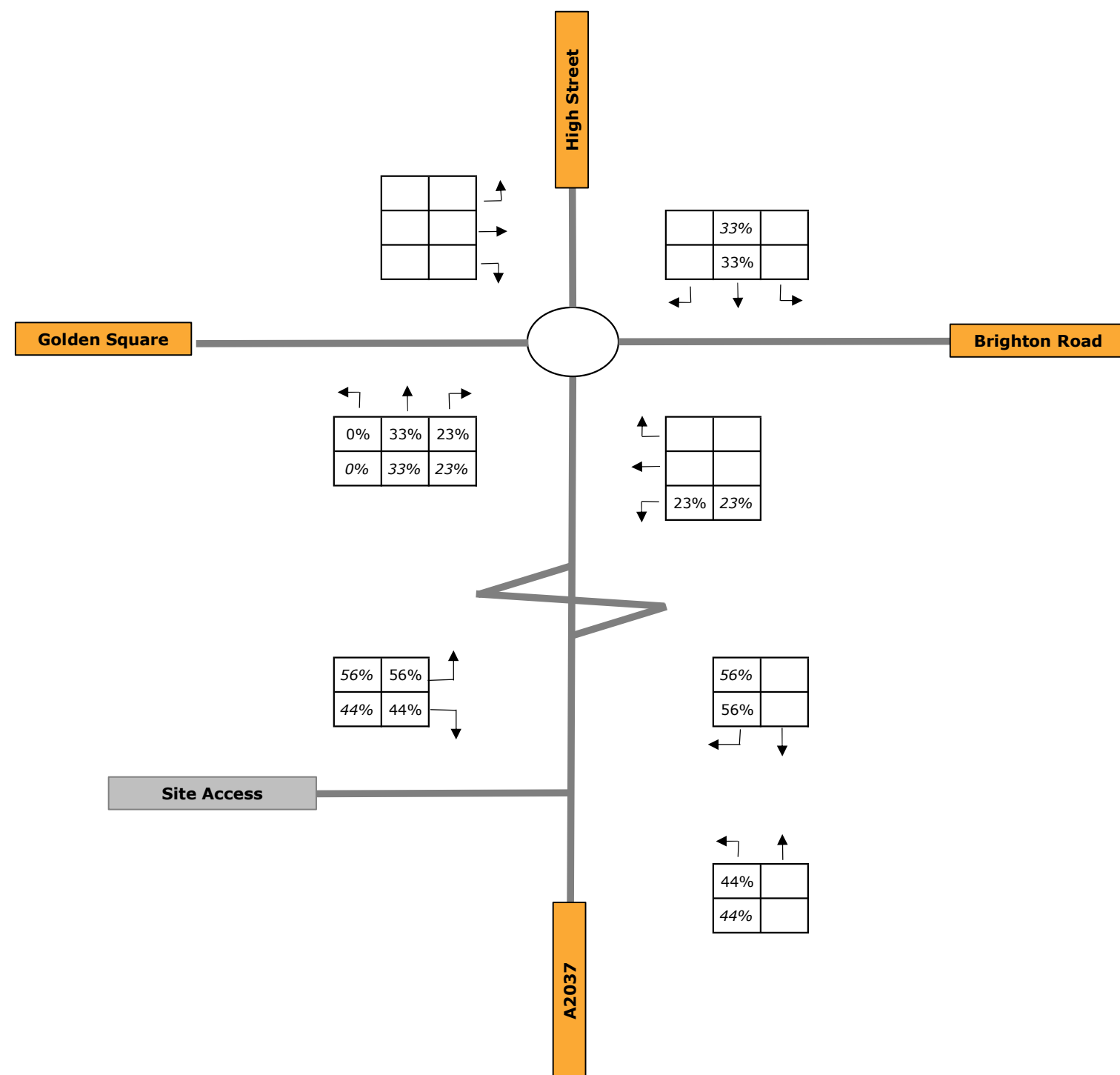


Land West of Shoreham Road, Henfield

Baseline Traffic Flows 2024 - Afternoon Peak Hour (17:00-18:00)

Traffic Flow Figure 3.2 (Not to Scale)

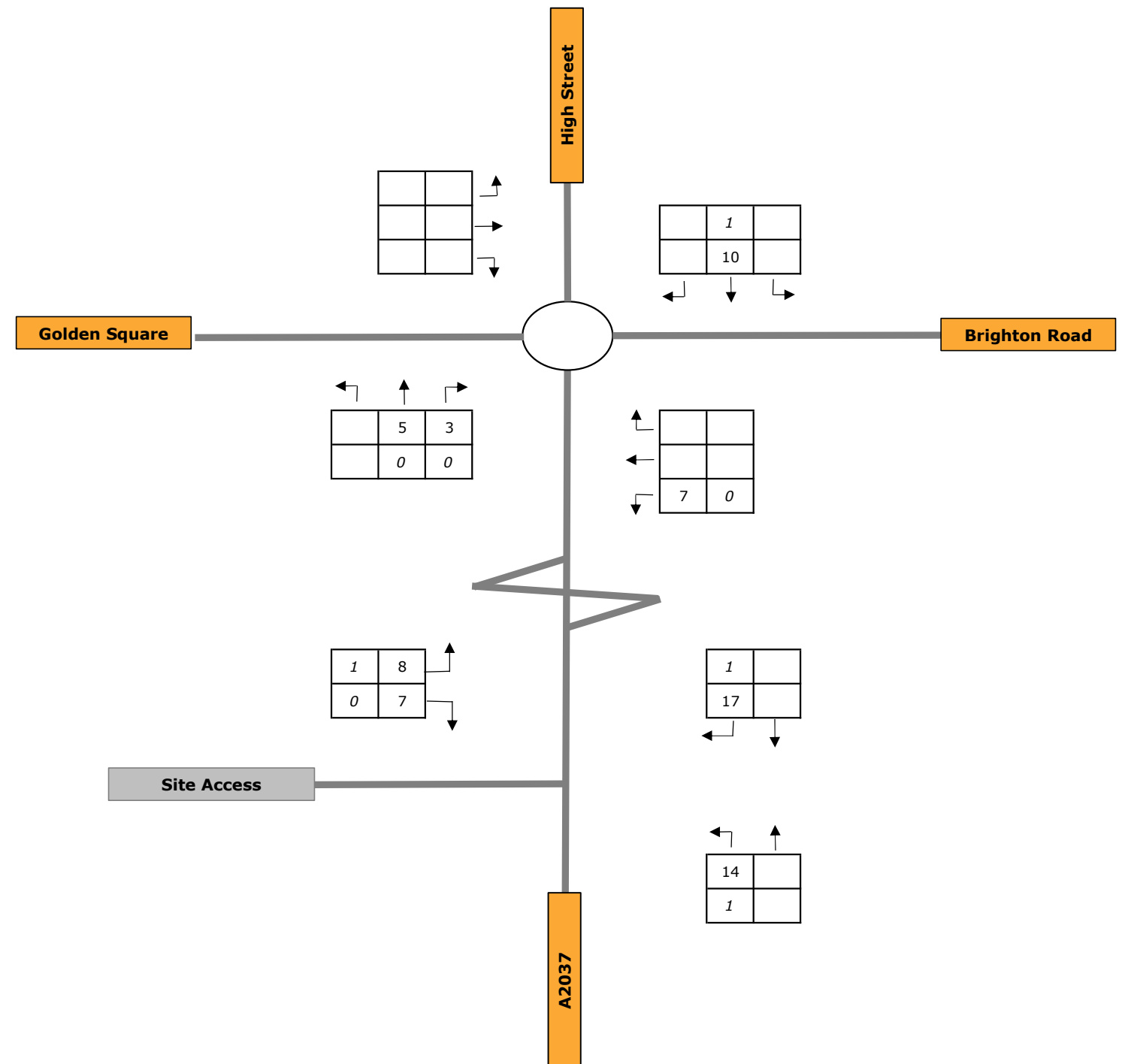
Note: Cells shaded in blue represent predicted Trip Generation as contained within Transport Statement for consented development (LPA ref: DC-20-0049)



Land West of Shoreham Road, Henfield

Development Traffic Distribution

Traffic Flow Figure 5.1 (Not to Scale)



Development Flows (AM)		
	Arr	Dep
Car	30	15
HGV	2	1
All Vehicles	32	16

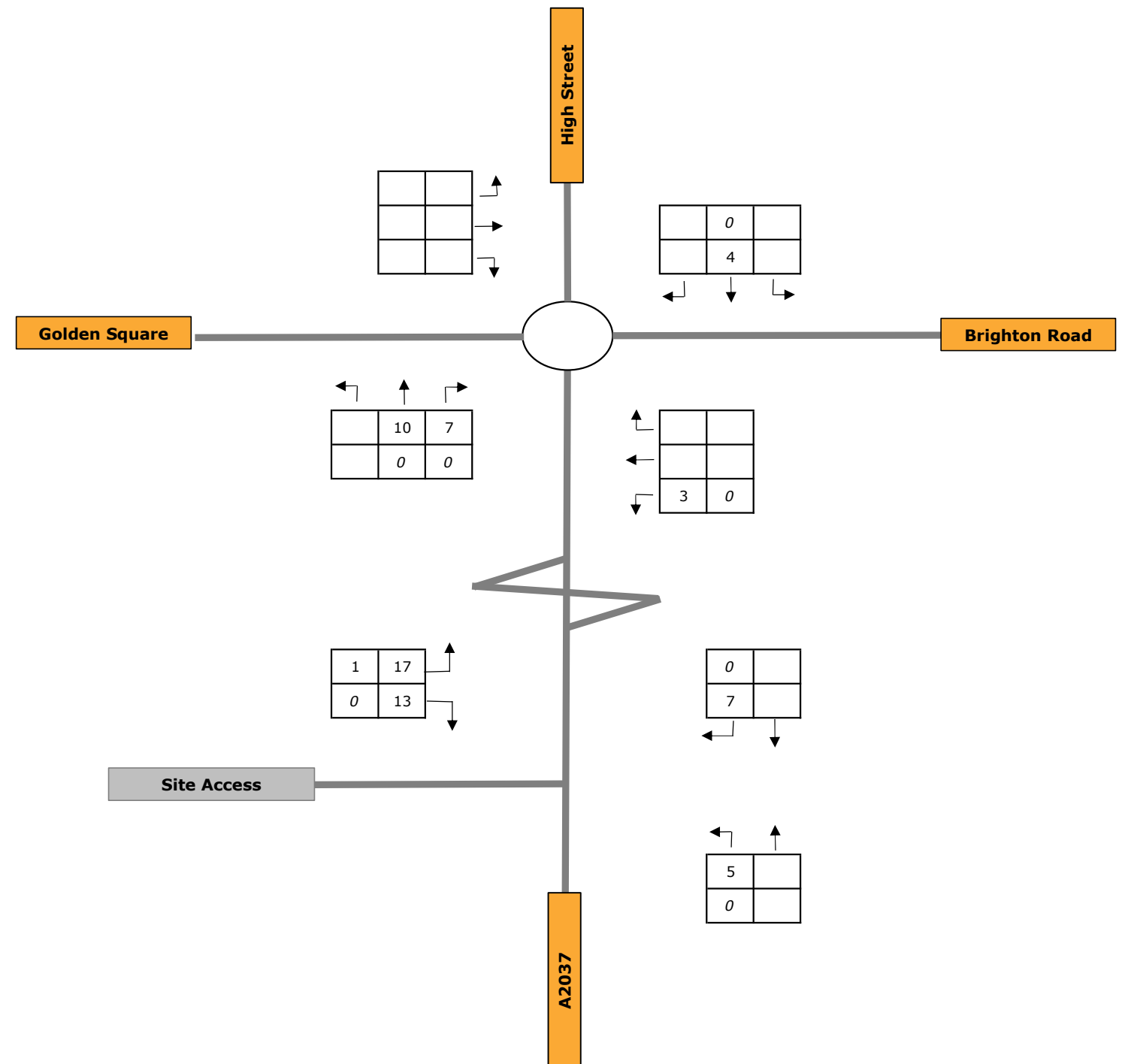
123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Development Traffic Flows - Morning Peak Hour

Traffic Flow Figure 5.2 (Not to Scale)



Development Flows (PM)		
	Arr	Dep
Car	12	29
HGV	0	1
All Vehicles	12	30

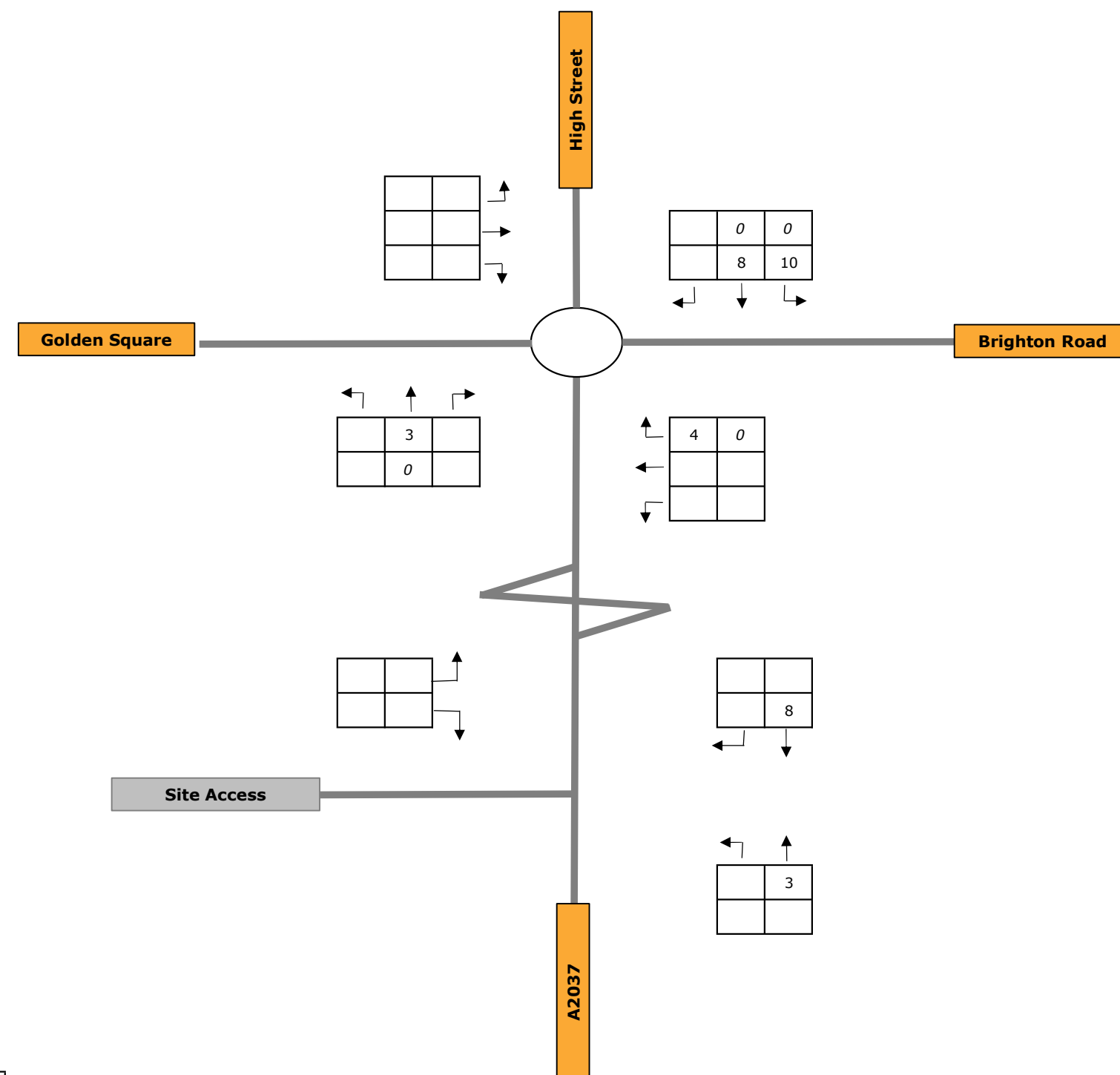
123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Development Traffic Flows - Afternoon Peak Hour

Traffic Flow Figure 5.3 (Not to Scale)



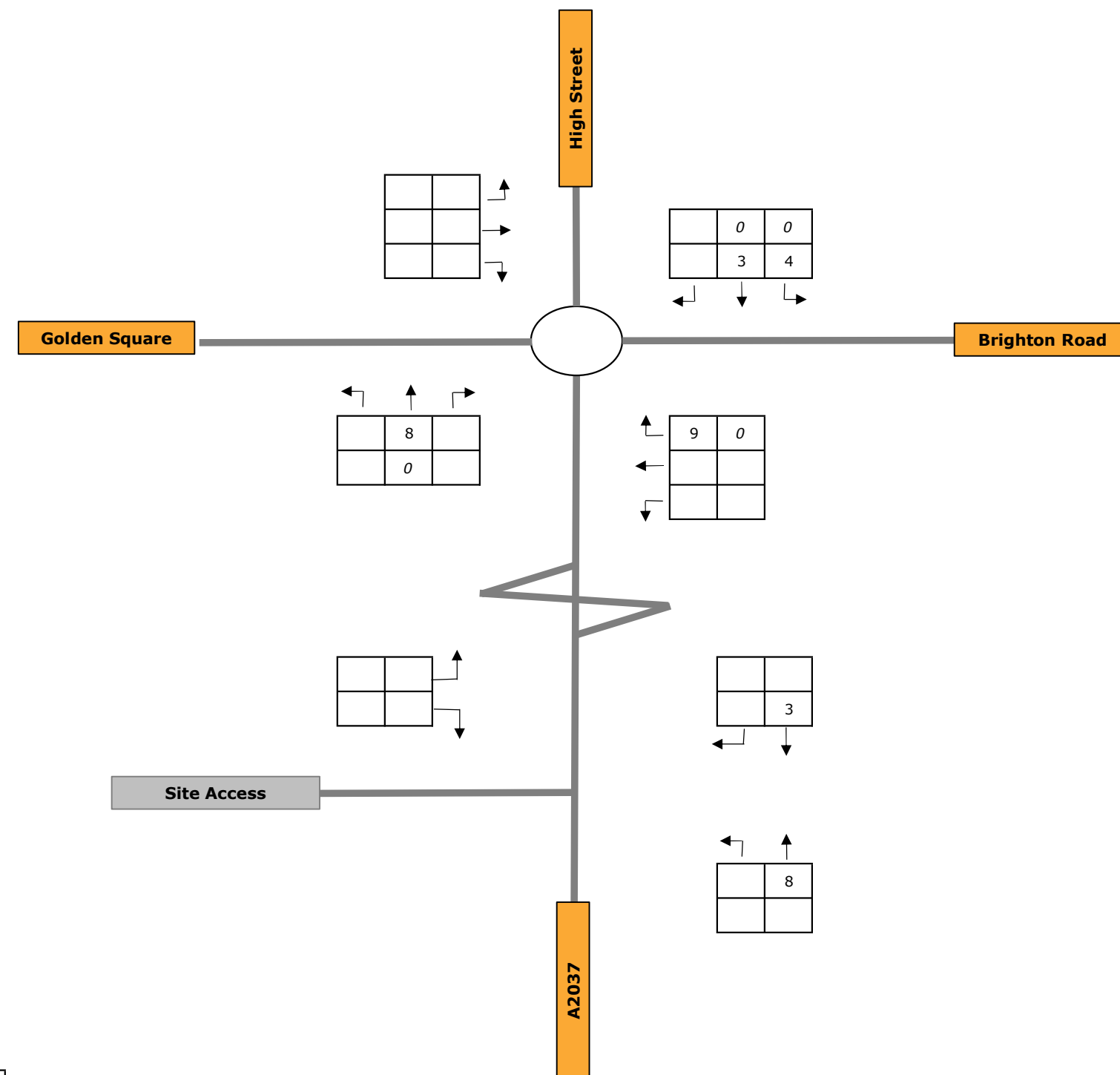
123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Committed Development Traffic Flows - Morning Peak Hour

Traffic Flow Figure 6.1 (Not to Scale)



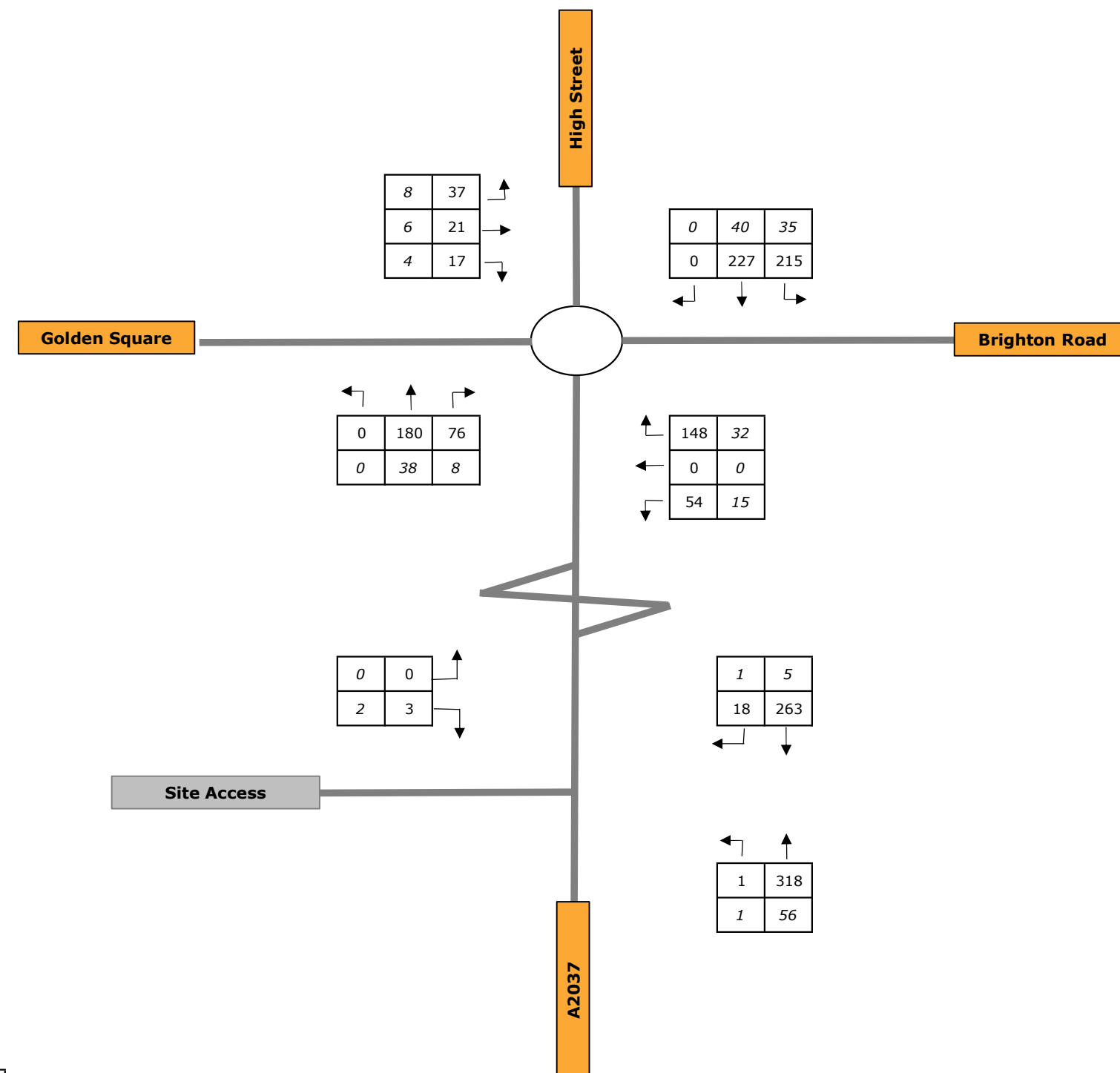
123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Committed Development Traffic Flows - Afternoon Peak Hour

Traffic Flow Figure 6.2 (Not to Scale)



123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Future Traffic Flows Without Development - Morning Peak Hour

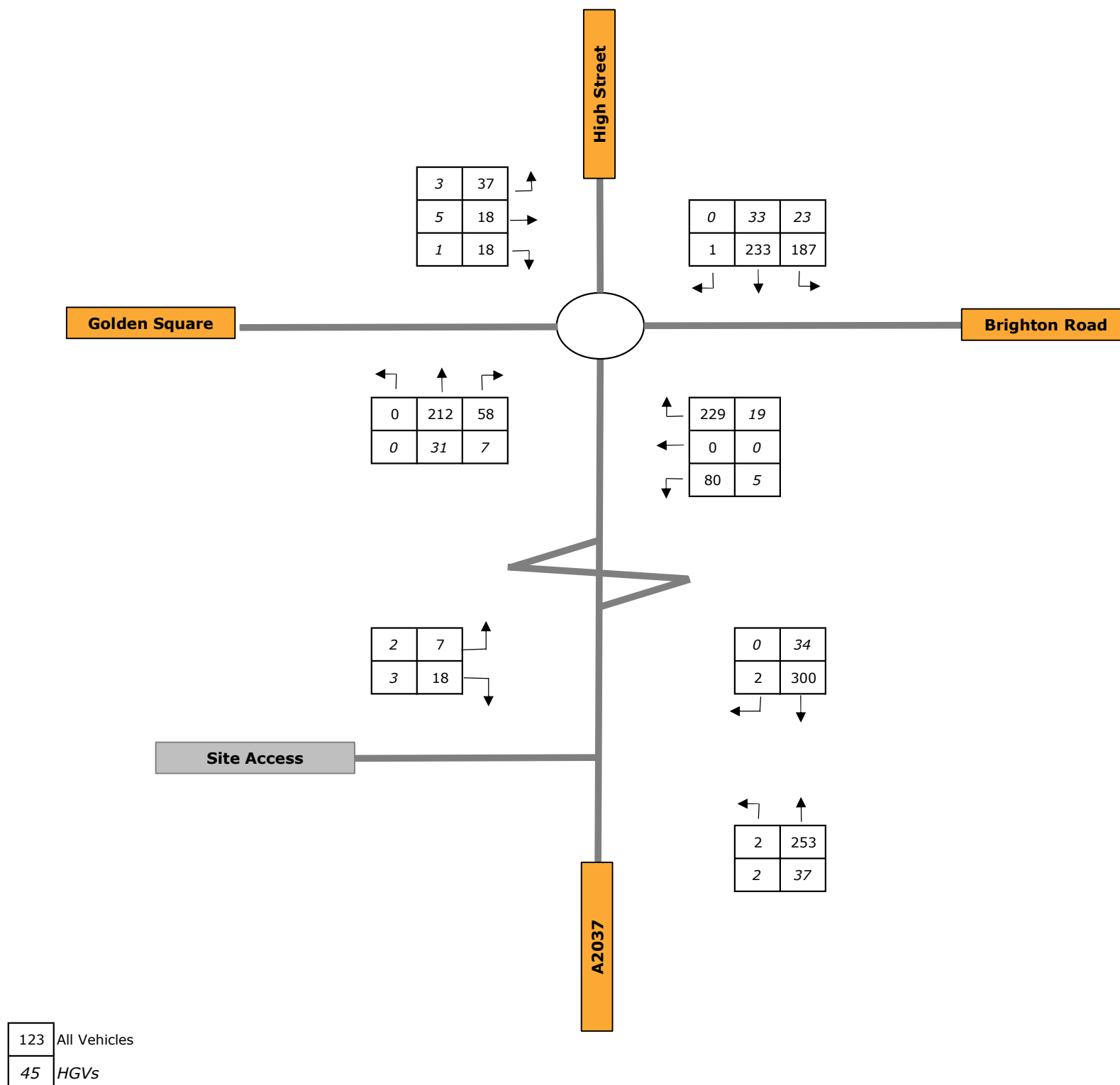
Traffic Flow Figure 6.3 (Not to Scale)

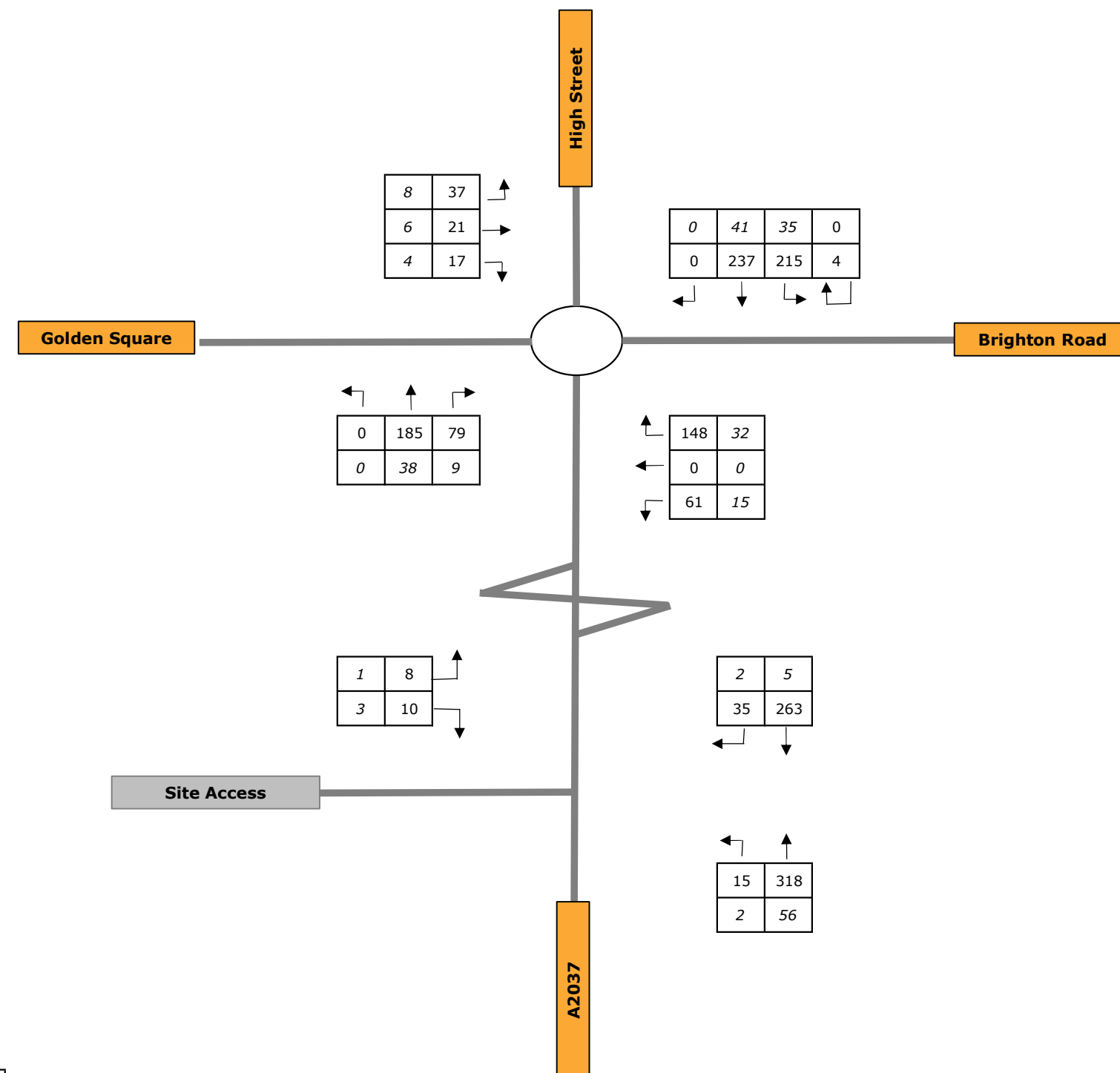


Land West of Shoreham Road, Henfield

Future Traffic Flows Without Development - Afternoon Peak Hour

Traffic Flow Figure 6.4 (Not to Scale)





123	All Vehicles
45	HGVs



Land West of Shoreham Road, Henfield

Future Traffic Flows With Development - Morning Peak Hour

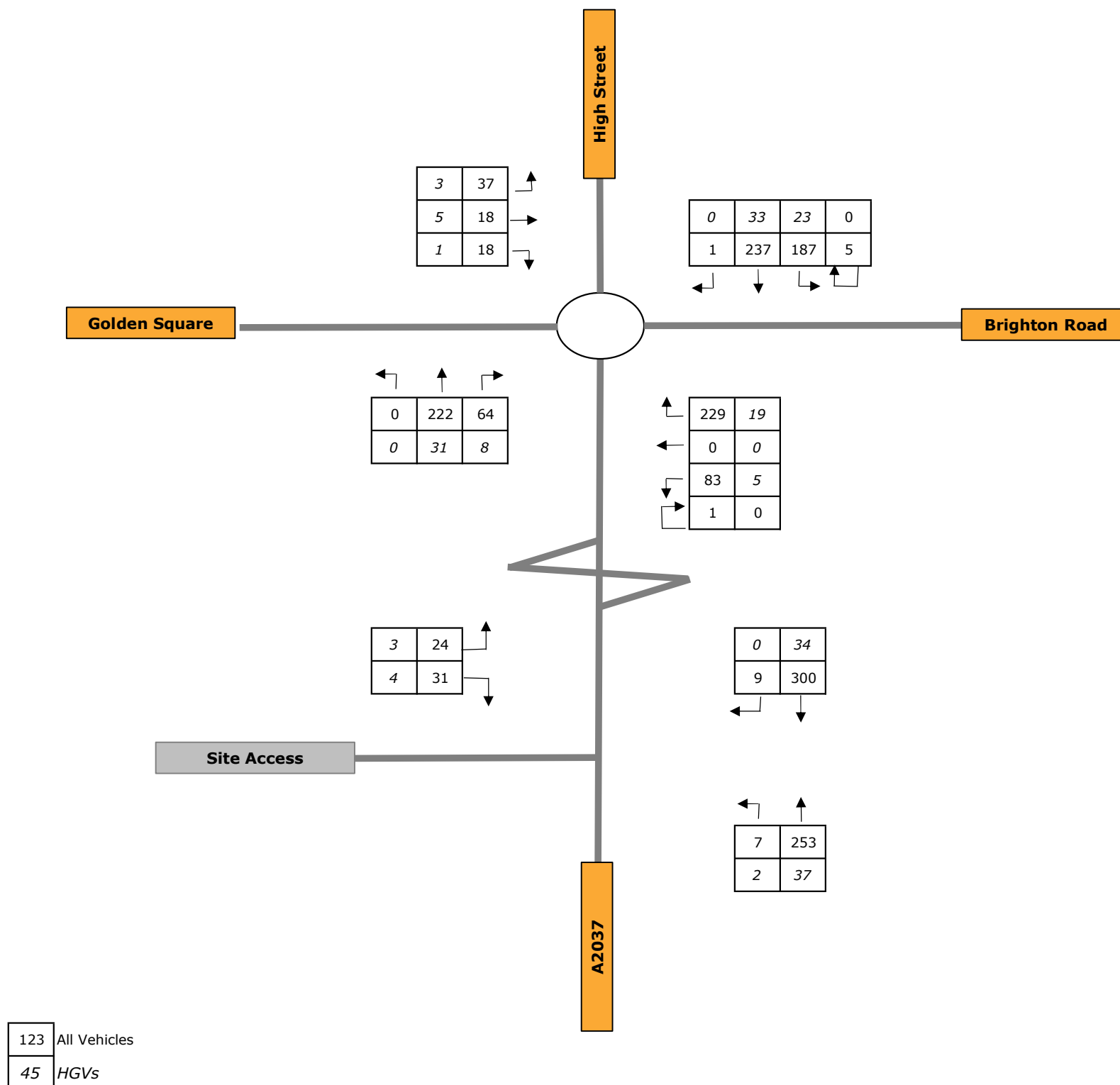
Traffic Flow Figure 6.5(Not to Scale)



Land West of Shoreham Road, Henfield

Future Traffic Flows With Development - Afternoon Peak Hour

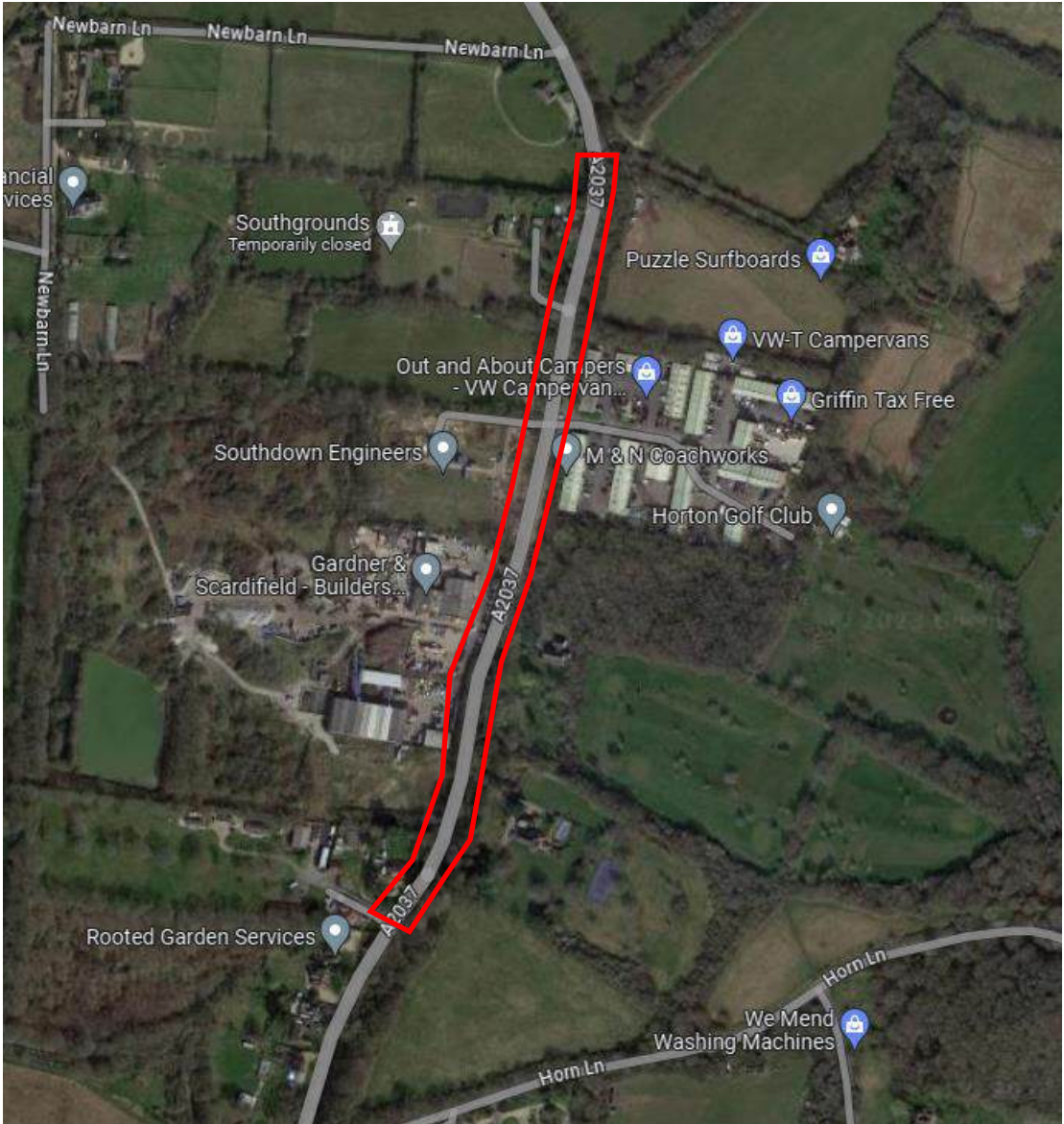
Traffic Flow Figure 6.6 (Not to Scale)



Appendix A

Personal Injury Accident Study Area

Extent of Personal
Injury Accident
Search Area



Appendix B

2011 Census Method of Travel to Work Data (Workday Population)

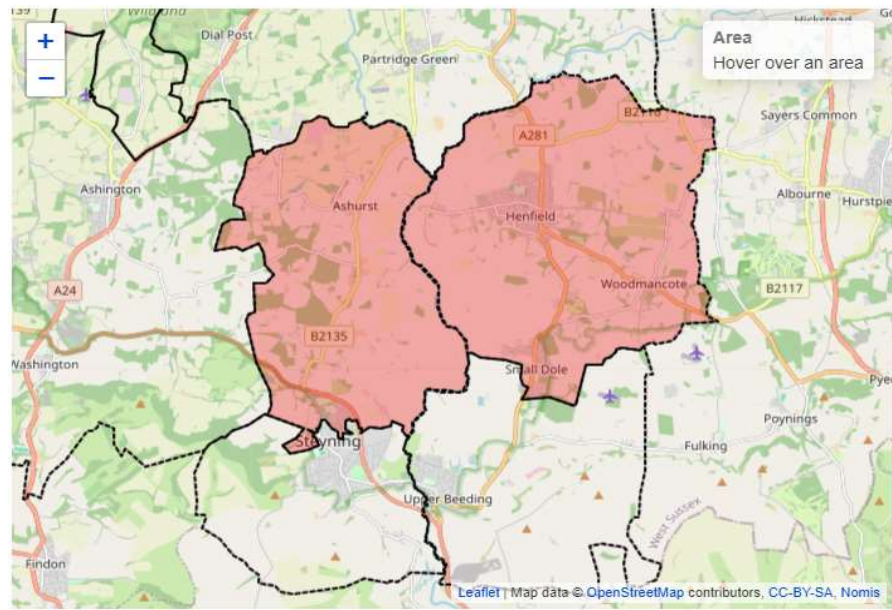
WD703EW - Method of travel to work (2001 specification) (Workday population)

ONS Crown Copyright Reserved [from Nomis on 23 October 2024]

population All usual residents aged 16-74 either in employment in the area, or not in employment but live there
units Persons
date 2011

Method of travel to work (2001 specification)	msoa2011:E02006601 : Horsham 014	ualad09:Horsham
All categories: Method of tra	5,373	84,193
Work mainly at or from hom	676	9,683
Underground, metro, light ra	0	60
Train	29	1,382
Bus, minibus or coach	76	1,126
Taxi	5	59
Motorcycle, scooter or mope	18	324
Driving a car or van	2,097	33,668
Passenger in a car or van	146	2,992
Bicycle	48	1,019
On foot	330	5,673
Other method of travel to wo	15	188
Not in employment	1,933	28,019

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

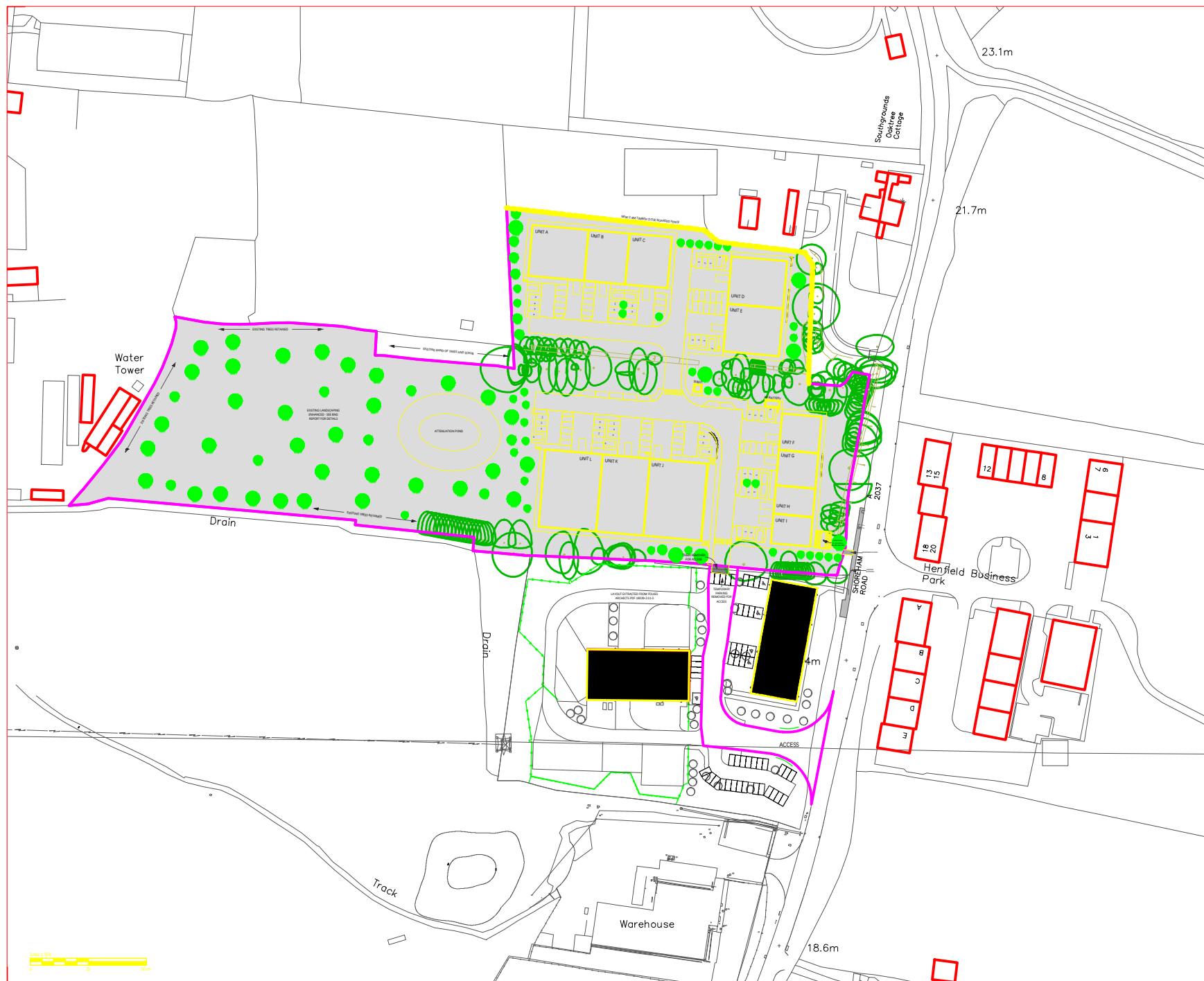


Appendix C

Proposed Site Layout Plan



Client: ARLO HOLDING LTD
Project: SHOREHAM ROAD, HENFIELD
Drawing Title: PROPOSED SITE LAYOUT
Scale: 1:500
Date: 17.09.2024
Author: PL_003



- KEY
- PROPOSED BUILDING
 - LANDSCAPE - RETAINED MIXED SCRUB
 - LANDSCAPE - NEW NATIVE SHRUB
 - LANDSCAPE - ENHANCED EXISTING SCRUB
 - LANDSCAPE - NEW / ENHANCED WILDFLOWER GRASSLAND
 - LANDSCAPE - FLOWERING LAWN
 - LANDSCAPE - SPECIES RICH HEDGECROW
 - INDICATIVE PROPOSED TREES (SEE ENG REPORT FOR DETAILS)
 - EXISTING TREES RETAINED (SEE AGRICULTURAL REPORT FOR DETAILS)
 - ASPHALT - ROAD
 - ASPHALT - FOOTPATH
 - PERMEABLE BLOCK PAVERS TO CAR PARKING BAYS, COLOUR CHARCOAL GREY
 - PERMEABLE BLOCK PAVERS TO FOOTPATH, COLOUR NATURAL / BUFF
 - CONGLOMERATED GRAVEL TO MAINTENANCE FOOTPATH, COLOUR NATURAL / BUFF
 - CONCRETE TO SERVICE YARDS, COLOUR GREY
 - NEW 2.4M CLOSE BOARDED TIMBER FENCE

Client: ARLO HOLDING LTD

Project: SHOREHAM ROAD, HENFIELD

Drawing Title: PROPOSED SITE LAYOUT

Scale: 1:500

Date: 17.09.2024

Author: PL_003

Check: []

Drawn: []

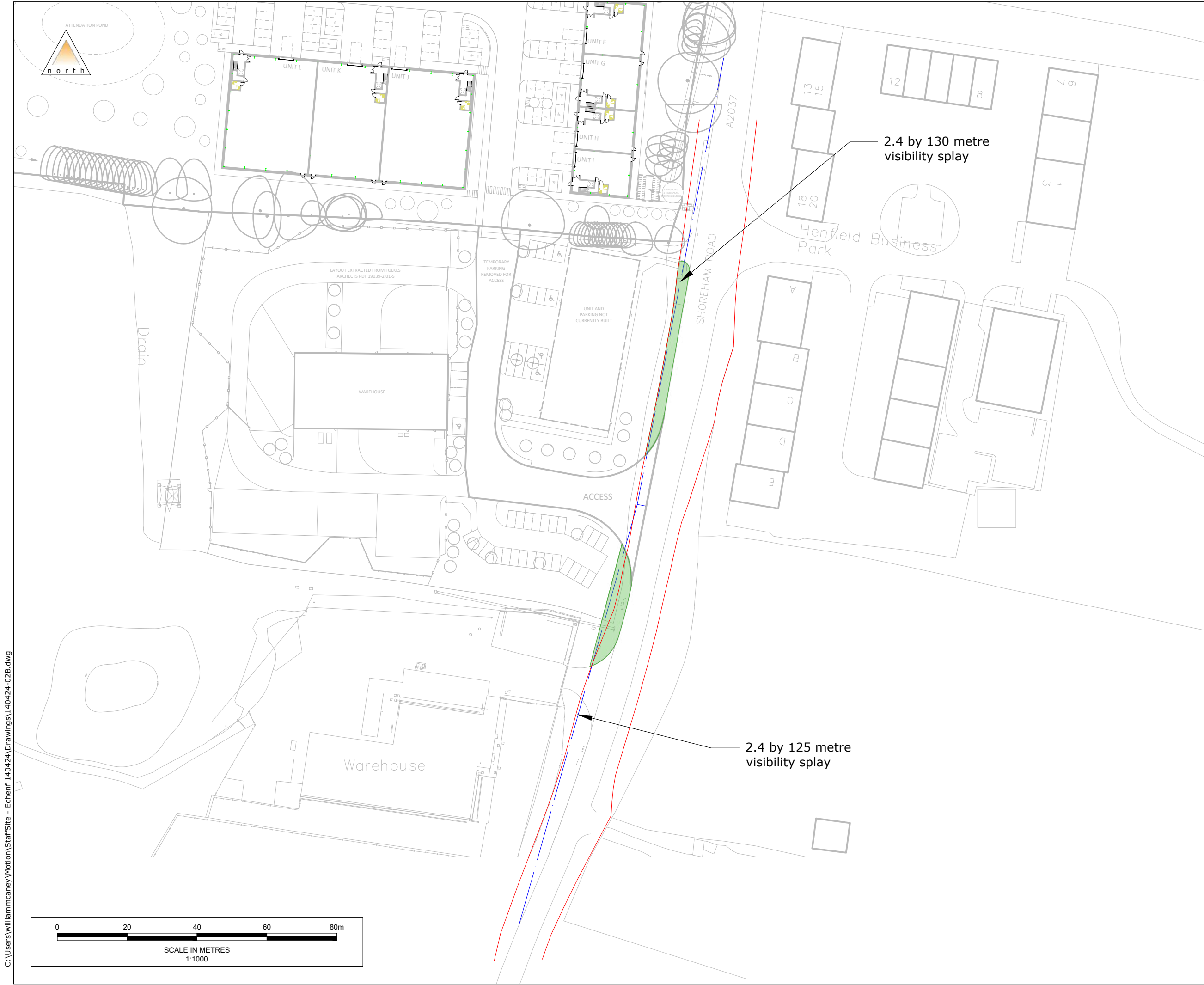
Scale: 1:500

0 25 50m

Appendix D

Access Arrangement & Visibility Splays

C:\Users\williammcaney\Motion\StaffSite - Echenf 140424\Drawings\140424-02B.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. Section 38 Verges identified as per the previously approved Section 278 Agreement Plan (Drawing Number: 10457/202(C1)) associated with previously approved development (LPA Reference: DC/20/0049)

Legend

- Visibility Splay
- Highway Boundary
- Section 38 Verge

B	Updated Site Layout	WMC	FT	FT	21/11/2024
A	Updated Site Layout	WMC	FT	FT	22/10/2024
PD	First Issue	WMC	FT	FT	08/05/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Arlo Holding Ltd

Project:

Land at Shoreham Road, Henfield

Title:

Proposed Access Arrangements
and Visibility Splays

Scale: 1:1,000 (@ A3)

Drawing:

140424-02

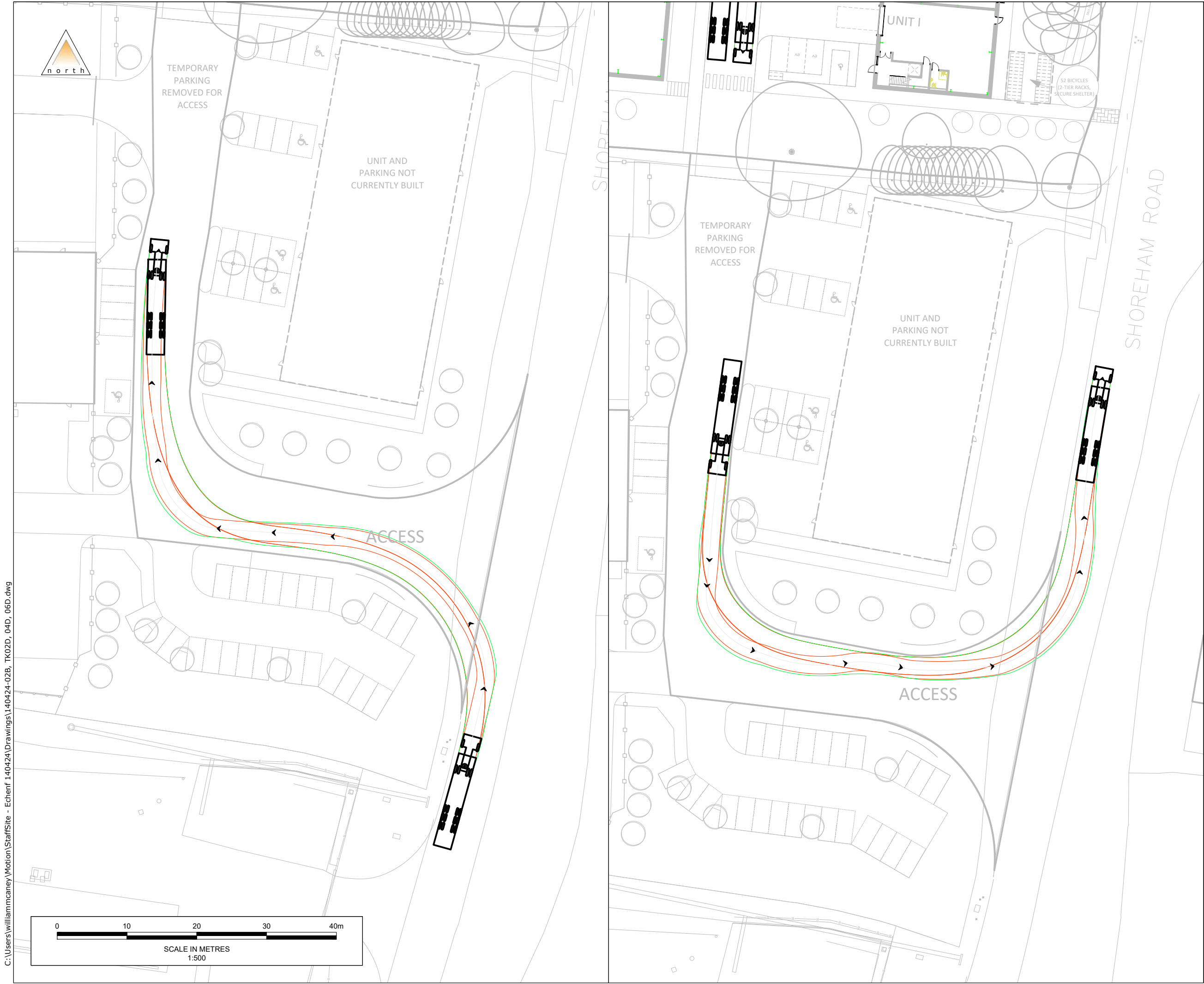
Revision:

B

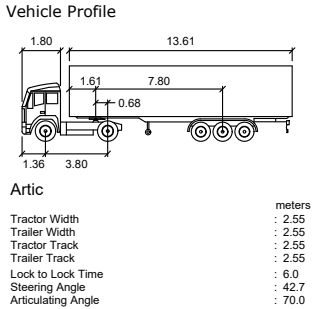
Appendix E

Swept Path Analysis

C:\Users\williammcaney\Motion\Staff\Site - Echenf 140424\Drawings\140424-02B, TK02D, 04D, 06D.dwg



- Notes
1. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5 mph / reversing 5 mph.



D	Updated Site Layout	WMC	FT	FT	19/11/2024
C	Updated Site Layout	LL	WMC	FT	15/10/2024
B	Updated Site Layout	LL	RW	FT	08/10/2024
A	Updated Site Layout	WMC	FT	FT	16/07/2024
PD	First Issue	WMC	FT	FT	08/05/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Arlo Holding Ltd

Project:
Land at Shoreham Road, Henfield

Title:
Swept Path Analysis at Access
16.5m Artic

Scale: 1:500 (@ A3)

Drawing:
140424-TK02

Revision:
D

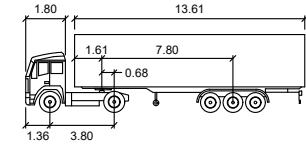
C:\Users\williammcaney\Motion\Staff\Site - Echentf 140424\Drawings\140424-02B_TK02D_04D_06D.dwg



Notes

1. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5 mph / reversing 5 mph.

Vehicle Profile



Artic

Tractor Width	: 2.55	meters
Trailer Width	: 2.55	
Tractor Track	: 2.55	
Trailer Track	: 2.55	
Lock to Lock Time	: 6.0	
Steering Angle	: 42.7	
Articulating Angle	: 70.0	

D	Updated Site Layout	WMC	FT	FT	19/11/2024
C	Updated Site Layout	LL	WMC	FT	15/10/2024
B	Updated Site Layout	LL	RW	FT	08/10/2024
A	Updated Site Layout	WMC	FT	FT	16/07/2024
PD	First Issue	WMC	FT	FT	08/05/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Arlo Holding Ltd

Project:

Land at Shoresham Road, Henfield

Title:

Swept Path Analysis
16.5 Metre Artic

Scale: 1:1000 (@ A3)

Drawing:

140424-TK04

Revision:

D

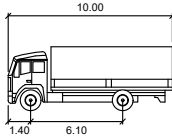
C:\Users\williammcaney\Motion\Staff\Site - Echenf 140424\Drawings\140424-02B, TK02D, 04D, 06D.dwg



Notes

1. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 5 mph / reversing 5 mph.

Vehicle Profile



Large Truck

	meters
Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 37.7

D	Updated Site Layout	WMC	FT	FT	19/11/2024
C	Updated Site Layout	LL	WMC	FT	15/10/2024
B	Updated Site Layout	LL	RW	FT	08/10/2024
A	Updated Site Layout	WMC	FT	FT	16/07/2024
PD	First Issue	WMC	FT	FT	08/05/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

Guildford - Reading - London
www.motion.co.uk

Client:

Arlo Holding Ltd

Project:

Land at Shoreham Road, Henfield

Title:

Swept Path Analysis
10 Metre Rigid

Scale: 1:500 (@ A3)

Drawing:

140424-TK06

Revision:

D

Appendix F

TRICS Output

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-240515-0511

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
	DR DONCASTER	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Motion High Street Guildford

Licence No: 734001

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1138 to 12000 (units: sqm)
 Range Selected by User: 708 to 13000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/11/22

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

Selected survey days:

Monday	4 days
Tuesday	6 days
Wednesday	5 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	13
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	9
Development Zone	2
Residential Zone	4
Out of Town	1
No Sub Category	5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	21 days
-----------	---------

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

Filter by Site Operations Breakdown:

All Surveys Included

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	6 days

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

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	15 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

No	21 days
----	---------

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

PTAL Rating:

No PTAL Present	21 days
-----------------	---------

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

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	AL-02-D-01	INDUSTRIAL ESTATE	CALDERDALE
	MILL LANE		
	HALIFAX		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	11305 sqm	
	Survey date: WEDNESDAY	17/10/18	Survey Type: MANUAL
5	DR-02-D-03	INDUSTRIAL ESTATE	DONCASTER
	MIDDLE BANK		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
6	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
7	DY-02-D-01	INDUSTRIAL ESTATE	DERBY
	SHAFTESBURY STREET		
	DERBY		
	ROSE HILL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	5686 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

8	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
9	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
10	GM-02-D-08	INDUSTRIAL ESTATE	GREATER MANCHESTER
	WINSTANLEY ROAD		
	NEAR WIGAN		
	ORRELL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	7000 sqm	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
11	LC-02-D-06	INDUSTRIAL ESTATE	LANCASHIRE
	SMALLSHAW LANE		
	BURNLEY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	7383 sqm	
	Survey date: THURSDAY	29/09/16	Survey Type: MANUAL
12	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
13	LC-02-D-08	INDUSTRIAL ESTATE	LANCASHIRE
	NOOK LANE		
	BAMBER BRIDGE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
14	LN-02-D-03	INDUSTRIAL ESTATE	LINCOLNSHIRE
	DEACON ROAD		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	11265 sqm	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-02-D-04	INDUSTRIAL ESTATE	NORFOLK
	DRAYTON HIGH ROAD		
	NORWICH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	10673 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL
16	SD-02-D-01	INDUSTRIAL ESTATE	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10000 sqm	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
17	SM-02-D-01	INDUSTRIAL ESTATE	SOMERSET
	A359		
	YEOVIL		
	SPARKFORD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Gross floor area:	12000 sqm	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
18	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
19	TW-02-D-09	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	6200 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
20	WM-02-D-03	INDUSTRIAL ESTATE	WEST MIDLANDS
	JUNCTION ROAD		
	STOURBRIDGE		
	AUDNAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL
21	WO-02-D-02	INDUSTRIAL ESTATE	WORCESTERSHIRE
	WEIR LANE		
	WORCESTER		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	During Covid-19 restrictions
SF-02-D-03	During Covid-19 restrictions

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	7324	0.157	4	7324	0.003	4	7324	0.160
06:00 - 07:00	5	8112	0.086	5	8112	0.030	5	8112	0.116
07:00 - 08:00	21	6712	0.331	21	6712	0.111	21	6712	0.442
08:00 - 09:00	21	6712	0.501	21	6712	0.246	21	6712	0.747
09:00 - 10:00	21	6712	0.435	21	6712	0.335	21	6712	0.770
10:00 - 11:00	21	6712	0.367	21	6712	0.338	21	6712	0.705
11:00 - 12:00	21	6712	0.387	21	6712	0.399	21	6712	0.786
12:00 - 13:00	21	6712	0.399	21	6712	0.429	21	6712	0.828
13:00 - 14:00	21	6712	0.390	21	6712	0.418	21	6712	0.808
14:00 - 15:00	21	6712	0.338	21	6712	0.402	21	6712	0.740
15:00 - 16:00	21	6712	0.300	21	6712	0.353	21	6712	0.653
16:00 - 17:00	21	6712	0.319	21	6712	0.452	21	6712	0.771
17:00 - 18:00	21	6712	0.192	21	6712	0.447	21	6712	0.639
18:00 - 19:00	21	6712	0.066	21	6712	0.153	21	6712	0.219
19:00 - 20:00	5	8112	0.015	5	8112	0.059	5	8112	0.074
20:00 - 21:00	5	8112	0.007	5	8112	0.012	5	8112	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.290			4.187			8.477

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 12000 (units: sqm)
Survey date range:	01/01/16 - 18/11/22
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	7324	0.000	4	7324	0.000	4	7324	0.000
06:00 - 07:00	5	8112	0.000	5	8112	0.000	5	8112	0.000
07:00 - 08:00	21	6712	0.012	21	6712	0.007	21	6712	0.019
08:00 - 09:00	21	6712	0.030	21	6712	0.023	21	6712	0.053
09:00 - 10:00	21	6712	0.038	21	6712	0.035	21	6712	0.073
10:00 - 11:00	21	6712	0.028	21	6712	0.032	21	6712	0.060
11:00 - 12:00	21	6712	0.035	21	6712	0.036	21	6712	0.071
12:00 - 13:00	21	6712	0.035	21	6712	0.030	21	6712	0.065
13:00 - 14:00	21	6712	0.030	21	6712	0.027	21	6712	0.057
14:00 - 15:00	21	6712	0.028	21	6712	0.037	21	6712	0.065
15:00 - 16:00	21	6712	0.030	21	6712	0.028	21	6712	0.058
16:00 - 17:00	21	6712	0.016	21	6712	0.020	21	6712	0.036
17:00 - 18:00	21	6712	0.006	21	6712	0.011	21	6712	0.017
18:00 - 19:00	21	6712	0.001	21	6712	0.003	21	6712	0.004
19:00 - 20:00	5	8112	0.002	5	8112	0.002	5	8112	0.004
20:00 - 21:00	5	8112	0.000	5	8112	0.000	5	8112	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.291			0.291			0.582

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	4	7324	0.017	4	7324	0.000	4	7324	0.017
06:00 - 07:00	5	8112	0.032	5	8112	0.015	5	8112	0.047
07:00 - 08:00	21	6712	0.106	21	6712	0.066	21	6712	0.172
08:00 - 09:00	21	6712	0.151	21	6712	0.135	21	6712	0.286
09:00 - 10:00	21	6712	0.129	21	6712	0.147	21	6712	0.276
10:00 - 11:00	21	6712	0.132	21	6712	0.126	21	6712	0.258
11:00 - 12:00	21	6712	0.139	21	6712	0.146	21	6712	0.285
12:00 - 13:00	21	6712	0.128	21	6712	0.123	21	6712	0.251
13:00 - 14:00	21	6712	0.121	21	6712	0.121	21	6712	0.242
14:00 - 15:00	21	6712	0.117	21	6712	0.116	21	6712	0.233
15:00 - 16:00	21	6712	0.102	21	6712	0.091	21	6712	0.193
16:00 - 17:00	21	6712	0.085	21	6712	0.120	21	6712	0.205
17:00 - 18:00	21	6712	0.035	21	6712	0.054	21	6712	0.089
18:00 - 19:00	21	6712	0.009	21	6712	0.022	21	6712	0.031
19:00 - 20:00	5	8112	0.005	5	8112	0.002	5	8112	0.007
20:00 - 21:00	5	8112	0.002	5	8112	0.002	5	8112	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.310			1.286			2.596

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

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

Appendix G

Traffic Survey Data (September 2024)



Shoreham Road, Henfield - Manual Traffic and Queue Length Survey: Tuesday, 24 September 2024

Produced by Streetwise Services Ltd.

Junction: A - A2037 Shoreham Road (North East) / B - A2037 Shoreham Road (South West) / C - Access Road



Matrix Totals: Counts

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

Custom Start / End: 07:00 19:00

Show Peak Times: No

Arm Destination					
Arm Origin	A	B	C	Total	% Total
	1	1302	15	1318	100.00%
	1332	1	7	1340	100.00%
	20	10	0	30	100.00%
	Total	1353	1313	22	
	% Total	100.00%	100.00%	100.00%	

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes

A - A2037 Shoreham Road (North East) / B - A2037 Shoreham Road (South West) / C - Access Road

Approach:

[illegible]



Sharnham Road, Hatfield - Manual Traffic and Queue Length Survey- Tuesday, 24 September 2024

Produced by Streetwise Services Ltd.

A - A2057 Sharnham Road (North East) / B - A2057 Sharnham Road (South West) / C - A2056 Road

Junction:

B - A2057 Sharnham Road (South West)

Approach:

W/C C										W/C A										W/C B									
TIME	CAR	LGV	GVHT	GVHT	BUS	PEDCYCL	BICYCLE	PSV	TOTAL	CAR	LGV	GVHT	GVHT	BUS	PEDCYCL	BICYCLE	PSV	TOTAL	CAR	LGV	GVHT	GVHT	BUS	PEDCYCL	BICYCLE	PSV	TOTAL		
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00-08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15-08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30-08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00-09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15-09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30-09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:30-13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00-18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15-18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:30-18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:45-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

A - A2037 Shoreham Road (North East) / B - A2037 Shoreham Road (South West) / C - Access Road

Approach:

Year	1990-1991	1991-1992	1992-1993	1993-1994	1994-1995	1995-1996	1996-1997	1997-1998	1998-1999	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	2031-2032	2032-2033	2033-2034	2034-2035	2035-2036	2036-2037	2037-2038	2038-2039	2039-2040	2040-2041	2041-2042	2042-2043	2043-2044	2044-2045	2045-2046	2046-2047	2047-2048	2048-2049	2049-2050	2050-2051	2051-2052	2052-2053	2053-2054	2054-2055	2055-2056	2056-2057	2057-2058	2058-2059	2059-2060	2060-2061	2061-2062	2062-2063	2063-2064	2064-2065	2065-2066	2066-2067	2067-2068	2068-2069	2069-2070	2070-2071	2071-2072	2072-2073	2073-2074	2074-2075	2075-2076	2076-2077	2077-2078	2078-2079	2079-2080	2080-2081	2081-2082	2082-2083	2083-2084	2084-2085	2085-2086	2086-2087	2087-2088	2088-2089	2089-2090	2090-2091	2091-2092	2092-2093	2093-2094	2094-2095	2095-2096	2096-2097	2097-2098	2098-2099	2099-2100	2100-2101	2101-2102	2102-2103	2103-2104	2104-2105	2105-2106	2106-2107	2107-2108	2108-2109	2109-2110	2110-2111	2111-2112	2112-2113	2113-2114	2114-2115	2115-2116	2116-2117	2117-2118	2118-2119	2119-2120	2120-2121	2121-2122	2122-2123	2123-2124	2124-2125	2125-2126	2126-2127	2127-2128	2128-2129	2129-2130	2130-2131	2131-2132	2132-2133	2133-2134	2134-2135	2135-2136	2136-2137	2137-2138	2138-2139	2139-2140	2140-2141	2141-2142	2142-2143	2143-2144	2144-2145	2145-2146	2146-2147	2147-2148	2148-2149	2149-2150	2150-2151	2151-2152	2152-2153	2153-2154	2154-2155	2155-2156	2156-2157	2157-2158	2158-2159	2159-2160	2160-2161	2161-2162	2162-2163	2163-2164	2164-2165	2165-2166	2166-2167	2167-2168	2168-2169	2169-2170	2170-2171	2171-2172	2172-2173	2173-2174	2174-2175	2175-2176	2176-2177	2177-2178	2178-2179	2179-2180	2180-2181	2181-2182	2182-2183	2183-2184	2184-2185	2185-2186	2186-2187	2187-2188	2188-2189	2189-2190	2190-2191	2191-2192	2192-2193	2193-2194	2194-2195	2195-2196	2196-2197	2197-2198	2198-2199	2199-2200	2200-2201	2201-2202	2202-2203	2203-2204	2204-2205	2205-2206	2206-2207	2207-2208	2208-2209	2209-2210	2210-2211	2211-2212	2212-2213	2213-2214	2214-2215	2215-2216	2216-2217	2217-2218	2218-2219	2219-2220	2220-2221	2221-2222	2222-2223	2223-2224	2224-2225	2225-2226	2226-2227	2227-2228	2228-2229	2229-2230	2230-2231	2231-2232	2232-2233	2233-2234	2234-2235	2235-2236	2236-2237	2237-2238	2238-2239	2239-2240	2240-2241	2241-2242	2242-2243	2243-2244	2244-2245	2245-2246	2246-2247	2247-2248	2248-2249	2249-2250	2250-2251	2251-2252	2252-2253	2253-2254	2254-2255	2255-2256	2256-2257	2257-2258	2258-2259	2259-2260	2260-2261	2261-2262	2262-2263	2263-2264	2264-2265	2265-2266	2266-2267	2267-2268	2268-2269	2269-2270	2270-2271	2271-2272	2272-2273	2273-2274	2274-2275	2275-2276	2276-2277	2277-2278	2278-2279	2279-2280	2280-2281	22
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[illegible]



Shoreham Road, Henfield: Queue Length Survey - Tuesday, 24 September 2024

Produced by Streetwise Services Ltd.

Junction: A - A2037 Shoreham Road (North East) / B - A2037 Shoreham Road (South West) / C - Access Road

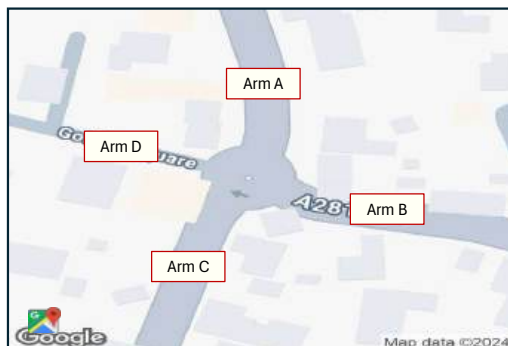
Survey Period	A - A2037 Shoreham Road (North East)		B - A2037 Shoreham Road (South West)	C - Access Road
	Lane 1	Lane 2	Lane 1	Lane 1
	Max	Max	Max	Max
07:00 - 07:05	0	0	0	0
07:05 - 07:10	0	1	0	0
07:10 - 07:15	0	0	0	0
07:15 - 07:20	0	0	0	0
07:20 - 07:25	0	0	0	0
07:25 - 07:30	0	0	0	0
07:30 - 07:35	0	0	0	0
07:35 - 07:40	0	0	0	0
07:40 - 07:45	0	0	0	0
07:45 - 07:50	0	0	0	0
07:50 - 07:55	0	0	0	1
07:55 - 08:00	0	0	0	0
08:00 - 08:05	0	0	0	2
08:05 - 08:10	0	0	0	0
08:10 - 08:15	0	0	0	0
08:15 - 08:20	0	0	0	0
08:20 - 08:25	0	0	0	0
08:25 - 08:30	0	0	0	0
08:30 - 08:35	0	0	0	0
08:35 - 08:40	0	0	0	0
08:40 - 08:45	0	0	0	0
08:45 - 08:50	0	0	0	0
08:50 - 08:55	0	0	0	0
08:55 - 09:00	0	0	0	0
09:00 - 09:05	0	0	0	0
09:05 - 09:10	0	0	0	0
09:10 - 09:15	0	0	0	0
09:15 - 09:20	0	0	0	0
09:20 - 09:25	0	0	0	0
09:25 - 09:30	0	0	0	0
09:30 - 09:35	0	0	0	0
09:35 - 09:40	0	0	0	0
09:40 - 09:45	0	0	0	0
09:45 - 09:50	0	1	0	1
09:50 - 09:55	0	0	0	0
09:55 - 10:00	0	0	0	0
16:00 - 16:05	0	0	0	0
16:05 - 16:10	0	0	0	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	1
16:20 - 16:25	0	0	0	0
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	1
16:40 - 16:45	0	0	0	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	0	0	0	0
16:55 - 17:00	0	0	0	0
17:00 - 17:05	0	0	0	4
17:05 - 17:10	0	0	0	0
17:10 - 17:15	0	0	0	0
17:15 - 17:20	0	0	0	0
17:20 - 17:25	0	0	0	0
17:25 - 17:30	0	0	0	1
17:30 - 17:35	0	0	0	2
17:35 - 17:40	0	0	0	1
17:40 - 17:45	0	0	0	0
17:45 - 17:50	0	0	0	0
17:50 - 17:55	0	0	0	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	0	0	0	1
18:10 - 18:15	0	0	0	0
18:15 - 18:20	0	0	0	1
18:20 - 18:25	0	0	0	0
18:25 - 18:30	0	0	0	1
18:30 - 18:35	0	0	0	0
18:35 - 18:40	0	0	0	0
18:40 - 18:45	0	0	0	0
18:45 - 18:50	0	0	0	0
18:50 - 18:55	0	0	0	0
18:55 - 19:00	0	0	0	0



Shoreham Road, Henfield - Manual Traffic and Queue Length Survey: Tuesday, 24 September 2024

Produced by Streetwise Services Ltd.

Junction: A - A281 High Street / B - A281 Brighton Road / C - A2037 High Street / D - Golden Square



Matrix Totals:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	4	176	224	1	405	100.00%
	B	197	1	85	0	283	100.00%
	C	194	55	0	1	250	100.00%
	D	34	16	13	0	63	100.00%
	Total	429	248	322	2		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Shoreham Road, Hatfield - Planned Traffic and Queue Length Survey, Tuesday, 24 September 2024

Prepared by Transport Research Board

Junctions A - A207 High Street / B - A207 Brighton Road / C - A207 High Street / D - Station Square

Approach A - A207 High Street

SIDE														SIDE													
TIME	CAR	LGV	OVN	BIK	PODOL	MCYCLE	PSV	TRUCK	CAR	LGV	OVN	BIK	PODOL	MCYCLE	PSV	TRUCK	CAR	LGV	OVN	BIK	PODOL	MCYCLE	PSV	TRUCK			
07:00-07:15	10	0	0	0	0	0	0	0	263	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:15-07:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:30-07:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07:45-08:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:00-08:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:15-08:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:30-08:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
08:45-09:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:00-09:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:15-09:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:30-09:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
09:45-10:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00-10:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15-10:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30-10:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45-11:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00-11:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15-11:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30-11:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45-12:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00-12:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15-12:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30-12:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45-13:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00-13:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:15-13:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30-13:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:45-14:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00-14:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:15-14:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30-14:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:45-15:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00-15:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:15-15:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30-15:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:45-16:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:00-16:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:15-16:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:30-16:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
16:45-17:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:00-17:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:15-17:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:30-17:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
17:45-18:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:00-18:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:15-18:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:30-18:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
18:45-19:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:00-19:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:15-19:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:30-19:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
19:45-20:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:00-20:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:15-20:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:30-20:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
20:45-21:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:00-21:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:15-21:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:30-21:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
21:45-22:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00-22:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:15-22:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:30-22:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:45-23:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:00-23:15	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:15-23:30	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:30-23:45	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
23:45-00:00	10	0	0	0	0	0	0	0	274	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00:00-00:15	10	0	0	0	0	0	0	0	2																		

Table 1										Table 2									
Year	GR	EW	DD	DD2	BA	PUGLA	WOLFE	PGE	TOTAL	GR	EW	DD	DD2	BA	PUGLA	WOLFE	PGE	TOTAL	
1970-1979	10	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	10	
1980-1989	20	10	2	1	1	0	1	0	34	20	10	1	0	1	1	1	0	34	
1990-1999	30	10	0	0	0	0	0	0	40	30	10	0	0	0	0	0	0	40	
2000-2009	40	10	0	0	0	0	0	0	50	40	10	0	0	0	0	0	0	50	
2010-2019	50	0	0	0	0	0	1	0	51	50	0	0	0	0	0	0	1	51	
2020-2029	60	0	0	0	0	0	0	0	60	60	0	0	0	0	0	0	0	60	
2030-2039	70	0	0	0	0	0	0	0	70	70	0	0	0	0	0	0	0	70	
2040-2049	80	0	0	0	0	0	0	0	80	80	0	0	0	0	0	0	0	80	
2050-2059	90	0	0	0	0	0	0	0	90	90	0	0	0	0	0	0	0	90	
2060-2069	100	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	100	
2070-2079	110	0	0	0	0	0	0	0	110	110	0	0	0	0	0	0	0	110	
2080-2089	120	0	0	0	0	0	0	0	120	120	0	0	0	0	0	0	0	120	
2090-2099	130	0	0	0	0	0	0	0	130	130	0	0	0	0	0	0	0	130	
2100-2109	140	0	0	0	0	0	0	0	140	140	0	0	0	0	0	0	0	140	
2110-2119	150	0	0	0	0	0	0	0	150	150	0	0	0	0	0	0	0	150	
2120-2129	160	0	0	0	0	0	0	0	160	160	0	0	0	0	0	0	0	160	
2130-2139	170	0	0	0	0	0	0	0	170	170	0	0	0	0	0	0	0	170	
2140-2149	180	0	0	0	0	0	0	0	180	180	0	0	0	0	0	0	0	180	
2150-2159	190	0	0	0	0	0	0	0	190	190	0	0	0	0	0	0	0	190	
2160-2169	200	0	0	0	0	0	0	0	200	200	0	0	0	0	0	0	0	200	
2170-2179	210	0	0	0	0	0	0	0	210	210	0	0	0	0	0	0	0	210	
2180-2189	220	0	0	0	0	0	0	0	220	220	0	0	0	0	0	0	0	220	
2190-2199	230	0	0	0	0	0	0	0	230	230	0	0	0	0	0	0	0	230	
2200-2209	240	0	0	0	0	0	0	0	240	240	0	0	0	0	0	0	0	240	
2210-2219	250	0	0	0	0	0	0	0	250	250	0	0	0	0	0	0	0	250	
2220-2229	260	0	0	0	0	0	0	0	260	260	0	0	0	0	0	0	0	260	
2230-2239	270	0	0	0	0	0	0	0	270	270	0	0	0	0	0	0	0	270	
2240-2249	280	0	0	0	0	0	0	0	280	280	0	0	0	0	0	0	0	280	
2250-2259	290	0	0	0	0	0	0	0	290	290	0	0	0	0	0	0	0	290	
2260-2269	300	0	0	0	0	0	0	0	300	300	0	0	0	0	0	0	0	300	
2270-2279	310	0	0	0	0	0	0	0	310	310	0	0	0	0	0	0	0	310	
2280-2289	320	0	0	0	0	0	0	0	320	320	0	0	0	0	0	0	0	320	
2290-2299	330	0	0	0	0	0	0	0	330	330	0	0	0	0	0	0	0	330	
2300-2309	340	0	0	0	0	0	0	0	340	340	0	0	0	0	0	0	0	340	
2310-2319	350	0	0	0	0	0	0	0	350	350	0	0	0	0	0	0	0	350	
2320-2329	360	0	0	0	0	0	0	0	360	360	0	0	0	0	0	0	0	360	
2330-2339	370	0	0	0	0	0	0	0	370	370	0	0	0	0	0	0	0	370	
2340-2349	380	0	0	0	0	0	0	0	380	380	0	0	0	0	0	0	0	380	
2350-2359	390	0	0	0	0	0	0	0	390	390	0	0	0	0	0	0	0	390	
2360-2369	400	0	0	0	0	0	0	0	400	400	0	0	0	0	0	0	0	400	
2370-2379	410	0	0	0	0	0	0	0	410	410	0	0	0	0	0	0	0	410	
2380-2389	420	0	0	0	0	0	0	0	420	420	0	0	0	0	0	0	0	420	
2390-2399	430	0	0	0	0	0	0	0	430	430	0	0	0	0	0	0	0	430	
2400-2409	440	0	0	0	0	0	0	0	440	440	0	0	0	0	0	0	0	440	
2410-2419	450	0	0	0	0	0	0	0	450	450	0	0	0	0	0	0	0	450	
2420-2429	460	0	0	0	0	0	0	0	460	460	0	0	0	0	0	0	0	460	
2430-2439	470	0	0	0	0	0	0	0	470	470	0	0	0	0	0	0	0	470	
2440-2449	480	0	0	0	0	0	0	0	480	480	0	0	0	0	0	0	0	480	
2450-2459	490	0	0	0	0	0	0	0	490	490	0	0	0	0	0	0	0	490	
2460-2469	500	0	0	0	0	0	0	0	500	500	0	0	0	0	0	0	0	500	
2470-2479	510	0	0	0	0	0	0	0	510	510	0	0	0	0	0	0	0	510	
2480-2489	520	0	0	0	0	0	0	0	520	520	0	0	0	0	0	0	0	520	
2490-2499	530	0	0	0	0	0	0	0	530	530	0	0	0	0	0	0	0	530	
2500-2509	540	0	0	0	0	0	0	0	540	540	0	0	0	0	0	0	0	540	
2510-2519	550	0	0	0	0	0	0	0	550	550	0	0	0	0	0	0	0	550	
2520-2529	560	0	0	0	0	0	0	0	560	560	0	0	0	0	0	0	0	560	
2530-2539	570	0	0	0	0	0	0	0	570	570	0	0	0	0	0	0	0	570	
2540-2549	580	0	0	0	0	0	0	0	580	580	0	0	0	0	0	0	0	580	
2550-2559	590	0	0	0	0	0	0	0	590	590	0	0	0	0	0	0	0	590	
2560-2569	600	0	0	0	0	0	0	0	600	600	0	0	0	0	0	0	0	600	
2570-2579	610	0	0	0	0	0	0	0	610	610	0	0	0	0	0	0	0	610	
2580-2589	620	0	0	0	0	0	0	0	620	620	0	0	0	0	0	0	0	620	
2590-2599	630	0	0	0	0	0	0	0	630	630	0	0	0	0	0	0	0	630	
2600-2609	640	0	0	0	0	0	0	0	640	640	0	0	0	0	0	0	0	640	
2610-2619	650	0	0	0	0	0	0	0	650	650	0	0	0	0	0	0	0	650	
2620-2629	660	0	0	0	0	0	0	0	660	660	0	0	0	0	0	0	0	660	
2630-2639	670	0	0	0	0	0	0	0	670	670	0	0	0	0	0	0	0	670	
2640-2649	680	0	0	0	0	0	0	0	680	680	0	0	0	0	0	0	0	680	
2650-2659	690	0	0	0	0	0	0	0	690	690	0	0	0	0	0	0	0	690	
2660-2669	700	0	0	0	0	0	0	0	700	700	0	0	0	0	0	0	0	700	
2670-2679	710	0	0	0	0	0	0	0	710	710	0	0	0	0	0	0	0	710	
2680-2689	720	0	0	0	0	0	0	0	720	720	0	0	0	0	0	0	0	720	
2690-2699	730	0	0	0	0	0	0	0	730	730	0	0	0	0	0	0	0	730	
2700-2709	740	0	0	0	0	0	0	0	740	740	0	0	0	0	0	0	0	740	
2710-2719	750	0	0	0	0	0	0	0	750	750	0	0	0	0	0	0	0	750	
2720-2729	760	0	0	0	0	0	0	0	760	760	0	0	0	0	0	0	0	760	
2730-2739	770	0	0	0	0	0	0	0	770	770	0	0	0	0	0	0	0	770	
2740-2749	780	0	0	0	0	0	0	0	780	780	0	0	0	0	0	0	0	780	
2750-2759	790	0	0	0	0	0	0	0	790	790	0	0	0	0	0	0	0	790	
2760-2769	800	0	0	0	0	0	0	0	800	800	0	0	0	0	0	0	0	800	
2770-2779	810	0	0	0	0	0	0	0	810	810	0	0	0	0	0	0	0	810	
2780-2789	820	0	0	0	0	0	0	0	820	820	0	0	0	0	0	0	0	820	
2790-2799	830	0	0	0	0	0	0	0	830	830	0	0	0	0	0	0	0	830	
2800-2809	840	0	0	0	0	0	0	0	840	840	0	0	0	0	0	0	0	840	
2810-2819	850	0	0	0	0	0	0	0	850	850	0	0	0	0	0	0	0	850	
2820-2829	860	0	0	0	0	0	0	0	860	860	0	0	0	0	0	0	0	860	
2830-2839	870	0	0	0	0	0	0	0	870	870	0	0	0	0	0	0	0	870	
2840-2849	880	0	0	0	0	0	0	0	880	880	0	0	0	0	0	0	0	880	
2850-2859	890	0	0	0	0	0	0	0	890	890	0	0	0	0	0	0	0	890	
2860-2869	900	0	0	0	0	0	0	0	900	900	0	0	0	0	0	0	0	900	
2870-2879	910	0	0	0	0	0	0	0	910	910	0	0	0	0	0	0	0	910	
2880-2889	920	0	0	0	0	0	0	0</											

[illegible]



Shoreham Road, Hatfield - Platoon Traffic and Queue Length Survey, Tuesday, 24 September 2024
Produced by Transport Research Laboratory

Junction A - A207 High Street / B - A207 Brighton Road / C - A207 High Street / D - Station Square

Approach D - Station Square

S16C															S16C														
Time	Car	LTW	OVW	MB	PCW	MCW	PA	TRK	Car	LTW	OVW	MB	PCW	MCW	PA	TRK	Car	LTW	OVW	MB	PCW	MCW	PA	TRK					
07:00-07:15	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:15-07:30	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:30-07:45	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07:45-08:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:00-08:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:15-08:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:30-08:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
08:45-09:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:00-09:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:15-09:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:30-09:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
09:45-10:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:00-10:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:15-10:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:30-10:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
10:45-11:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:00-11:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:15-11:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:30-11:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
11:45-12:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:00-12:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:15-12:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:30-12:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
12:45-13:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:00-13:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:15-13:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:30-13:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
13:45-14:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:00-14:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:15-14:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:30-14:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
14:45-15:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:00-15:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:15-15:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:30-15:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
15:45-16:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:00-16:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:15-16:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:30-16:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
16:45-17:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:00-17:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:15-17:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:30-17:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
17:45-18:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:00-18:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:15-18:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:30-18:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18:45-19:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19:00-19:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19:15-19:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19:30-19:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19:45-20:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
20:00-20:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
20:15-20:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
20:30-20:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
20:45-21:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
21:00-21:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
21:15-21:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
21:30-21:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
21:45-22:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
22:00-22:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
22:15-22:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
22:30-22:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
22:45-23:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:00-23:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:15-23:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:30-23:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
23:45-00:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00:00-00:15	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00:15-00:30	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00:30-00:45	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00:45-01:00	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					



Shoreham Road, Henfield: Queue Length Survey - Tuesday, 24 September 2024

Produced by Streetwise Services Ltd.

Junction: A - A281 High Street / B - A281 Brighton Road / C - A2037 High Street / D - Golden Square

Survey Period	A - A281 High Street	B - A281 Brighton Road	C - A2037 High Street	D - Golden Square	
	Lane 1	Lane 1	Lane 1	Lane 1	Lane 2
	Max	Max	Max	Max	Max
07:00 - 07:05	0	0	1	0	0
07:05 - 07:10	0	0	0	0	0
07:10 - 07:15	0	1	0	0	0
07:15 - 07:20	1	2	0	0	0
07:20 - 07:25	3	2	1	2	0
07:25 - 07:30	5	1	1	1	0
07:30 - 07:35	3	1	1	1	0
07:35 - 07:40	1	0	2	1	0
07:40 - 07:45	0	1	3	2	0
07:45 - 07:50	9	1	1	2	0
07:50 - 07:55	5	5	1	2	0
07:55 - 08:00	3	2	2	2	0
08:00 - 08:05	1	1	2	3	0
08:05 - 08:10	1	1	1	0	0
08:10 - 08:15	0	5	1	1	0
08:15 - 08:20	4	1	1	1	0
08:20 - 08:25	3	10	2	2	0
08:25 - 08:30	4	3	2	3	0
08:30 - 08:35	5	1	1	1	0
08:35 - 08:40	2	1	0	1	0
08:40 - 08:45	2	2	1	1	0
08:45 - 08:50	4	2	1	0	0
08:50 - 08:55	6	4	3	1	0
08:55 - 09:00	4	1	2	1	0
09:00 - 09:05	3	2	1	3	0
09:05 - 09:10	3	1	1	1	0
09:10 - 09:15	1	1	3	2	0
09:15 - 09:20	1	2	3	1	1
09:20 - 09:25	2	1	3	1	0
09:25 - 09:30	4	2	1	1	0
09:30 - 09:35	0	2	1	1	0
09:35 - 09:40	2	3	3	1	0
09:40 - 09:45	1	1	1	0	0
09:45 - 09:50	3	0	1	2	0
09:50 - 09:55	3	2	0	1	0
09:55 - 10:00	3	5	2	0	0
16:00 - 16:05	6	3	2	1	0
16:05 - 16:10	8	3	1	1	0
16:10 - 16:15	1	6	2	1	0
16:15 - 16:20	0	2	3	1	0
16:20 - 16:25	4	4	3	2	0
16:25 - 16:30	4	2	1	1	0
16:30 - 16:35	3	2	4	2	0
16:35 - 16:40	1	2	1	1	0
16:40 - 16:45	1	2	3	1	0
16:45 - 16:50	1	1	1	0	0
16:50 - 16:55	1	1	2	1	0
16:55 - 17:00	3	5	2	1	0
17:00 - 17:05	2	3	2	2	0
17:05 - 17:10	6	4	10	1	0
17:10 - 17:15	3	5	3	2	0
17:15 - 17:20	3	3	2	1	0
17:20 - 17:25	4	2	1	1	0
17:25 - 17:30	1	3	2	0	0
17:30 - 17:35	3	1	2	1	0
17:35 - 17:40	7	5	2	0	0
17:40 - 17:45	4	4	1	2	0
17:45 - 17:50	4	4	2	1	0
17:50 - 17:55	1	4	1	1	0
17:55 - 18:00	1	2	2	2	0
18:00 - 18:05	6	5	2	2	0
18:05 - 18:10	0	0	1	0	0
18:10 - 18:15	2	6	1	1	0
18:15 - 18:20	0	1	0	0	0
18:20 - 18:25	8	2	2	1	0
18:25 - 18:30	1	1	1	1	0
18:30 - 18:35	1	1	1	1	0
18:35 - 18:40	1	1	1	1	0
18:40 - 18:45	0	1	0	0	0
18:45 - 18:50	1	1	1	1	0
18:50 - 18:55	0	6	1	0	0
18:55 - 19:00	0	0	0	0	0

Appendix H

Junctions 9 Outputs

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462 © Copyright TRL Limited, 2019										
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk										
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Shoreham Road Priority Junction.j9
Path: C:\Users\LucasBurgess\Documents\lechenf
Report generation date: 21/11/2024 16:51:34

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2029 Without Development, AM
- »2029 Without Development, PM
- »2029 With Development, AM
- »2029 With Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Baseline									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	8.16	0.02	A
Stream B-A		0.0	0.00	0.00	A		0.1	9.97	0.05	A
Stream C-B		0.0	6.58	0.03	A		0.0	5.79	0.00	A
	2029 Without Development									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	8.27	0.02	A
Stream B-A		0.0	13.62	0.01	B		0.1	10.27	0.05	B
Stream C-B		0.0	6.54	0.03	A		0.0	5.85	0.00	A
	2029 With Development									
Stream B-C	D11	0.0	7.28	0.02	A	D12	0.1	7.26	0.05	A
Stream B-A		0.0	11.67	0.04	B		0.1	10.48	0.09	B
Stream C-B		0.1	6.98	0.07	A		0.0	5.94	0.02	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.

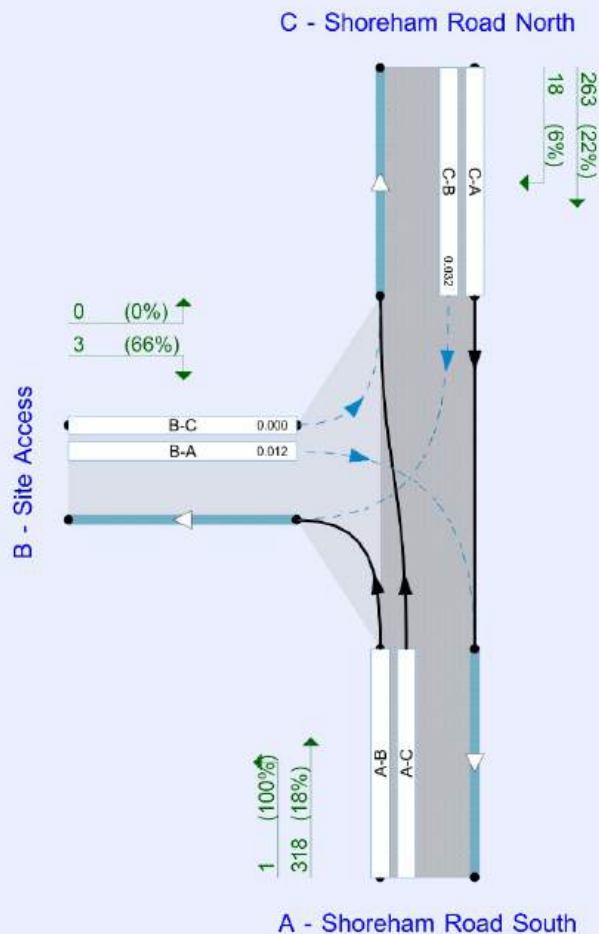
File summary

File Description

Title	Shoreham Road Priority Junction
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\lburgess
Description	

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC (|)|
Time Segment: 06:00-06:15

The junction diagram reflects the last run of Junctions.

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 period length (min)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2024 Baseline	AM	ONE HOUR	07:45	09:15		15	✓	✓		
D2	2024 Baseline	PM	ONE HOUR	00:00	01:30		15	✓	✓		
D3	2029 Uplift	AM	ONE HOUR	07:45	09:15		15	✓		Simple	D1*1.0575
D4	2029 Uplift	PM	ONE HOUR	00:00	01:30		15	✓		Simple	D2*1.0579
D5	Proposed Development	AM	ONE HOUR	07:45	09:15		15	✓			
D6	Proposed Development	PM	ONE HOUR	00:00	01:30		15	✓			
D7	2029 Without Development	AM	DIRECT	07:45	09:15	90	15		✓	Simple	D3+D9
D8	2029 Without Development	PM	ONE HOUR	00:00	01:30		15		✓	Simple	D4+D10
D9	Committed Development	AM	ONE HOUR	07:45	09:15		15	✓			
D10	Committed Development	PM	ONE HOUR	00:00	01:30		15	✓			
D11	2029 With Development	AM	ONE HOUR	07:45	09:15		15		✓	Simple	D3+D5+D9
D12	2029 With Development	PM	ONE HOUR	00:00	01:30		15	✓	✓	Simple	D4 + D6 + D10

Analysis Set Details

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

2024 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2024 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shoreham Road South		Major
B	Site Access		Minor
C	Shoreham Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Shoreham Road North	6.00		✓	3.00	130.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	10.00	7.70	5.50	5.00	✓	3.00	46	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	555	0.101	0.255	0.161	0.365
B-C	703	0.108	0.273	-	-
C-B	706	0.273	0.273	-	-

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)	Results for central hour only	Run automatically
D1	2024 Baseline	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 (Veh/hr)	Scaling Factor (%)
A - Shoreham Road South		ONE HOUR	✓	299	100.000
B - Site Access		ONE HOUR	✓	3	100.000
C - Shoreham Road North		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
	From			
	A - Shoreham Road South	0	1	298
	B - Site Access	3	0	0
	C - Shoreham Road North	241	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
	From			
	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-A					241	241
C-B	0.03	6.58	0.0	A	17	17
A-B					1	1
A-C					298	298

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	256	0.000	0	0.0	0.0	0.000	A
C-A	217	54			217				
C-B	15	4	584	0.026	15	0.0	0.0	6.331	A
A-B	1	0.22			1				
A-C	268	67			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	598	0.000	0	0.0	0.0	0.000	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
C-B	19	5	565	0.033	19	0.0	0.0	6.584	A
A-B	1	0.28			1				
A-C	328	82			328				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	598	0.000	0	0.0	0.0	0.000	A
B-A	0	0	239	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
C-B	19	5	565	0.033	19	0.0	0.0	6.584	A
A-B	1	0.28			1				
A-C	328	82			328				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	617	0.000	0	0.0	0.0	0.000	A
B-A	0	0	256	0.000	0	0.0	0.0	0.000	A
C-A	217	54			217				
C-B	15	4	584	0.026	15	0.0	0.0	6.334	A
A-B	1	0.22			1				
A-C	268	67			268				

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.46	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)	Results for central hour only	Run automatically
D2	2024 Baseline	PM	ONE HOUR	00:00	01:30	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Shoreham Road South		ONE HOUR	✓	234	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Shoreham Road North		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	2	232
	B - Site Access	17	0	7
	C - Shoreham Road North	281	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	100	15
	B - Site Access	18	0	29
	C - Shoreham Road North	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	8.16	0.0	A	7	7
B-A	0.05	9.97	0.1	A	17	17
C-A					281	281
C-B	0.00	5.79	0.0	A	2	2
A-B					2	2
A-C					232	232

Main Results for each time segment

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	461	0.014	6	0.0	0.0	7.915	A
B-A	15	4	401	0.038	15	0.0	0.0	9.324	A
C-A	253	63			253				
C-B	2	0.45	639	0.003	2	0.0	0.0	5.647	A
A-B	2	0.45			2				
A-C	209	52			209				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	449	0.017	8	0.0	0.0	8.155	A
B-A	19	5	380	0.049	19	0.0	0.1	9.969	A
C-A	309	77			309				
C-B	2	0.55	624	0.004	2	0.0	0.0	5.786	A
A-B	2	1			2				
A-C	255	64			255				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	449	0.017	8	0.0	0.0	8.155	A
B-A	19	5	380	0.049	19	0.1	0.1	9.971	A
C-A	309	77			309				
C-B	2	0.55	624	0.004	2	0.0	0.0	5.786	A
A-B	2	1			2				
A-C	255	64			255				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	461	0.014	6	0.0	0.0	7.916	A
B-A	15	4	401	0.038	15	0.1	0.0	9.327	A
C-A	253	63			253				
C-B	2	0.45	639	0.003	2	0.0	0.0	5.647	A
A-B	2	0.45			2				
A-C	209	52			209				

2029 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.27	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2029 Without Development	AM	DIRECT	07:45	09:15	90	15	✓	Simple	D3+D9

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Shoreham Road South		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Shoreham Road North		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

07:45 - 08:00

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Demand (Veh/hr)

08:00 - 08:15

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Demand (Veh/hr)

08:15 - 08:30

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Demand (Veh/hr)

08:45 - 09:00

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Demand (Veh/hr)

09:00 - 09:15

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	1	318
	B - Site Access	3	0	0
	C - Shoreham Road North	263	18	0

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From				
	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Heavy Vehicle Percentages

09:00 - 09:15

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	100	18
	B - Site Access	66	0	0
	C - Shoreham Road North	22	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.01	13.62	0.0	B	3	5
C-A					263	394
C-B	0.03	6.54	0.0	A	18	27
A-B					1	2
A-C					318	477

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.616	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.536	A
A-B	1	0.26			1				
A-C	318	80			318				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.621	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.539	A
A-B	1	0.26			1				
A-C	318	80			318				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.621	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.539	A
A-B	1	0.26			1				
A-C	318	80			318				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.621	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.539	A
A-B	1	0.26			1				
A-C	318	80			318				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.621	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.539	A
A-B	1	0.26			1				
A-C	318	80			318				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	534	0.000	0	0.0	0.0	0.000	A
B-A	3	1	267	0.012	3	0.0	0.0	13.621	B
C-A	263	66			263				
C-B	18	4	568	0.032	18	0.0	0.0	6.539	A
A-B	1	0.26			1				
A-C	318	80			318				

2029 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.47	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	Relationship type	Relationship
D8	2029 Without Development	PM	ONE HOUR	00:00	01:30	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Shoreham Road South		ONE HOUR	✓	256	100.000
B - Site Access		ONE HOUR	✓	25	100.000
C - Shoreham Road North		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
	A - Shoreham Road South	0	2	253
	B - Site Access	18	0	7
	C - Shoreham Road North	300	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
	A - Shoreham Road South	0	100	15
	B - Site Access	18	0	29
	C - Shoreham Road North	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	8.27	0.0	A	7	10
B-A	0.05	10.27	0.1	B	17	25
C-A					276	413
C-B	0.00	5.85	0.0	A	2	3
A-B					2	3
A-C					233	349

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	466	0.012	6	0.0	0.0	7.817	A
B-A	14	3	411	0.033	13	0.0	0.0	9.060	A
C-A	226	57			226				
C-B	2	0.40	645	0.002	2	0.0	0.0	5.593	A
A-B	2	0.40			2				
A-C	191	48			191				

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	457	0.015	7	0.0	0.0	8.001	A
B-A	16	4	394	0.041	16	0.0	0.0	9.534	A
C-A	270	67			270				
C-B	2	0.48	633	0.003	2	0.0	0.0	5.700	A
A-B	2	0.48			2				
A-C	228	57			228				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	444	0.018	8	0.0	0.0	8.267	A
B-A	20	5	370	0.053	20	0.0	0.1	10.265	B
C-A	331	83			331				
C-B	2	0.58	617	0.004	2	0.0	0.0	5.855	A
A-B	2	1			2				
A-C	279	70			279				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	2	444	0.018	8	0.0	0.0	8.268	A
B-A	20	5	370	0.053	20	0.1	0.1	10.267	B
C-A	331	83			331				
C-B	2	0.58	617	0.004	2	0.0	0.0	5.855	A
A-B	2	1			2				
A-C	279	70			279				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	457	0.015	7	0.0	0.0	8.004	A
B-A	16	4	394	0.041	16	0.1	0.0	9.536	A
C-A	270	67			270				
C-B	2	0.48	633	0.003	2	0.0	0.0	5.702	A
A-B	2	0.48			2				
A-C	228	57			228				

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	1	466	0.012	6	0.0	0.0	7.820	A
B-A	14	3	411	0.033	14	0.0	0.0	9.066	A
C-A	226	57			226				
C-B	2	0.40	645	0.002	2	0.0	0.0	5.595	A
A-B	2	0.40			2				
A-C	191	48			191				

2029 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2029 With Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9

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

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Shoreham Road South		ONE HOUR	✓	333	100.000
B - Site Access		ONE HOUR	✓	18	100.000
C - Shoreham Road North		ONE HOUR	✓	298	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	15	318
	B - Site Access	10	0	8
	C - Shoreham Road North	263	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
From	A - Shoreham Road South	0	14	18
	B - Site Access	21	0	13
	C - Shoreham Road North	22	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.02	7.28	0.0	A	7	11
B-A	0.04	11.67	0.0	B	9	14
C-A					241	362
C-B	0.07	6.98	0.1	A	32	48
A-B					14	21
A-C					292	438

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	536	0.011	6	0.0	0.0	6.789	A
B-A	8	2	368	0.021	8	0.0	0.0	9.992	A
C-A	198	49			198				
C-B	26	7	590	0.045	26	0.0	0.0	6.388	A
A-B	11	3			11				
A-C	240	60			240				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	522	0.014	7	0.0	0.0	6.988	A
B-A	9	2	348	0.026	9	0.0	0.0	10.637	B
C-A	236	59			236				
C-B	31	8	575	0.055	31	0.0	0.1	6.625	A
A-B	14	3			14				
A-C	286	71			286				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	503	0.018	9	0.0	0.0	7.282	A
B-A	11	3	320	0.035	11	0.0	0.0	11.670	B
C-A	289	72			289				
C-B	39	10	554	0.069	38	0.1	0.1	6.978	A
A-B	17	4			17				
A-C	350	88			350				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	2	503	0.018	9	0.0	0.0	7.283	A
B-A	11	3	320	0.035	11	0.0	0.0	11.672	B
C-A	289	72			289				
C-B	39	10	554	0.069	39	0.1	0.1	6.978	A
A-B	17	4			17				
A-C	350	88			350				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	2	522	0.014	7	0.0	0.0	6.993	A
B-A	9	2	348	0.026	9	0.0	0.0	10.640	B
C-A	236	59			236				
C-B	31	8	575	0.055	32	0.1	0.1	6.626	A
A-B	14	3			14				
A-C	286	71			286				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	2	536	0.011	6	0.0	0.0	6.795	A
B-A	8	2	368	0.021	8	0.0	0.0	9.996	A
C-A	198	49			198				
C-B	26	7	590	0.045	26	0.1	0.0	6.394	A
A-B	11	3			11				
A-C	240	60			240				

2029 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D12 - 2029 With Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D7 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D12	2029 With Development	PM	ONE HOUR	00:00	01:30	15	✓	✓	Simple	D4 + D6 + D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Shoreham Road South		ONE HOUR	✓	261	100.000
B - Site Access		ONE HOUR	✓	55	100.000
C - Shoreham Road North		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
A - Shoreham Road South		0	7	253
B - Site Access		31	0	24
C - Shoreham Road North		300	9	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Shoreham Road South	B - Site Access	C - Shoreham Road North
	A - Shoreham Road South	0	30	15
	B - Site Access	10	0	13
	C - Shoreham Road North	11	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.05	7.26	0.1	A	24	24
B-A	0.09	10.48	0.1	B	31	31
C-A					300	300
C-B	0.02	5.94	0.0	A	9	9
AB					7	7
AC					253	253

Main Results for each time segment

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	539	0.041	22	0.0	0.0	6.960	A
B-A	28	7	402	0.069	28	0.1	0.1	9.612	A
C-A	270	67			270				
C-B	8	2	632	0.013	8	0.0	0.0	5.768	A
AB	6	2			6				
AC	228	57			228				

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	522	0.051	27	0.0	0.1	7.263	A
B-A	34	9	378	0.090	34	0.1	0.1	10.473	B
C-A	331	83			331				
C-B	10	3	616	0.016	10	0.0	0.0	5.944	A
AB	8	2			8				
AC	279	70			279				

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	7	522	0.051	27	0.1	0.1	7.265	A
B-A	34	9	378	0.090	34	0.1	0.1	10.476	B
C-A	331	83			331				
C-B	10	3	616	0.016	10	0.0	0.0	5.944	A
AB	8	2			8				
AC	279	70			279				

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	5	539	0.041	22	0.1	0.0	6.963	A
B-A	28	7	402	0.069	28	0.1	0.1	9.617	A
C-A	270	67			270				
C-B	8	2	632	0.013	8	0.0	0.0	5.769	A
AB	6	2			6				
AC	228	57			228				

Junctions 9									
ARCADY 9 - Roundabout Module									
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Filename: Shoreham Road - High Street Mini-Roundabout.j9

Path: C:\Users\LucasBurgess\Documents\lechenf

Report generation date: 21/11/2024 17:08:40

- »2024 Baseline, AM
- »2024 Baseline, PM
- »2029 Without Development, AM
- »2029 Without Development, PM
- »2029 With Development, AM
- »2029 With Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Baseline									
1 - Brighton Road	D1	0.4	7.23	0.29	A	D2	0.6	7.43	0.39	A
2 - Shoreham Road		0.3	4.35	0.24	A		0.3	4.41	0.25	A
3 - Golden Square		0.2	9.38	0.17	A		0.2	9.10	0.16	A
4 - High Street		1.5	12.32	0.60	B		1.3	10.52	0.56	B
	2029 Without Development									
1 - Brighton Road	D9	0.5	7.65	0.32	A	D10	0.8	8.06	0.43	A
2 - Shoreham Road		0.3	4.48	0.26	A		0.4	4.61	0.28	A
3 - Golden Square		0.2	9.95	0.19	A		0.2	9.90	0.18	A
4 - High Street		1.9	14.58	0.67	B		1.5	11.73	0.60	B
	2029 With Development									
1 - Brighton Road	D11	0.5	7.80	0.33	A	D12	0.8	8.16	0.44	A
2 - Shoreham Road		0.4	4.50	0.27	A		0.4	4.69	0.29	A
3 - Golden Square		0.2	10.07	0.19	B		0.2	10.19	0.19	B
4 - High Street		2.1	15.31	0.68	C		1.6	12.01	0.61	B

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.

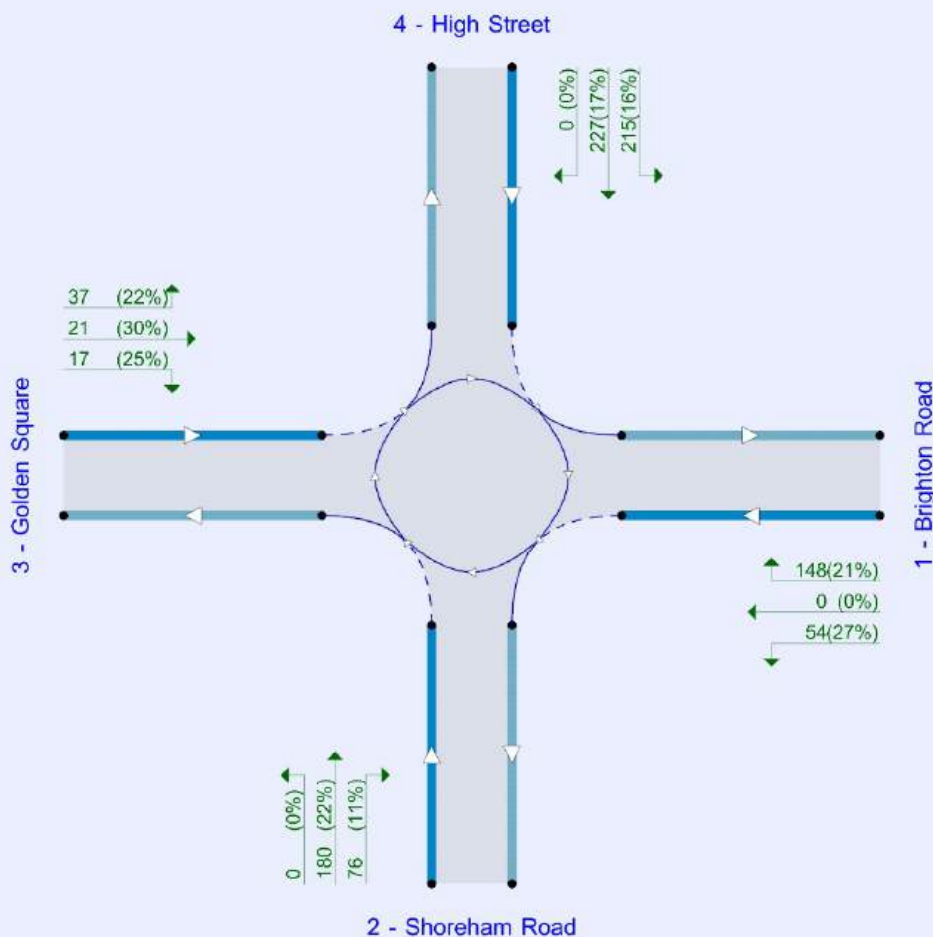
File summary

File Description

Title	Shoreham Road - High Street Mini-Roundabout
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\Iburgess
Description	

Units

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



The junction diagram reflects the last run of Junctions.

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)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2024 Baseline	AM	ONE HOUR	08:15	09:45	15	✓	✓		
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	✓		
D3	2029 Uplift	AM	ONE HOUR	08:15	09:45	15	✓		Simple	D1*1.0575
D4	2029 Uplift	PM	ONE HOUR	16:45	18:15	15	✓		Simple	D2*1.0579
D5	Committed Development	AM	ONE HOUR	08:15	09:45	15	✓			
D6	Committed Development	PM	ONE HOUR	16:45	18:15	15	✓			
D7	Proposed Development	AM	ONE HOUR	08:15	09:45	15	✓			
D8	Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓			
D9	2029 Without Development	AM	ONE HOUR	08:15	09:45	15	✓	✓	Simple	D3+D5
D10	2029 Without Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6
D11	2029 With Development	AM	ONE HOUR	08:15	09:45	15	✓	✓	Simple	D3+D5+D7
D12	2029 With Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6+D8

Analysis Set Details

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

2024 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D1 - 2024 Baseline, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.89	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Brighton Road	
2	Shoreham Road	
3	Golden Square	
4	High Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Brighton Road	4.50	3.50	4.00	2.0	12.00	12.00	0.0	
2 - Shoreham Road	3.00	3.00	6.00	30.0	5.00	4.00	0.0	
3 - Golden Square	3.25	3.00	4.00	3.0	5.00	5.00	0.0	
4 - High Street	5.00	3.50	5.00	4.5	13.00	13.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brighton Road	0.625	1052
2 - Shoreham Road	0.676	1421
3 - Golden Square	0.609	881
4 - High Street	0.646	955

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024 Baseline	AM	ONE HOUR	08:15	09:45	15	✓	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	187	100.000
2 - Shoreham Road		ONE HOUR	✓	239	100.000
3 - Golden Square		ONE HOUR	✓	71	100.000
4 - High Street		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	0	51	0	136
	2 - Shoreham Road	72	0	0	167
	3 - Golden Square	20	16	0	35
	4 - High Street	194	207	0	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	0	27	0	22
	2 - Shoreham Road	11	0	0	22
	3 - Golden Square	30	25	0	22
	4 - High Street	17	18	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.29	7.23	0.4	A	187	187
2 - Shoreham Road	0.24	4.35	0.3	A	239	239
3 - Golden Square	0.17	9.38	0.2	A	71	71
4 - High Street	0.60	12.32	1.5	B	405	405

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	168	42	203	731	0.230	168	257	0.2	0.3	6.388	A
2 - Shoreham Road	215	54	126	1111	0.193	215	246	0.2	0.2	4.016	A
3 - Golden Square	64	16	340	507	0.126	64	0	0.1	0.1	8.119	A
4 - High Street	364	91	97	752	0.484	363	307	0.7	0.9	9.234	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	206	51	249	704	0.292	205	314	0.3	0.4	7.214	A
2 - Shoreham Road	263	66	154	1091	0.241	263	300	0.2	0.3	4.345	A
3 - Golden Square	78	20	417	462	0.169	78	0	0.1	0.2	9.356	A
4 - High Street	446	111	119	738	0.604	444	376	0.9	1.5	12.143	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	206	51	250	703	0.293	206	315	0.4	0.4	7.235	A
2 - Shoreham Road	263	66	154	1091	0.241	263	302	0.3	0.3	4.348	A
3 - Golden Square	78	20	417	462	0.169	78	0	0.2	0.2	9.377	A
4 - High Street	446	111	119	738	0.604	446	377	1.5	1.5	12.322	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	168	42	205	730	0.230	169	258	0.4	0.3	6.417	A
2 - Shoreham Road	215	54	126	1110	0.194	215	248	0.3	0.2	4.022	A
3 - Golden Square	64	16	341	506	0.126	64	0	0.2	0.1	8.143	A
4 - High Street	364	91	97	752	0.484	366	308	1.5	1.0	9.395	A

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024 Baseline, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.02	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)	Results for central hour only	Run automatically
D2	2024 Baseline	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 (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	285	100.000
2 - Shoreham Road		ONE HOUR	✓	248	100.000
3 - Golden Square		ONE HOUR	✓	69	100.000
4 - High Street		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	1	76	0	208
	2 - Shoreham Road	55	0	0	193
	3 - Golden Square	17	17	0	35
	4 - High Street	173	217	1	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
	1 - Brighton Road	0	7	0	9
	2 - Shoreham Road	13	0	0	15
	3 - Golden Square	30	6	0	9
	4 - High Street	13	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.39	7.43	0.6	A	285	285
2 - Shoreham Road	0.25	4.41	0.3	A	248	248
3 - Golden Square	0.16	9.10	0.2	A	69	69
4 - High Street	0.56	10.52	1.3	B	396	396

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	256	64	215	830	0.309	256	221	0.3	0.4	6.264	A
2 - Shoreham Road	223	56	193	1117	0.200	223	278	0.2	0.2	4.025	A
3 - Golden Square	62	16	415	528	0.118	62	0.90	0.1	0.1	7.724	A
4 - High Street	356	89	81	790	0.451	355	396	0.6	0.8	8.263	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	314	78	263	799	0.393	313	270	0.4	0.6	7.397	A
2 - Shoreham Road	273	68	236	1089	0.251	273	340	0.2	0.3	4.407	A
3 - Golden Square	76	19	508	472	0.161	76	1	0.1	0.2	9.076	A
4 - High Street	436	109	99	778	0.560	434	485	0.8	1.2	10.418	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	314	78	264	798	0.393	314	271	0.6	0.6	7.430	A
2 - Shoreham Road	273	68	237	1089	0.251	273	341	0.3	0.3	4.412	A
3 - Golden Square	76	19	509	472	0.161	76	1	0.2	0.2	9.100	A
4 - High Street	436	109	99	778	0.561	436	486	1.2	1.3	10.523	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	256	64	217	829	0.309	257	222	0.6	0.5	6.302	A
2 - Shoreham Road	223	56	194	1116	0.200	223	280	0.3	0.3	4.034	A
3 - Golden Square	62	16	416	527	0.118	62	0.90	0.2	0.1	7.751	A
4 - High Street	356	89	81	790	0.451	358	397	1.3	0.8	8.368	A

2029 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D9 - 2029 Without Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	10.11	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D9	2029 Without Development	AM	ONE HOUR	08:15	09:45	15	✓	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	202	100.000
2 - Shoreham Road		ONE HOUR	✓	256	100.000
3 - Golden Square		ONE HOUR	✓	75	100.000
4 - High Street		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	0	54	0	148
	2 - Shoreham Road	76	0	0	180
	3 - Golden Square	21	17	0	37
	4 - High Street	215	227	0	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
	1 - Brighton Road	0	27	0	21
	2 - Shoreham Road	11	0	0	22
	3 - Golden Square	30	25	0	22
	4 - High Street	16	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.32	7.65	0.5	A	202	202
2 - Shoreham Road	0.26	4.48	0.3	A	256	256
3 - Golden Square	0.19	9.95	0.2	A	75	75
4 - High Street	0.67	14.58	1.9	B	446	446

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	181	45	222	723	0.251	181	280	0.3	0.3	6.636	A
2 - Shoreham Road	230	57	136	1106	0.208	230	267	0.2	0.3	4.108	A
3 - Golden Square	67	17	366	492	0.137	67	0	0.1	0.2	8.465	A
4 - High Street	401	100	103	753	0.533	400	331	0.8	1.1	10.161	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	222	56	271	694	0.320	222	342	0.3	0.5	7.615	A
2 - Shoreham Road	282	70	167	1085	0.260	281	326	0.3	0.3	4.479	A
3 - Golden Square	83	21	448	445	0.186	82	0	0.2	0.2	9.927	A
4 - High Street	491	123	126	738	0.666	488	405	1.1	1.9	14.236	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	222	56	273	693	0.321	222	344	0.5	0.5	7.645	A
2 - Shoreham Road	282	70	167	1084	0.260	282	328	0.3	0.3	4.484	A
3 - Golden Square	83	21	449	444	0.186	83	0	0.2	0.2	9.953	A
4 - High Street	491	123	126	738	0.666	491	406	1.9	1.9	14.576	B

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	181	45	225	722	0.251	182	283	0.5	0.3	6.672	A
2 - Shoreham Road	230	57	137	1105	0.208	230	269	0.3	0.3	4.117	A
3 - Golden Square	67	17	367	492	0.137	68	0	0.2	0.2	8.496	A
4 - High Street	401	100	103	752	0.533	404	332	1.9	1.2	10.431	B

2029 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D10 - 2029 Without Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.77	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D10	2029 Without Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	311	100.000
2 - Shoreham Road		ONE HOUR	✓	270	100.000
3 - Golden Square		ONE HOUR	✓	73	100.000
4 - High Street		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	1	80	0	229
	2 - Shoreham Road	58	0	0	212
	3 - Golden Square	18	18	0	37
	4 - High Street	187	233	1	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
	1 - Brighton Road	0	7	0	9
	2 - Shoreham Road	13	0	0	14
	3 - Golden Square	30	6	0	9
	4 - High Street	13	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.43	8.06	0.8	A	311	311
2 - Shoreham Road	0.28	4.61	0.4	A	270	270
3 - Golden Square	0.18	9.90	0.2	A	73	73
4 - High Street	0.60	11.73	1.5	B	426	426

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	279	70	230	822	0.339	279	237	0.4	0.5	6.613	A
2 - Shoreham Road	243	61	212	1109	0.219	243	297	0.2	0.3	4.154	A
3 - Golden Square	66	16	454	505	0.130	65	0.95	0.1	0.1	8.182	A
4 - High Street	383	96	85	788	0.486	382	434	0.7	0.9	8.832	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	342	85	282	789	0.433	341	290	0.5	0.8	8.017	A
2 - Shoreham Road	298	74	260	1079	0.276	297	363	0.3	0.4	4.605	A
3 - Golden Square	80	20	556	444	0.181	80	1	0.1	0.2	9.879	A
4 - High Street	469	117	105	776	0.605	467	531	0.9	1.5	11.562	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	342	85	283	788	0.434	342	291	0.8	0.8	8.065	A
2 - Shoreham Road	298	74	260	1078	0.276	298	364	0.4	0.4	4.611	A
3 - Golden Square	80	20	557	444	0.181	80	1	0.2	0.2	9.904	A
4 - High Street	469	117	105	776	0.605	469	532	1.5	1.5	11.726	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	279	70	232	821	0.340	280	239	0.8	0.5	6.665	A
2 - Shoreham Road	243	61	213	1108	0.219	243	299	0.4	0.3	4.165	A
3 - Golden Square	66	16	456	504	0.130	66	0.96	0.2	0.2	8.217	A
4 - High Street	383	96	86	788	0.486	385	436	1.5	1.0	8.980	A

2029 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 70% of the total flow for the roundabout for one or more time segments]
Warning	Demand Sets	D11 - 2029 With Development, AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	10.47	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D11	2029 With Development	AM	ONE HOUR	08:15	09:45	15	✓	✓	Simple	D3+D5+D7

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	209	100.000
2 - Shoreham Road		ONE HOUR	✓	264	100.000
3 - Golden Square		ONE HOUR	✓	75	100.000
4 - High Street		ONE HOUR	✓	456	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	0	61	0	148
	2 - Shoreham Road	79	0	0	185
	3 - Golden Square	21	17	0	37
	4 - High Street	215	237	0	4

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
	1 - Brighton Road	0	24	0	21
	2 - Shoreham Road	11	0	0	21
	3 - Golden Square	30	25	0	22
	4 - High Street	16	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.33	7.80	0.5	A	209	209
2 - Shoreham Road	0.27	4.50	0.4	A	264	264
3 - Golden Square	0.19	10.07	0.2	B	75	75
4 - High Street	0.68	15.31	2.1	C	456	456

Main Results for each time segment

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	188	47	231	723	0.260	187	283	0.3	0.3	6.718	A
2 - Shoreham Road	237	59	136	1111	0.213	237	282	0.2	0.3	4.118	A
3 - Golden Square	67	17	373	489	0.138	67	0	0.1	0.2	8.535	A
4 - High Street	410	103	105	752	0.545	409	335	0.8	1.2	10.437	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	230	57	282	692	0.332	229	345	0.3	0.5	7.768	A
2 - Shoreham Road	290	73	167	1090	0.266	290	345	0.3	0.4	4.499	A
3 - Golden Square	83	21	457	440	0.188	82	0	0.2	0.2	10.037	B
4 - High Street	502	126	129	737	0.682	499	411	1.2	2.0	14.899	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	230	57	284	691	0.333	230	347	0.5	0.5	7.804	A
2 - Shoreham Road	290	73	167	1089	0.267	290	346	0.4	0.4	4.504	A
3 - Golden Square	83	21	458	440	0.188	83	0	0.2	0.2	10.073	B
4 - High Street	502	126	129	737	0.682	502	411	2.0	2.1	15.308	C

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	188	47	234	721	0.260	188	285	0.5	0.4	6.760	A
2 - Shoreham Road	237	59	137	1110	0.214	237	285	0.4	0.3	4.125	A
3 - Golden Square	67	17	375	488	0.138	68	0	0.2	0.2	8.568	A
4 - High Street	410	103	106	752	0.546	414	337	2.1	1.2	10.747	B

2029 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D12 - 2029 With Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Demand Set Relationship	D9 - 2029 Without Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.90	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)	Results for central hour only	Run automatically	Relationship type	Relationship
D12	2029 With Development	PM	ONE HOUR	16:45	18:15	15	✓	✓	Simple	D4+D6+D8

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Brighton Road		ONE HOUR	✓	314	100.000
2 - Shoreham Road		ONE HOUR	✓	286	100.000
3 - Golden Square		ONE HOUR	✓	73	100.000
4 - High Street		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
From	1 - Brighton Road	1	83	0	229
	2 - Shoreham Road	64	0	0	222
	3 - Golden Square	18	18	0	37
	4 - High Street	187	237	1	5

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Brighton Road	2 - Shoreham Road	3 - Golden Square	4 - High Street
	1 - Brighton Road	0	7	0	9
	2 - Shoreham Road	12	0	0	14
	3 - Golden Square	30	6	0	9
	4 - High Street	13	14	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Brighton Road	0.44	8.16	0.8	A	314	314
2 - Shoreham Road	0.29	4.69	0.4	A	286	286
3 - Golden Square	0.19	10.19	0.2	B	73	73
4 - High Street	0.61	12.01	1.6	B	430	430

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	282	70	234	821	0.343	281	242	0.4	0.5	6.664	A
2 - Shoreham Road	257	64	212	1113	0.231	257	303	0.2	0.3	4.203	A
3 - Golden Square	66	16	468	497	0.132	65	0.95	0.1	0.2	8.337	A
4 - High Street	386	97	91	786	0.492	385	443	0.7	0.9	8.959	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	345	86	286	787	0.439	344	296	0.5	0.8	8.110	A
2 - Shoreham Road	315	79	260	1083	0.291	315	370	0.3	0.4	4.686	A
3 - Golden Square	80	20	573	434	0.185	80	1	0.2	0.2	10.149	B
4 - High Street	473	118	111	773	0.612	471	542	0.9	1.5	11.834	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	345	86	287	786	0.439	345	297	0.8	0.8	8.161	A
2 - Shoreham Road	315	79	260	1082	0.291	315	372	0.4	0.4	4.692	A
3 - Golden Square	80	20	574	434	0.185	80	1	0.2	0.2	10.185	B
4 - High Street	473	118	111	773	0.613	473	543	1.5	1.6	12.011	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Brighton Road	282	70	236	820	0.344	283	244	0.8	0.5	6.718	A
2 - Shoreham Road	257	64	213	1113	0.231	258	305	0.4	0.3	4.213	A
3 - Golden Square	66	16	470	496	0.132	66	0.96	0.2	0.2	8.376	A
4 - High Street	386	97	91	786	0.492	389	445	1.6	1.0	9.119	A