

LAND SOUTH OF GREEN ROAD, WIVELSFIELD GREEN

Transport Assessment

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Transport Assessment
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1 INTRODUCTION

- 1.1 RPS has been instructed by Taylor Wimpey Strategic Land to undertake a Transport Assessment (TA) for a proposed residential development of up to 150 residential dwellings on land south of Green Road, Wivelsfield Green, East Sussex, RH17 7QL.
- 1.2 The site lies within East Sussex County Council (ESCC) and Lewes District Council (LDC). ESCC serve as the Local Highway Authority whilst LDC serve as the Local Planning Authority.
- 1.3 This TA describes the existing transport characteristics surrounding the site and its accessibility to facilities by sustainable modes of travel. It includes an assessment of the travel characteristics of the local area in Wivelsfield Green and an analysis of predicted future travel demand based on the proposed residential development scenario.
- 1.4 This TA has been prepared in accordance with the National Planning Policy Framework – Planning Guidance for Transport Assessments and Transport Statements. The scope of this TA was agreed with ESCC following pre-application discussions.

Development Description

- 1.5 The planning application description of the development proposal is as follows:

“Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use, with access from Green Road and Eastern Road.”
- 1.6 The trip generation and transport impact of any future education or community use has not been included as part of this Transport Assessment. This is on the basis that the proposed development is providing the land for education or community use. The development of future educational or community use would need to be subject to a separate planning application.
- 1.7 A full description of the proposed residential development is contained in the planning application’s supporting Planning Statement and accompanying plans. The proposed site masterplan is shown at **Appendix 6**.

Transport Vision

- 1.8 An update to the National Planning Policy Framework was published on 12 December 2024, setting out a revised approach to the NPPF to achieve sustainable growth in the planning system on a national level.
- 1.9 The NPPF outlines the need for a ‘vision-led’ approach when considering development proposals, and that development should only be refused on highways grounds if there would be a severe residual cumulative impact on the road network in all tested scenarios.
- 1.10 In line with emerging transport policy that stems from the ‘vision-led’ approach outlined in the NPPF, it is important to set out the overall transport vision for the development from the

outset. This vision sets out how sustainable transport is promoted given the type of development and its location. The vision is represented below and represented within the development proposals contained within this TA:

The site will...

- **Provide high-quality connections between the site and areas to the east and west for people walking, wheeling, and cycling. This will increase permeability for active travel through the site and enhance the ability of both existing and future residents to access facilities and destinations within and around the site.**
- **Provide a high-quality route for people walking and wheeling to local bus services found to the north and northwest of the site.**
- **Make it easy, enjoyable, and safe for people to choose to walk, wheel, or cycle within the site. Through consideration for the five core design principles outlined within LTN 1/20 (safe, coherent, direct, comfortable, and attractive), the site will encourage people of all ages and abilities to walk, wheel, and / or cycle.**
- **Establish a safe, high-quality active travel connection to Wivelsfield Primary School.**

- 1.11 Overall, the transport vision looks to guide the site towards providing high-quality, safe, and attractive routes for existing and future residents within Wivelsfield. This will largely be achieved through direct routes and the minimisation of movement conflicts / interactions between cars and people walking, wheeling, and cycling.

Report Format

- **Section 2** describes the transport characteristics of the site and its location. It also includes the details of existing traffic flows, likely traffic growth, and committed development traffic flows;
- **Section 3** describes the site's accessibility to facilities by sustainable modes of travel. This includes a description of walking and cycling facilities and access to public transport;
- **Section 4** provides a review of the relevant central government and local government land use and transport planning policies and guidance;
- **Section 5** provides details of the proposed residential development, including the number of dwellings and access arrangements;
- **Section 6** details the likely traffic generation associated with the proposed development and the distribution / assignment of that traffic onto the local highway network;
- **Section 7** considers the impact of the development on the road network; and
- **Section 8** provides a summary of the transport assessment and conclusions.

2 BASELINE TRANSPORT CONDITIONS

Introduction

- 2.1 This section of the report describes the highway characteristics of the site and its location, including a review of the existing highway network and analysis of road traffic collisions for a five-year period. It also includes details of the existing traffic flows, predicted traffic growth, and committed development traffic flows.

Site Description

- 2.2 The site is comprised of two parcels of land and is located on land to the south of Green Road, to the southeast of Eastern Road and west of Hundred Acre Lane on land that is currently occupied by agricultural fields. The site is bounded by residential dwellings to the west and north, woodland to the south, and Wivelsfield Primary School to the east.
- 2.3 The site's location is detailed in **Figure 2.1** and a full location plan can be found at **Appendix 1**.

Figure 2.1: Site Location



Local Highway Network

Green Road

- 2.4 Green Road is a two-way single carriageway road that forms part of the northern boundary of the site. Green Road routes between Wivelsfield Green to the east and Wivelsfield to the west.
- 2.5 The section of Green Road that forms the northern boundary of the site is subject to a 30mph speed limit. A footway is provided on the southern side of the carriageway on Green Road for the section along the northern boundary of the site. Green Road does not benefit from street lighting.
- 2.6 Green Road provides access to B2112 to the west, connecting towards Haywards Heath and Burgess Hill. Green Road provides access to North Common Road and South Road to the east, providing access towards North Chailey and Wivelsfield Primary School, respectively.

Eastern Road

- 2.7 The development site will provide a pedestrian and cycle access to Eastern Road, located to the northwest of the site. Eastern Road is a local access cul-de-sac that connects directly to Green Road and subject to a 30mph speed limit.
- 2.8 Eastern Road is lightly trafficked and does not include any footway provision, except at the northeastern extent near the junction with Green Road. The section of Eastern Road between Wivelsfield Village Hall and Green Road is flanked by wide grass verges. Eastern Road effectively operates as shared surface, accommodating both vehicular and active travel modes.

Hundred Acre Lane

- 2.9 Hundred Acre Lane is a two-way single carriageway road located to the southeast of the site, providing access between South Road to the north and Middleton Common Lane to the south. This provides a connection between Wivelsfield Green and Ditchling Common to the south.

Road Traffic Collision Analysis

- 2.10 A review has been undertaken of road traffic collision data involving personal injury that have occurred on the road network in the vicinity of the site over a five-year period. Collision data has been obtained from Crashmap for the latest five-year period available. A copy of this data is provided in **Appendix 2**.
- 2.11 The area covered includes the following junctions and has been agreed with ESCC:
- Green Road in the vicinity of the proposed vehicular access;
 - B2112 / Green Road;
 - Green Road / Eastern Road / Slugwash Lane;
 - Green Road / North Common Road / South Road; and
 - South Road / Hundred Acre Lane / Wivelsfield Primary School Access.

- 2.12 A total of five collisions were recorded in the study area during the assessed period. All of the recorded collisions resulted in 'slight' injuries.
- 2.13 Two collisions were recorded at the B2112 / Green Road junction to the northwest of the site approximately 1km from the proposed vehicular access. These collisions involved two cars, and a car and a bicycle, respectively.
- 2.14 One collision was recorded at the Green Road / Eastern Road / Slugwash Lane junction approximately 250m to the west of the proposed vehicular access. This collision involved two cars.
- 2.15 One further collision was recorded approximately 150m to the west of the Green Road / Eastern Road / Slugwash Lane junction, in proximity to the Playing Fields bus stop pair on Green Road. This collision involved a car and a bus / coach.
- 2.16 One collision was recorded at the Green Road / North Common Road / South Road junction approximately 300m to the east of the proposed vehicular access. This collision involved two cars.
- 2.17 No collisions were recorded on Green Road in the vicinity of the proposed vehicular access during the assessed period.
- 2.18 Overall, it is considered that the existing safety record indicates that there is a good level of safety on the local highway network due to the low number of personal injury collisions over the assessed five-year period. No significant clusters of collisions were recorded in the study area during the assessed period and no collisions occurred on Green Road in the vicinity of the proposed vehicular access.

Existing Traffic Flows

- 2.19 Traffic flow data has been obtained for the following junctions in the vicinity of the site:
- B2112 / Green Road;
 - Green Road / Eastern Road / Slugwash Lane;
 - Green Road / North Common Road / South Road; and
 - South Road / Hundred Acre Lane / Wivelsfield Primary School Access.
- 2.20 Traffic surveys were undertaken at the above junctions on behalf of RPS by Paul Castle Associates Ltd on Wednesday 19th June 2024. The turning count data was collected in 15-minute intervals for the morning and evening weekday peak periods (07:00-10:00 and 16:00-19:00). In addition, queue length surveys were undertaken at the junctions every 5 minutes during the morning and evening peak hours.
- 2.21 A review of the traffic survey data indicates that the morning and evening peak hours for the local road network are 08:00-09:00 and 17:00-18:00 respectively.
- 2.22 An Automated Traffic Count (ATC) including vehicle speeds has been undertaken on Green Road in the vicinity of the proposed site access. The ATC survey was undertaken between Wednesday 19th June 2024 and Tuesday 25th June 2024. This survey provided an incomplete set of data, and the ATC equipment unfortunately appears to have been vandalised.

- 2.23 An ATC survey on Green Lane was previously undertaken between Thursday 8th June 2023 and Wednesday 14th June 2023, providing a complete set of data. The results of the ATC have been used to aid the design of the site access.
- 2.24 The average 5-day weekday and 7-day week morning and evening peak hours and daily traffic flows on Green Road for the 2023 ATC are summarised in **Table 2.1** below.

Table 2.1: Existing Traffic Movements (Green Road)

Time	Eastbound		Westbound		Total	
	5-day Weekday Average Flows	7-Day Week Flows	5-day Weekday Average Flows	7-Day Week Flows	5 Weekday Average Flows	7-Day Week Flows
AM Peak	357	293	324	275	681	568
PM Peak	323	287	307	272	630	558
Daily	3621	3361	3697	3432	7318	6793

- 2.25 The results of the traffic surveys indicate that Green Road is relatively lightly trafficked in the morning and evening peak hours. Green Road is a two-way single carriageway road and has a design capacity in the peak direction of approximately 850 vehicles per hour. The peak directional flow is 357 vehicles eastbound in the morning peak hour. Green Road is currently operating at approximately 42% of its peak hour lane capacity, which means that free flow conditions will be normal.
- 2.26 A copy of the 2024 observed traffic survey data and ATC data on Green Road is provided in **Appendix 3**.

Committed Development

- 2.27 It is necessary to account for the traffic generated by the development proposals that are consented or allocated where there is a reasonable degree of certainty it will be provided in the next three years. The following committed developments have been identified by ESCC for inclusion as part of this assessment:
- LW/24/0178 – Land East of the B2112, Wivelsfield Green West – demolition of a redundant barn and associated infrastructure and the erection of up to 96 residential dwellings (including 40% affordable housing) and associated infrastructure and landscaping on land east of the B2112, Wivelsfield Green West.
 - LW/23/0288 – Land at South Road, Wivelsfield Green – outline planning application to develop land to the south of South Road, Wivelsfield Green to provide up to 45 mixed tenure residential dwellings.
- 2.28 The traffic flows for the above developments have been extracted from the Transport Assessments that accompanied the planning application and added to the observed traffic flows for the study network.

3 ACCESSIBILITY

Introduction

- 3.1 This section of the report considers the existing modes used by residents travelling to work within the site's local area and the opportunities available for access to the site by more sustainable modes – including walking, cycling, and public transport.

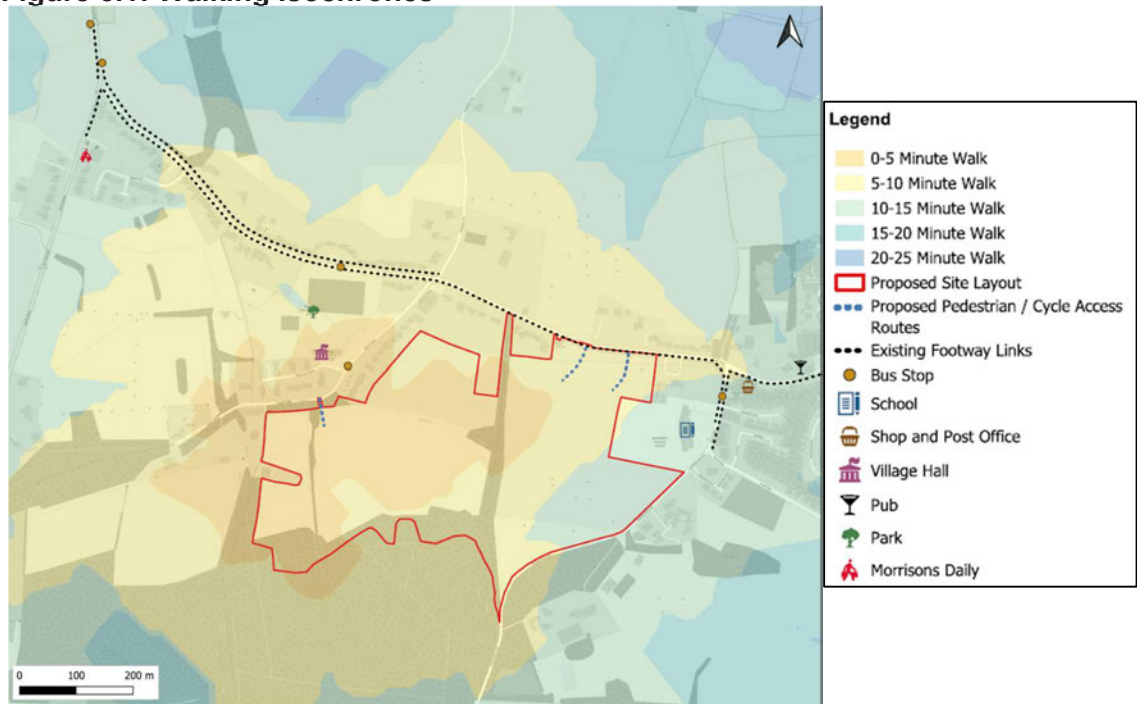
Walking Accessibility

- 3.2 This section details the site's accessibility on foot and looks at facilities and connections in the local area. It goes on to consider the available footways and crossing facilities in the area.

Local Facilities Within Walking Distance

- 3.3 **Figure 3.1** demonstrates the walking time from the site within the local area, based on an assumed walking speed of 80m per minute (4.8kph), up to a maximum distance of 2km from the centre of the site. **Appendix 4** shows the full-size indicative walking isochrones from the site.

Figure 3.1: Walking Isochrones



- 3.4 Manual for Streets (MfS) identifies the following on *walkable neighbourhoods* (Para 4.4.1):

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 (now superseded by NPPF)

states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

- 3.5 **Table 3.1** below identifies some of the key local facilities available within the surrounding area and the distances from the site. Walking distances and times have been obtained from Google Maps which takes into consideration local topography. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 3.1: Walking Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Walking
Educational Facilities		
Wivelsfield Primary School	540m	6-7
Local Facilities		
Wivelsfield Green Post Office/ Londis Store	600m	8
The Cock Inn Pub	800m	10
Wivelsfield Village Hall	180m	2
The Church of Jesus Christ of Latter-day Saints	1Km	14
Morrison's Daily	1.1Km	15
Recreational Facilities		
Wivelsfield Park	250m	3
Public Transport		
Green Road Bus Stops	560m	7
South Road Bus Stops	600m	8
Ote Hall Bus Stops	1.1km	15

- 3.6 The existing bus routes accessible on Green Road and South Road are both within an 8-minute walk of the site, respectively. This is regarded as a reasonable time to access public transport.
- 3.7 There are also two bus stops located approximately 1.1km from the site along the B2112, located just north of the B2112 / Green Road / Ditchling Road mini roundabout. Although outside of the typical catchment of 800m used to assess whether bus stops are accessible from a site, ESCC have confirmed that future residents may benefit from the services provided from these two stops. Additional details on these services are provided in the 'Public Transport' found further along in this Section.
- 3.8 The local facilities are predominantly located in Wivelsfield Green village centre and include a convenience store, post office, village hall, pub, and primary school. The local facilities in the village centre are within a circa 2-to-10-minute walk away from the site.

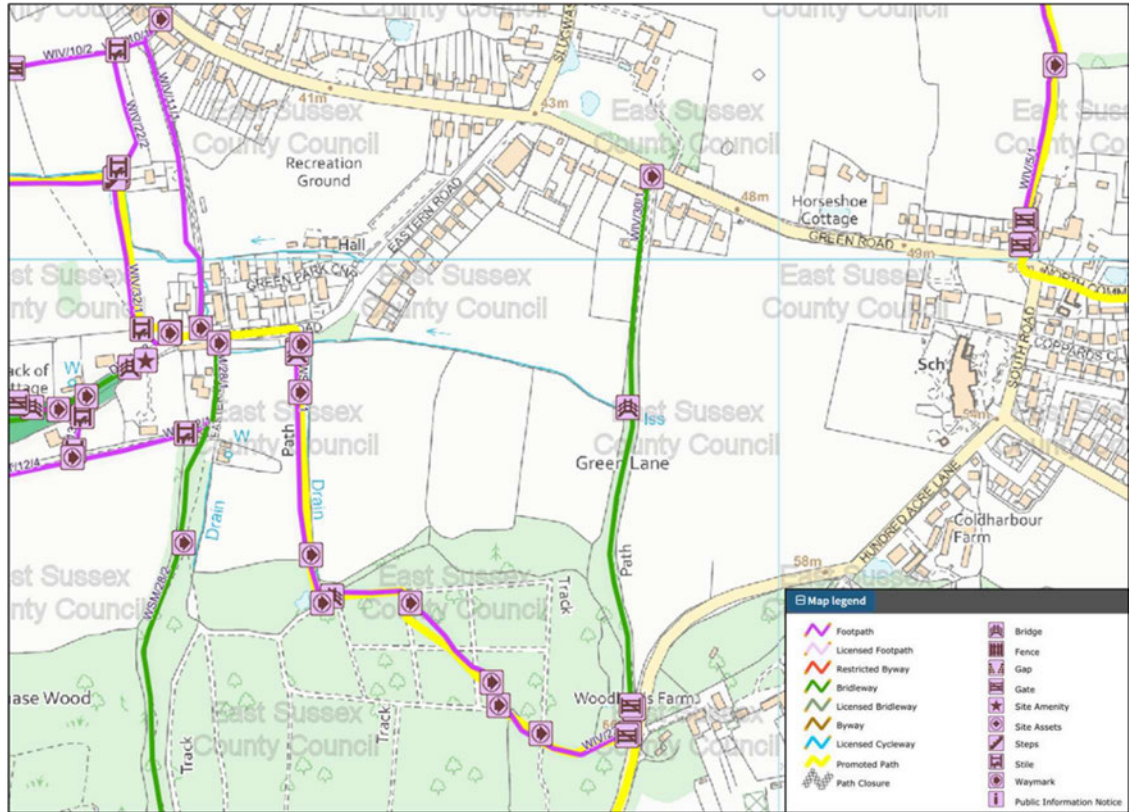
Walking Routes

- 3.9 Green Road, along the site's northern boundary, has a pedestrian footway on the south side of the road which extends to Charters Gateway to the east and to the B2112 to the west, providing access to a range of local facilities including the convenience store and primary school.
- 3.10 The Green Road southern footway connects to the footway provision on South Road that provides access to Wivelsfield Primary School. Footways are provided on both sides of South Road until the school and a zebra crossing provides access to the eastern footway to the south of the school. Hundred Acre Lane to the east of the site is not provided with any footway provision.
- 3.11 Eastern Road to the west of the site is not provided with any footway provision until the junction with Green Road. Eastern Road is lightly trafficked and currently operates as a shared surface for vehicles, pedestrians, and cycles.
- 3.12 The existing footway facilities on the local roads that will connect to the development site are considered appropriate to accommodate pedestrian movements. Overall, the walking accessibility of the site is deemed to be good, with some day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. The development will also provide an internal pedestrian and cycle connection to Green Road to the east of the vehicle access to provide the most direct route to the primary school. In addition, the site location provides walking connections to local bus services.

Public Rights of Way (PROWs)

- 3.13 The site includes access to Bridleway Wivelsfield 30 which runs through the centre of the site between the two parcels of land that separate the site. This connects Green Road and Hundred Acre Lane.
- 3.14 The site also includes access to Footpath Westmeston 1 which runs through the western parcel of the site, connecting Eastern Road and Hundred Acre Lane.
- 3.15 The Public Rights of Way (PROW) in the vicinity of the site are shown in **Figure 3.2**.

Figure 3.2: Existing PRoW Plan



3.16 The site is also within walking and cycling distance of the following existing PRoWs:

- Footpath Wivelsfield 5 – connects Green Road to the northeast of the site to Footpath Wivelsfield 26 to the north.
- Footpath Wivelsfield 11 – connects Eastern Road to the south to Footpath Wivelsfield 10 to the north.
- Footpath Wivelsfield 32 – connects Eastern Road to the south to Footpath Wivelsfield 22 to the north.
- Footpath Ditchling 9 – connects Bridleway Ditchling 10 to the east to Footpath Wivelsfield 34 to the west.
- Bridleway Ditchling 10 – connects Eastern Road to Bridleway Ditchling 69 to the west.
- Footpath Ditchling 12 – connects Bridleway Westmeston 28 to Bridleway Ditchling 11 to the west.
- Bridleway Westmeston 28 – connects Eastern Road to the west of the site to Bridleway Westmeston 3 to the south.

3.17 The above existing PRoWs will provide useful leisure routes for future residents to explore the countryside.

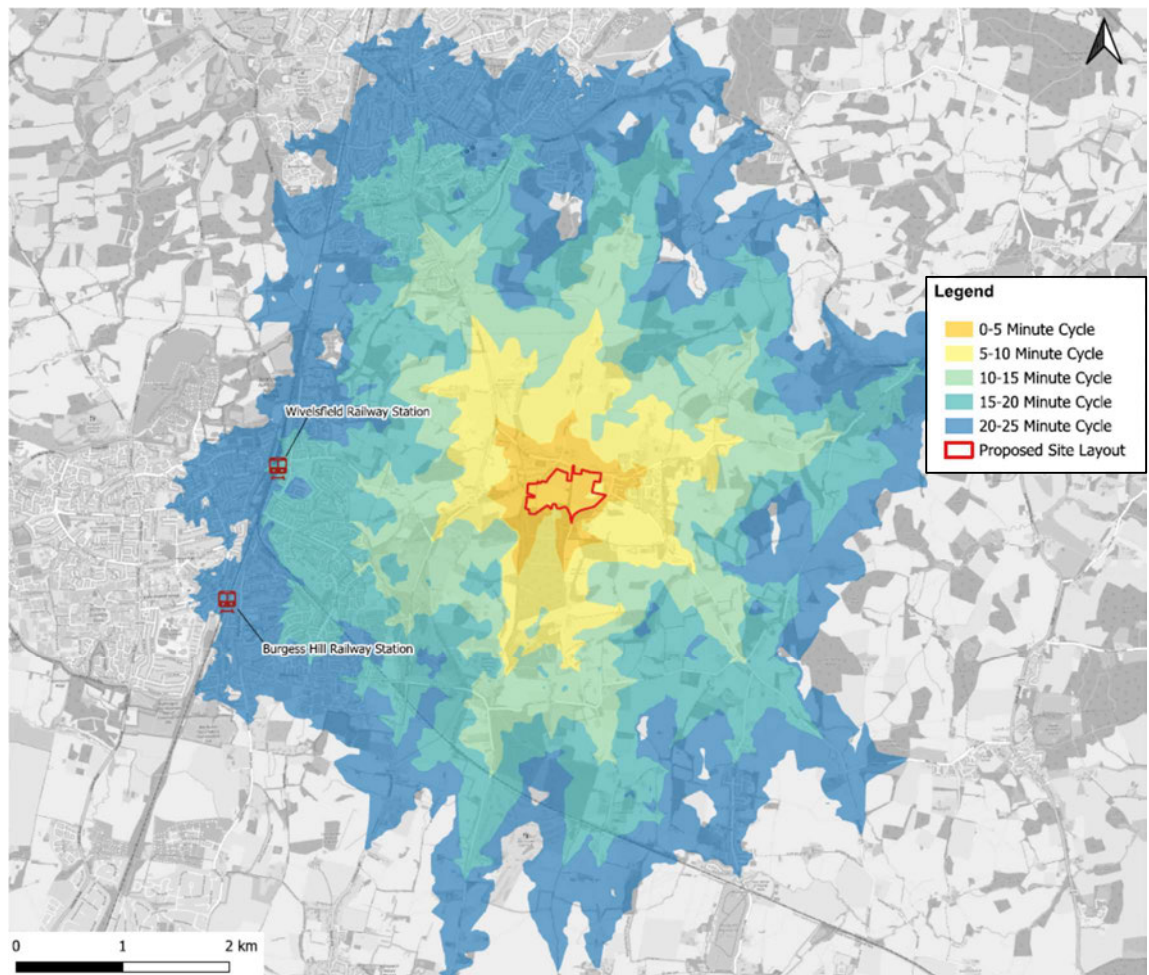
Cycling Accessibility

- 3.18 This section considers the site's accessibility by cycle and looks at facilities and connections in the local area.

Local Facilities Within Cycling Distance

- 3.19 **Figure 3.3** demonstrates the cycling time from the site within the local area, based on an average cycling speed of 200 metres per minute (12kph), up to a maximum distance of 5km from the centre of the site. **Appendix 5** shows the full-size indicative cycle isochrones from the site.

Figure 3.3: Cycling Isochrones



- 3.20 **Table 3.2** identifies the cycling distance and time to local facilities measured from the centre of the site. This is not an exhaustive list, but rather an example of distances and travel times to local facilities.

Table 3.2: Cycling Distances to Local Facilities

Facility	Distance from Centre of Site	Appropriate Journey Time (minutes)
		Cycling
Educational Facilities		
Wivelsfield Primary School	540m	2
Manor Field Primary School	4.5Km	13
Chailey Secondary School	5.5km	15
Woodlands Meed College	5.6km	18
Local Facilities		
Wivelsfield Green Post Office/ Londis Store	600m	2
Oakwood Farm Lifestyle Market	1.4km	4
Sainsbury's Local	3.7km	13
Lidl	4.8km	15
The Cock Inn Pub	800m	3
Wivelsfield Village Hall	180m	<1
The Church of Jesus Christ of Latter-day Saints	1Km	2
Morrison's Daily	1.1Km	3
Recreational Facilities		
Burgess Hill Town Football Club	5km	15
Wivelsfield Park	250m	1
Health		
Hopkins Pharmacy	5km	15
Princess Royal Hospital	4.5km	18
Public Transport		
Wivelsfield Station	4.2km	13

- 3.21 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site.
- 3.22 Wivelsfield Station is within a 15-minute cycle ride of the development site via local roads, providing good connections to rail services for future residents. Wivelsfield Primary School is within a 2-minute cycle ride of the site.

Public Transport

- 3.23 This section considers the existing availability of public transport in the vicinity of the site and reviews connections to local and wider destinations by rail and bus.

Bus

- 3.24 Based on the developable area being within the western parcel of the site, the nearest bus stop is on Eastern Road approximately 200 metres from the centre of the site. This bus stop is served by 168 Village Rider which is an off-peak local service.
- 3.25 On Green Road approximately 560m to the northwest of the centre of the site, there are two bus stops served by four bus services namely bus routes 149, 166, 167 Village Rider and 168 Village Rider. These bus services serve destinations such as Lewes, Haywards Heath, Burgess Hill, Wivelsfield Green and Wivelsfield. The bus stops are both provided with shelters.
- 3.26 Two bus stops located approximately 1.1km from the site and along the B2112 just north of the B2112 / Green Road / Ditchling Road mini roundabout provide additional bus services. Although outside the typical catchment of used to assess whether a bus stop is accessible from a site, ESCC have confirmed that these two bus stops offer potential to benefit future site residents through the provision of two additional bus services that are not accessed from the Green Road bus stops.
- 3.27 Table 3.3 summarises the route and frequencies of the bus services found at the Eastern Road, Green Road, and Ote Hall bus stops.

Table 3.3: Bus Routes and Frequencies

Bus Stop(s)	Service	Route	Number of Bus Services				
			Mon-Fri			Sat	Sun
			AM Peak	Off Peak	PM Peak		
Green Road	149	Scaynes Hill - Chailey School	1	1	0	No service	No service
	166	Lewes - Haywards Heath	1	3	1	4	No service
Green Road & Ote Hall	167 Village Rider	Lewes - Burgess Hill	1	0	1	No service	No service
Eastern Road, Green Road, & Ote Hall	168 Village Rider	Burgess Hill - Burgess Hill	0	1	0	No service	No service
Ote Hall	271	Crawley - Kemp Town	2	3	1	5	4
	272	Haywards Heath - Crawley	1	3	2	5	No service

- 3.28 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations. The frequency of the existing weekday bus services will provide

an alternative to the private car for some journeys. However, the existing morning and evening frequency is unlikely to make the bus an attractive option for journeys to work. Weekend bus services are only available via the 166 service.

- 3.29 Bus service 149 service provides a viable option for future residents to access this educational facility within approximately 20 minutes.
- 3.30 The 167 service provides buses towards Wivelsfield Railway Station from the South Road bus stops, providing a nearby option for residents to access train services towards a variety of locations. The journey time from the site to the station takes approximately 15-20 minutes. More detail on train services available at Wivelsfield Railway Station is shown in **Table 3.4**.
- 3.31 To reflect the limitations of the existing bus services that operate in the vicinity of the site in Wivelsfield Green, it has been agreed with ESCC that the development will provide a proportionate contribution towards sustainable transport improvements.

Rail

- 3.32 The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site. The station is managed by Southern and Thameslink Railway. It provides storage for 10 cycle parking spaces.
- 3.33 Wivelsfield Rail Station provides access to a range of destinations including Brighton, London Victoria, Eastbourne, Bedford, and Ore. This station is not directly served by bus, although bus stops within 270m are served by 167 Village Rider service. This station has step free access to one of the platforms.
- 3.34 **Table 3.4** provides a summary of the direct rail services operating from Wivelsfield Station.

Table 3.4: Rail Services and Frequencies from Wivelsfield Station

Service	Route	Weekday Frequency (Trains per Hour)	
		AM Peak	PM Peak
Southern	Wivelsfield – London Victoria	2	2
	Wivelsfield – Eastbourne	2	2
	Wivelsfield – Ore	1	1
	Westfield – Hastings	1	1
Thameslink	Wivelsfield – Bedford (via London Bridge)	2	2
	Wivelsfield – Brighton	2	2

- 3.35 Plumpton Station is approximately 5 kilometres to the south of the site and is again managed by Southern Railway. Bus routes 166, 167 Village Rider and 168 Village Rider provide access to the station. Plumpton Rail Station provides access to a range of destinations including London

- Victoria, Eastbourne, Lewes, and Ore. This Station provides a total of 28 cycle parking spaces and 13 car parking spaces. Step free access is provided to some of the platforms.
- 3.36 In addition to the above, Burgess Hill Station, which is on the same line as Wivelsfield and served by Gatwick Express, is accessible by bus services 167 & 168 Village Rider. This station is approximately 6km to the south-west of the site and has 64 cycle parking spaces, 141 car parking spaces and has step free access to the platforms.
- 3.37 The above local train stations are within a reasonable cycle distance from the site although likely to be accessible only to experienced cyclists.

Summary

- 3.38 The walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. In addition, the site location provides walking connections to local bus services.
- 3.39 The cycle isochrones from the development site demonstrate that all of Wivelsfield Green village is within a 15-minute cycle ride. The village centre and local facilities are all within a 5-minute cycle ride of the development site. Wivelsfield Primary School is within an easy 2-minute cycle ride of the site.
- 3.40 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations, including Chailey Secondary School via the 149 service. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site and accessed by the 167 service. The development will provide a proportionate contribution towards bus infrastructure and service improvements.
- 3.41 In terms of sustainability, the location of the site is conducive to providing future residents with a realistic alternative to the private car for many day-to-day journeys.

4 TRANSPORT PLANNING POLICY

Introduction

- 4.1 This section of the report evaluates the development proposal against the appropriate national and local land use and transport planning policies.

National Policy

National Planning Policy Framework (December 2024)

- 4.2 The current National Planning Policy Framework (NPPF) was updated on 12 December 2024, replacing the previous NPPF, which was updated in December 2023.
- 4.3 In Section 9 ‘Promoting Sustainable Transport’, the 2024 NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a choice about how they travel.
- 4.4 In relation to transport, the changes to the 2024 NPPF outline the requirement for a ‘vision-led’ approach when considering development proposals and emphasises the importance of transport considerations (patterns of movement, streets, parking, etc.) as an integral part of high-quality scheme design at the earliest stages. The proposed development’s transport vision can be found in **Section 1** of this TA.
- 4.5 The 2024 NPPF states the following in Paragraph 116:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.**
- 4.6 This provides room for a vision-led approach and allows more consideration for sustainable, high-quality transport solutions in development proposals (as it relates to the creation of high-quality places) at the earliest stages of scheme design.
- 4.7 Furthermore, paragraph 115 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
- a. Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location**
 - b. safe and suitable access to the site can be achieved for all users;**
 - c. the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
 - d. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost**

effectively mitigated to an acceptable degree through a vision-led approach.”

- 4.8 In terms of planning applications, the NPPF states at Paragraph 117(a) that developments should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”

- 4.9 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

- 4.10 Regarding parking, Paragraph 112 of the NPPF states that:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a. The accessibility of the development;**
- b. The type, mix and use of development;**
- c. The availability of and opportunities for public transport;**
- d. Local car ownership levels; and**
- e. The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”**

- 4.11 Paragraph 113 states that:

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

Draft National Planning Policy Framework (July 2024)

- 4.12 A draft National Planning Policy Framework was published on 30 July 2024, setting out a revised approach to the NPPF to achieve sustainable growth in the planning system on a national level. This document is currently within the consultation phase. Once adopted, this will replace the December 2023 NPPF.
- 4.13 In relation to transport, the changes between the draft NPPF and the current NPPF are minimal. However, the draft document outlines the need for a vision led approach when considering development proposals, and that development should only be refused on highways grounds if there would be a severe residual cumulative impact on the road network in all tested scenarios.

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 4.14 The National Planning Practice Guidance (NPPG) was updated in March 2014. The Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. Regarding whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 4.15 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts, and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health, and quality of life.
- 4.16 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to local circumstances and be established at the earliest practicable possible stage of a development proposal.

Local Planning Policy and Guidance

East Sussex Local Transport Plan 2024 – 2050 (2024)

- 4.17 The draft East Sussex Local Transport Plan 2024 – 2050 sets out the development plans for transport within East Sussex to support residents, businesses, and visitors within the county. This plan (LTP4) replaces LTP3 and is currently in draft.
- 4.18 The vision of this document is for:
- “An inclusive transport system that connects people and places, is decarbonised, safer, resilient, and supports our natural environment, communities, and businesses to be healthy, thrive and prosper.”**
- 4.19 In order to achieve this vision, this document outlines the following objectives:
- “1) Deliver safer and accessible journeys;
2) Support healthier lifestyles and communities;
3) Decarbonise transport and travel;
4) Conserve and enhance our local environment;
5) Support sustainable economic growth; and
6) Strengthen the resilience of our transport networks.”**
- 4.20 Paragraph 4.32 states that:
- “Many of our core policies aim to encourage travelling by walking, cycling and/or public transport: from providing sustainable connectivity to and within new developments, to delivering higher quality walking and cycling**

infrastructure, and a new, more integrated, and accessible, public transport network.”

4.21 Policy B2 Active Travel looks to encourage walking, cycling, and wheeling as the natural choice of transport for individuals. These policy measures will focus on:

- **“Reviewing and delivering the Local Cycling and Walking Infrastructure Plan – which includes a robust pipeline of deliverable active travel schemes for networks and places – ensuring a balance of schemes to support walking, wheeling, and cycling.**
- **Planning, designing, delivering, and maintaining new and enhanced high quality infrastructure to support more walking, wheeling, and cycling that considers national infrastructure guidance and best practice. (as outlined in Manual for Streets, DfT LTN 1/20 and Healthy Streets).**
- **Promoting safer, more accessible, and quicker travel by active travel modes integrating with public transport.**
- **Integrate active travel infrastructure and initiatives with other strategy documents (i.e. East Sussex Bus Service Improvement Plan, Local Planning Authorities Local Plans, TfSE’s Transport Strategy, and the TfSE Active Travel Strategy) to increase the opportunities to secure funding to deliver these types of measures.**
- **Providing high-quality inclusive public spaces and public realm as part of placemaking schemes.**
- **Delivering walking and cycling initiative programmes which support travel behaviour change with key local partners and communities alongside identifying opportunities for the funding of these.**
- **Review the East Sussex Sustainable Modes of Travel Strategy (SMOT) – to enhance the promotion of sustainable travel to school.**

4.22 Furthermore, Appendix A Future Transport Scenario Planning Report outlines the following when considering land use in market towns and rural areas:

“Focus new development in town centres, market towns and villages where public transport connectivity is highest.”

East Sussex Guidance on Parking at New Developments (2024)

4.23 The East Sussex Guidance on Parking at New Developments outlines ESCC’s approach to parking at new developments, including the level of parking to be provided. This guidance provides additional advice on the design and layout of parking for new developments.

4.24 Page 16, relating to cycle parking at residential developments, states that:

“All residential development (except sheltered/elderly housing or nursing homes) should, in general, provide 1 cycle space per bedroom.”

4.25 Page 16 on cycle parking at residential developments also outlines that:

“Ideally, residential cycle parking should be within the curtilage of the property and at the front of the building. The cycle parking must be enclosed and lockable. Requirements need to take account of the location, size, and type of dwelling. Where cycle parking is provided within garages, driveways require extra width to pass by a parked vehicle or a separate path/gate to access cycles should be provided (see 4e for further guidance relating to cycle parking).”

4.26 When considering car parking for residential developments, page 15 states that:

“While Highway Authorities may indicate parking standards/guidance for their area, it is recognised that due consideration should be given to local circumstances, accessibility and local car ownership. Within East Sussex a calculation tool for residential proposals has been developed based on Census 2021 data and allows site specific determination of predicted parking demand by entering data including the location (ward), dwelling type (house or flat) size (number of bedrooms) and the way parking is provided (allocated or unallocated). Expected levels of car ownership and demand will be calculated. Appendix A provides guidance on the use of the calculator.”

4.27 Furthermore, Appendix A states that:

“The tool will indicate the appropriate level of parking provision and should be used as a guide. Some flexibility may be applied in determining the actual provision at developments depending on the location and detail of the development proposal. Agreement to any variation will be at the discretion of County Council Officers and should be supported with appropriate justification.”

4.28 This calculation tool for residential car parking is a downloadable Excel Macro Enabled spreadsheet that is available online. The planning application is in outline with only the principles of the proposed quantum of homes, land uses and means of access to be determined. Therefore, the specific details in relation to parking will form part of a reserved matters application.

4.29 When considering parking for electric vehicles, page 11 outlines the following:

“Currently, most charging of ULEVs takes place at home, overnight. Therefore, in accordance with current standards and codes of practice, developers are required to include charging facilities for electric vehicles at all properties with off-street parking.”

Lewes District Local Plan Part 1 Joint Core Strategy 2010 – 2030 (2016)

4.30 The Lewes District Local Plan Part 1 Joint Core Strategy provides a plan for new development within the district for the period covering 2010 – 2030. Lewes District Council is preparing a new Local Plan to guide development up to 2040.

4.31 The eleven strategic objectives of this document are:

- “To stimulate and maintain a buoyant and balanced local economy through regeneration of the coastal towns, support for the rural economy and ensuring that the economy is underpinned by a balanced sector profile;
- To maintain and enhance the vitality and viability of the district’s town centres, retail centres and local centres as hubs for shopping, business, entertainment, cultural and community life;
- To deliver the homes and accommodation for the needs of the district and ensure the housing growth requirements are accommodated in the most sustainable way;
- To take advantage of the richness and diversity of the district’s natural and heritage assets to promote and achieve a sustainable tourism industry in and around the district;
- To work with other agencies to improve the accessibility to key community services and facilities and to provide the new and upgraded infrastructure that is required to create and support sustainable communities;
- To conserve and enhance the high quality and character of the district’s towns, villages, and rural environment by ensuring that all forms of new development are designed to a high standard and maintain and enhance the local vernacular and ‘sense of place’ of individual settlements;
- To conserve and enhance the natural beauty, wildlife, and cultural heritage of the area;
- To maximise opportunities for re-using suitable previously developed land and to plan for new development in the highly sustainable locations without adversely affecting the character of the area;
- To reduce the need for travel and to promote a sustainable system of transport and land use for people who live in, work in, study in and visit the district;
- To ensure that the district reduces causes of climate change and is proactive regarding climate change initiatives; and
- To reduce the district’s vulnerability to the impacts of climate change, particularly by seeking to reduce the number of properties, community assets and infrastructure that are at an unacceptable risk of flooding, or coastal erosion.”

4.32 Core Policy 13 of this document relates to Sustainable Travel. This policy outlines the following:

“The local planning authority will promote and support development that encourages travel by walking, cycling and public transport, and reduces the proportion of journeys made by car, in order to help achieve a rebalancing of transport in favour of sustainable modes by:

- 1) Ensuring that new development is located in sustainable locations with good access to schools, shops, jobs, and other key services by walking, cycling and public transport in order to reduce the need to travel by car (unless there is an overriding need for the development in a less accessible location).
- 2) Ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists, and users of public transport over ease of access by the motorist.
- 3) Ensuring that new residential developments are designed to achieve speeds of 20 mph or less.
- 4) Ensuring that new development minimises the need to travel and incorporates appropriate measures to mitigate for any transport impacts which may arise from that development.
- 5) Requiring new development to provide for an appropriate level of cycle and car parking in accordance with parking guidance approved by the local planning authority.
- 6) Requiring development which generates a significant demand for travel, and/or is likely to have other transport implications to:
 - i) Be supported by a Transport Assessment/Transport Statement and sustainable Travel Plan, where appropriate;
 - ii) Contribute to improved sustainable transport infrastructure, including the provision of safe and reliable sustainable transport modes; and
 - iii) Provide facilities and measures to support sustainable travel modes.”

4.33 Furthermore, Core Policy 13 on Sustainable Travel states that:

“The local planning authority will work with East Sussex County Council and other relevant agencies to encourage and support measures that promote improved accessibility, create safer roads, reduce the environmental impact of traffic movements, enhance the pedestrian environment, or facilitate highway improvements. In particular, the local planning authority will:

- a) Support the expansion and improvement of public transport services, particularly those providing links between the rural and urban areas;
- b) Encourage improvements to existing rail services, new or enhanced connections or interchanges between bus and rail services, and improvements to the quality and quantity of car and cycle parking at railway stations; and
- c) Support the development of a network of high quality walking and cycling routes throughout the district.”

Summary

4.34 The key transportation policy is to ensure that new developments are in locations which are or can be made sustainable. Access should be safe and suitable for all modes of travel.

-
- 4.35 In this respect new developments should be in accessible locations, which are conducive by travel by walking, cycling, or using public transport, for everyday trips, associated with employment, education, and leisure purposes.
- 4.36 In terms of sustainability, the development site benefits from access to existing bus services. Local facilities including a shop, and a school are accessible by walking and cycling. The site will therefore provide residents with realistic sustainable travel choices to the private car for some journeys.
- 4.37 The proposed development provides a safe means of access to and from the site. A commitment to a Travel Plan and Travel Information Packs will assist residents in adopting sustainable travel practices.
- 4.38 As such, the proposed development is considered to accord to relevant national and local land use and transport policy.

5 DEVELOPMENT PROPOSAL

5.1 The planning application description of the development proposal is as follows:

“Outline planning application for the erection of up to 150 dwellings, with associated works, parking, landscaping, publicly accessible open space, land for education or community use, with access from Green Road and Eastern Road.”

5.2 A full description of the proposed residential development is contained in the planning application’s supporting Planning Statement and accompanying plans.

5.3 The site layout for the development proposal is detailed on the plan provided at **Appendix 6**.

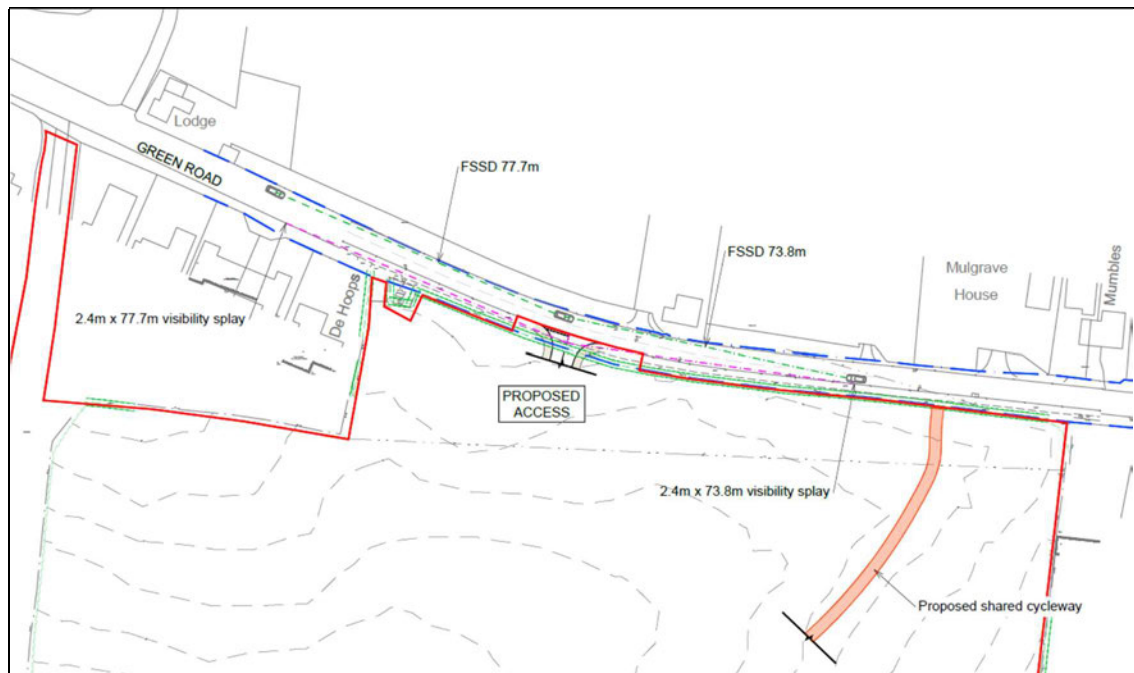
Access Arrangement

5.4 It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The access accords with the “LAA Ref: 31WV” preferred access strategy.

5.5 This arrangement would include a 5.5m wide access road and 2m wide footways on both sides of the access to link onto the existing footway network at this location. It is proposed that the junction radii are provided at 6m to accommodate the swept path of a large refuse vehicle.

5.6 The design of the priority junction is detailed in **Figure 5.1** with the full design provided at **Appendix 7**.

Figure 5.1: Proposed Priority Junction - Green Road



Junction Visibility

- 5.7 The visibility at the proposed junction ensures there is adequate intervisibility between vehicles on the major and minor arms and has been based on the following guidance provided in MfS.
- 5.8 The original Manual for Streets (MfS1) document was published in 2007 and introduced new guidance based on evidence and research and represented a move away from a prescriptive and rigid interpretation of design standards. It was stated in MfS1 that the guidance focussed on lightly trafficked residential streets, but the principles could be applied to wider circumstances. However, this was often interpreted as MfS1 only being applicable to lightly trafficked and residential streets.
- 5.9 MfS2, published in September 2010, expands on the guidance in MfS1 to cover busy streets and non-trunk roads thus filling the gap between DMRB (standards developed for Trunk Roads) and the original MfS1. Regarding its status and application MfS2 states:
- “The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume.”**
- 5.10 Furthermore, in paragraph 1.3.2, MfS2 states:
- “It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.”**
- 5.11 To ensure that visibility at the proposed access accords to the relevant design standard, an ATC traffic survey has been placed on Green Road in the vicinity of the proposed access arrangements to establish the 85th percentile speeds. The speed survey has been undertaken in accordance with the advice contained in the DMRB CA 185 ‘Vehicle Speed measurement’. The weather conditions for the duration of the survey were dry. The results of the speed survey are as follows based on the highest average 85th percentile speeds:
- Eastbound = 38.7mph
 - Westbound = 37.4mph
- 5.12 The recorded vehicle speeds are above 60kph (37mph). Therefore, the visibility splay has been calculated using the best practice contained within the Department for Transport’s MfS2 at paragraph 10.1.12 that provides a formula for calculating visibility splays. The formula incorporates the Design Manual for Roads and Bridges-based perception time and deceleration rate values to calculate the required visibility splay.
- 5.13 The visibility requirements are 2.4m x 73.8m to the right and 2.4m x 77.7m to the left. In addition, road users waiting to turn right into the proposed access from Green Road can also see beyond the required stopping sight distance. It should be noted that a visibility splay significantly above the Manual for Streets requirements can be achieved at the access due to the straight alignment of Green Road.
- 5.14 The MfS2 stopping sight distance can be achieved to the left and right of the access arrangement based on a 2.4m X-distance. The distance back along the access which visibility is measured is known as the ‘X-distance.’ It is generally measured back from the ‘give-way’ line. An X-distance of 2.4m should normally be used in most residential situations, as this represents a reasonable maximum distance between the front of the car and driver’s eye.

- 5.15 The Y-distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right of the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the edge of the kerb line. Therefore, a more accurate assessment of a visibility splay is made by measuring to the nearside edge of the vehicle track. To allow for the vehicle track the Y-distance has been measured to a point 1m from the nearside edge of carriageway. The measurement is taken from the point where this line intersects the centre line of the minor arm.
- 5.16 The visibility splays at the proposed access are indicated in the drawing provided at **Appendix 7**. The proposed visibility splay accords with the advice contained within MfS2. The visibility splay can be achieved within the highway boundary.

Emergency Vehicle Access

- 5.17 The development proposal is anticipated to accommodate up to 150 dwellings. The provision of a second access for emergency use is not considered necessary as it is stated within MfS:
- “Authorities have often argued that the larger the site, the more likely it is that a single access could be blocked for whatever reason. The fire service adopts a less numbers driven approach and considers each application based on a risk assessment for the site and response time requirements.”**
- 5.18 ESCC confirmed the acceptability of the single point of vehicle access as part of the pre-application scoping discussions.

Servicing

- 5.19 The proposed access has been designed to accommodate refuse vehicles and fire tenders as shown by the swept path analysis attached at **Appendix 8**.

Parking Provision

- 5.20 The planning application is in outline with only the principles of the proposed quantum of homes, land uses and means of access to be determined. Therefore, the specific details in relation to parking will form part of a reserved matters application.

Electric Vehicle Charging Provision

- 5.21 It is proposed that each dwelling that has a designated parking space will be provided with an electric vehicle charging point.

Pedestrian and Cycle Access

- 5.22 The site is located as an extension to the south of the existing Wivelsfield Green Village. Access to the local facilities will be predominantly to the north and west of the site. It is therefore proposed that the site provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary. This will provide the most direct route to local facilities within the village.

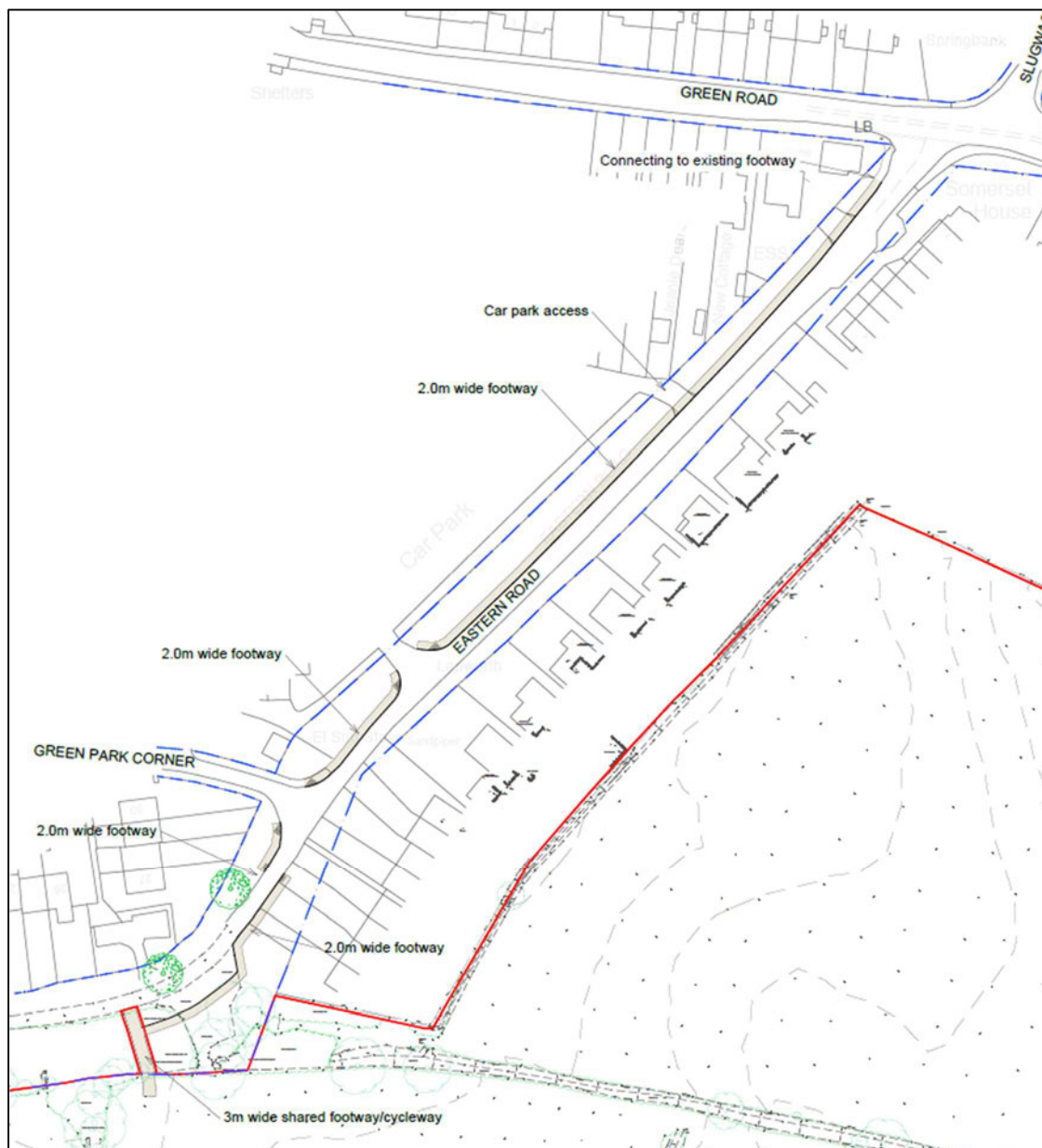
Green Road

- 5.23 The proposed vehicular access with Green Road will accommodate pedestrian and cycle movements. In addition, it is proposed to provide a separate pedestrian and cycle connection to Green Road southern footway via a 3m shared footway / cycleway located to the east of the vehicle access. The shared footway / cycleway will provide the most direct route to access Wivelsfield Primary School located on South Road.
- 5.24 The shared footway / cycleway is detailed on the vehicle access drawing provided at **Appendix 7**.

Eastern Road

- 5.25 The development will connect to Eastern Road via a 3m shared footway / cycleway-only access at the western site boundary. This access will connect to a new footway on the western side of Eastern Road, where it continues north and connects to Green Road. This will provide site residents with an additional option for movement between the site and greater Wivelsfield area. **Figure 5.2** shows the proposed pedestrian / cycle-only access, and it can be viewed in full at **Appendix 9**.

Figure 5.2: Proposed New Footway Along Eastern Road



- 5.26 The internal development pedestrian and cycle routes will also connect to the existing bridleway that runs north to south through the site between Green Road and Hundred Acre Lane.

Stage 1 Road Safety Audit

- 5.27 As part of this application a Stage 1 Road Safety Audit (RSA1) has been undertaken for the proposed highway vehicular and pedestrian / cycle access arrangements. The RSA1 was undertaken by Capital Road Safety Limited on 25 November 2024 in accordance with GG119 'Road Safety Audit'.

- 5.28 The RSA1 raised one problem in relation to the Green Road site access arrangement, one problem associated with the proposed Eastern Road footway improvements, and one problem in relation to the proposed shared-use surface to the east of the site.
- 5.29 Following a review of the RSA1, the design team consider that the problems can be easily overcome with the supply of vehicle tracking drawings and at the detailed design stage post-planning.
- 5.30 Details of the RSA1 Audit and the RSA1 Designers Response – including considerations and responses to the three problems outlined above – are included in **Appendix 10**.

Residential Framework Travel Plan

- 5.31 As can be seen from the accessibility review in Section 3, the site is within an easy walk and cycle distance of the local facilities and public transport. Therefore, the location of the development will provide residents with the opportunity to travel by alternative modes to the private car for some journeys.
- 5.32 To further encourage the use of alternative modes of transport to the private car a Framework Residential Travel Plan has been produced as a separate document.
- 5.33 The Framework Travel Plan aims to:
- Encourage the use of sustainable modes of transport, such as walking, cycling, and using public transport;
 - Reduce unnecessary travel; and
 - Encourage the use of sustainable travel by improving facilities and providing information.
- 5.34 The information within the Residential Travel Plan will help introduce residents to alternative modes and enable them to consider the trips to be made and the modes of transport they can use. It is intended that the Residential Travel Plan will encourage a change in perceptions and attitudes and therefore the desired change in travel behaviour, i.e., less unnecessary car use.

6 TRIP GENERATION AND DISTRIBUTION

- 6.1 This section considers the likely traffic generation of the development of up to 150 residential dwellings. In determining the predicted trip generation for the site, the TRICS database has been used. To ascertain the trip distribution / assignment for the residential development, travel to work data from the 2011 Census has been used.

Residential Trip Generation

- 6.2 RPS submitted residential trip rates contained in the pre-application scoping submission documents, based on the TRICS database for other similar developments in terms of size and location.

- 6.3 ESCC reviewed the proposed trip rates are provided the following response:

“It would seem from looking at a sample that quite a few sites have very good public transport [frequent bus services 7 days a week and train stations within walking distance] and thus are not comparable sites. I suggest that some further investigation on site selection is looked at which I acknowledge may mean a smaller sample.”

- 6.4 To address the above concerns the TRICS database has been interrogated with the following adjustments to remove sites with access to highway frequency bus services and trains stations:

- Only sites with populations <10,000 within 1 mile were included;
- Only sites with populations <50,000 within 5 miles were included;
- Sites with car ownership <1.1 were excluded;
- 1 site in Staplehurst was excluded due to its access to good train services within 1km; and
- 1 site in Wymondham as excluded due to its proximity to high frequency bus services.

- 6.5 The ensure that the sites selected are comparable to the proposed residential development, the following general TRICS selection parameters have been used:

- Parameter: Number of Dwellings
- Land use: 03 - Residential
- Category: A – Houses Privately Owned
- Number of Dwellings Range: 100 to 400
- Data Range: 01/01/15 to 04/07/23

- 6.6 Using the filter parameters detailed above, a total of 7 comparable sites were extracted in TRICS. **Table 6.1** summarises the total vehicle trip rates for these sites.

Table 6.1: Peak Hour Total Vehicle Trip Rates (150 Dwellings)

Trip Rate / Trips	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.121	0.334	0.455	0.334	0.173	0.506
Vehicular Trips	18	50	68	50	26	76

- 6.7 The table above indicates that the site has the potential to generate up to 68 vehicle trips in the morning peak and 76 vehicle trips in the evening peak.
- 6.8 The full TRICS report and selection parameters are found at **Appendix 11**.

Multi-Modal Trips

- 6.9 Multi-modal trips for the proposed development have been based on mode share extracted from the TRICS database. **Table 6.2** below shows the mode share breakdown for the site and includes the likely multi-modal trip generation across the AM, PM, and daily periods.

Table 6.2: Multi Modal Trips (150 Dwellings)

Mode of Travel	TRICS Mode Share	Proposed Multi Modal Trip Generation		
		Morning Peak Hour	Evening Peak Hour	Daily
		Total	Total	Total
Car	70%	68	76	642
Walking / Wheeling	23%	23	25	214
Bicycle	2%	2	3	21
Bus	2%	2	3	21
Taxi	1%	1	1	10
Rail	0.5%	0	0	3
Motorcycle	0.5%	0	1	4
Total	100%	97	108	916

Source: Census (2011), RPS Calculations. Note: figures may not sum exactly due to rounding.

- 6.10 The above analysis indicates that 2.5% of trips would be undertaken by public transport with 2 total movements in the morning and 3 total movements in the evening peak.
- 6.11 In terms of active travel, walking and cycling would account for 25 total movements in the morning peak and 28 total movements in the evening peak, for a total of 235 trips across a typical day.

Traffic Distribution

6.12 The distribution of the residential trips was reviewed based on the 2011 Census database, which provides details of where residents within Lewes 002 Middle Layer Super Output Area (MSOA) work.

6.13 ESCC highways as part of the scoping discussions requested that the use of the 2021 Census database is reviewed in terms of journey work data. The Office for National Statistics states the following about the 2021 Census dataset:

“Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes.”

6.14 The 2021 Census took place during a national lockdown and the government advice at the time was for people to work from home and avoid public transport. Although the 2021 Census provides more recent data, the impact of the COVID-19 pandemic on travel behaviour is considered to make the 2011 Census more reflective of general work and travel patterns. It is acknowledged that recent changes in working practices may change travel habits, however, it is considered that the general attractiveness of nearby areas is unlikely to have changed significantly.

6.15 The residential traffic distribution based on the Census journey to work data is as follows:

- **Westbound:** 71% via the B2112 / Green Road mini roundabout, split into the following routes:
 - 45% northbound via B2112
 - 26% southbound via B2112
- **Eastbound:** 29% via Green Road, split into the following routes:
 - 25% eastbound via N Common Road
 - 4% southbound via South Road

Traffic Flow Diagrams

6.16 The existing observed traffic, along with future assessment scenarios, are presented within the Traffic Flow Diagrams contained at **Appendix 12**.

7 TRAFFIC IMPACT

- 7.1 This section of the TA considers the transport impact of the proposed development at key local junctions on the local road network within the vicinity of the site.

Assessment Parameters

Study Area

- 7.2 The impact of the proposed residential development has been assessed at the following junctions:
- Green Road / Proposed Site Access priority T-junction;
 - Ditchling Road / B2112 / Green Road mini roundabout;
 - Green Road / Eastern Road / Slugwash Lane staggered junction;
 - Green Road / Proposed Site Access priority T-junction;
 - N Common Road / South Road / Green Road priority T-junction; and
 - South Road / Hundred Acre Lane / School Access mini roundabout.
- 7.3 The extent of the study area has been agreed with ESCC as part of the pre-application scoping discussions.

Future Year Assessment and Traffic Growth

- 7.4 It has been agreed as part of the scoping discussions that the impact on the local highway will be five years after the planning application, i.e., 2029. Therefore, the DfT traffic growth methodology has been applied to the 2024 observed traffic flows using forecasts from TEMPRO Version 8 and the NTM for Lewes MSOA area 002. The proposed growth rates are as follows:
- 2024-2029 Morning Peak = 1.0416; and
 - 2024-2029 Evening Peak = 1.0408.
- 7.5 It should be noted that TEMPro includes growth in housing as part of its assumptions; therefore, the inclusion of the proposed development flows, committed development flows, and local traffic growth will lead to an element of double counting and provide a robust assessment of the local highway network.

Assessment Scenarios

- 7.6 The junctions that form the study area have been assessed for the following scenarios during the morning and evening peak hours:
- 2024 Observed - weekday morning and evening peak hours;
 - 2029 Base + Committed Development - weekday morning and evening peak hours; and
 - 2029 Base + Committed Development + Proposed Development: Weekday morning and weekday evening peak hours.

Assessment Methodology

- 7.7 The junction analysis has been undertaken using 'Junctions 10' software.
- 7.8 The results of the Junctions 10 assessment for the roundabout junctions provides a ratio of flow to capacity (RFC) figure and a Queue (Q) length (number of vehicles). The RFC determines how the arm of the junction is operating and if the RFC is 0.85 or less the relevant arm of the junction is within its design capacity with minimal queues. An RFC greater than 0.85 and less than 1.0 shows that the junction is operating close to its design capacity and as such some queues and delays may start to occur. When an RFC is greater than 1.0 the arm of the junction is operating at or exceeding its design capacity and as a result longer delays / queues will start to form. On this basis a maximum RFC of 1 will be used as the absolute capacity of a junction. Should the level of traffic at a junction exceed this threshold then mitigation may be required. Queue results represent an average queue length, so will not always be whole numbers of vehicles.
- 7.9 The copies of the Junctions 10 assessments are provided in **Appendix 13** of this report. The following assessment has been undertaken.

Green Road / Site Access

- 7.10 The capacity of the proposed site access with Green Road has been assessed using Junctions 10. As this junction only exists when the development is built out, only the worst case 2029 Base + Committed Development + Proposed Development scenarios are assessed.
- 7.11 **Table 7.1** provides the summary of the results of the capacity assessment undertaken for the 2029 Base + Committed Development + Proposed Development scenarios.

Table 7.1: Green Road / Site Access Results

Scenario / Stream	2029 Base + Committed Development + Proposed Development AM Peak		2029 Base + Committed Development + Proposed Development PM Peak	
	Queue	RFC	Queue	RFC
2029 Base + Committed + Dev				
Site Access to Green Road (W) B-C	0.1	0.07	0.0	0.03
Site Access to Green Road (E) B-A	0.1	0.05	0.0	0.02
Green Road (W) to All C-AB	0.0	0.03	0.2	0.09

- 7.12 The above results show that the proposed priority junction will operate significantly within its design capacity with minimal delays experienced. Additional traffic associated with the proposed development will not materially affect the operation of Green Road.

Ditchling Road / B2112 / Green Road – Mini Roundabout

- 7.13 The capacity of the priority junction has been assessed using Junctions 10.
- 7.14 ESCC provided the junction geometry (measured onsite) for the mini roundabout for inclusion in the model that was agreed as part of the transport planning work associated with LW/24/0178 – Land East of the B2112, Wivelsfield Green West committed development. RPS transport reviewed the geometry and agree it will provide a consistent basis for the assessment of the mini roundabout junction.
- 7.15 The initial results of the Junctions 10 assessment showed significant average vehicle queues on the Green Road arm of the junction in the morning peak hour. The predicted queues do not reflect the minimal queues observed at Green Road in the morning peak hour by the video traffic survey. Therefore, the Junctions 10 model has been calibrated to reflect more closely the 2024 observed average queues on the Green Road arm of the junction in the morning peak hour.
- 7.16 **Table 7.2** provides the summary results of the capacity assessment undertaken for the 2024 Observed, 2029 Base + Committed and 2029 Base + Committed Scenarios+ Proposed.

Table 7.2: Ditchling Road / B2112 / Green Road Mini Roundabout Results

Scenario / Arm	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
2024 Base				
B2112	1.4	0.58	2.0	0.66
Green Road	1.6	0.61	1.1	0.54
Ditchling Road	1.3	0.57	1.2	0.54
2029 Base + Committed				
B2112	1.6	0.62	2.5	0.72
Green Road	1.9	0.66	1.5	0.59
Ditchling Road	1.6	0.62	1.4	0.58
2029 Base + Committed + Development				
B2112	1.7	0.63	2.9	0.74
Green Road	2.4	0.71	1.6	0.62
Ditchling Road	1.7	0.63	1.5	0.60

- 7.17 As shown in **Table 7.2**, the Ditchling Road / B2112 / Green Road mini roundabout works in all modelled scenarios, maintaining an RFC of less than 0.85 across each modelled time period.

The addition of development traffic onto the mini roundabout will have negligible impact on the operation of the junction.

B2112 Ditchling Road Traffic Impact – Priority Junction

- 7.18 The B2112 Ditchling Road runs to the south of the mini roundabout junction with Green Road and provides access to Ditchling village circa 4km to the south. ESCC have requested that the impact of the development traffic on Ditchling village is considered as part of this assessment. The trip generation and distribution predict that the proposed development will result in the following total vehicle flows on the B2112 Ditchling Road to the south of the mini roundabout with Green Road:
- 21 total trips in the morning peak hour; and
 - 29 total trips in the evening peak hour.
- 7.19 The above equates to approximately 1 trip every 3 minutes in the morning peak hour and one trip every 2 minutes in the evening peak hour on the B2112 Ditchling Road. This level of impact will be imperceptible to other road users on the B2112 Ditchling Road. In addition, James Lane, B2113 Folders Lane, and other minor side roads connect to the B2112 Ditchling Road and will further disperse the development traffic and impact on Ditchling village.

Green Road / Eastern Road / Slugwash Lane – Priority Junction

- 7.20 The capacity of the priority junction has been assessed using Junctions 10.
- 7.21 **Table 7.3** provides the summary results of the capacity assessment undertaken for the 2024 Observed, 2029 Base + Committed and 2029 Base + Committed Scenarios+ Proposed.

Table 7.3: Green Road / Eastern Road / Slugwash Lane Results

Scenario / Stream	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
2024 Base				
Eastern Road to Green Road B-C	0.0	0.02	0.0	0.02
Eastern Road to Green Road / Slugwash Lane B-AD	0.0	0.04	0.1	0.06
Green Road to All A-BCD	0.0	0.03	0.0	0.02
Slugwash Lane to Green Road D-A	0.0	0.02	0.0	0.01
Slugwash Lane to Eastern Road / Green Road D-BC	0.0	0.01	0.0	0.04

Scenario / Stream	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
Green Road to All C-ABD	0.0	0.04	0.2	0.09
2029 Base + Committed				
Eastern Road to Green Road B-C	0.0	0.02	0.0	0.02
Eastern Road to Green Road / Slugwash Lane B-AD	0.0	0.04	0.1	0.07
Green Road to All A-BCD	0.0	0.03	0.0	0.02
Slugwash Lane to Green Road D-A	0.0	0.02	0.0	0.01
Slugwash Lane to Eastern Road / Green Road D-BC	0.0	0.01	0.0	0.05
Green Road to All C-ABD	0.1	0.04	0.2	0.09
2029 Base + Committed + Development				
Eastern Road to Green Road B-C	0.0	0.02	0.0	0.02
Eastern Road to Green Road / Slugwash Lane B-AD	0.0	0.04	0.1	0.07
Green Road to All A-BCD	0.0	0.03	0.0	0.02
Slugwash Lane to Green Road D-A	0.0	0.02	0.0	0.01
Slugwash Lane to Eastern Road / Green Road D-BC	0.0	0.01	0.1	0.05
Green Road to All C-ABD	0.1	0.04	0.2	0.10

- 7.22 The above results show that existing priority junction will operate significantly within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed development will not materially affect the operation of the priority junction and will be imperceptible to other road users.

N Common Road / South Road / Green Road – Priority Junction

7.23 The capacity of the priority junction has been assessed using Junctions 10.

7.24 **Table 7.4** provides the summary results of the capacity assessment undertaken for the 2024 Observed, 2029 Base + Committed and 2029 Base + Committed Scenarios+ Proposed.

Table 7.4: N Common Road / South Road / Green Road Results

Scenario / Stream	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
2024 Base				
South Road to Green Road B-C	0.5	0.32	0.3	0.22
South Road to N Common Road B-A	0.0	0.04	0.0	0.02
Green Road to All C-AB	0.9	0.41	0.8	0.37
2029 Base + Committed				
South Road to Green Road B-C	0.5	0.34	0.3	0.23
South Road to N Common Road B-A	0.0	0.04	0.0	0.02
Green Road to All C-AB	1.0	0.43	0.9	0.39
2029 Base + Committed + Development				
South Road to Green Road B-C	0.5	0.34	0.3	0.23
South Road to N Common Road B-A	0.0	0.04	0.0	0.02
Green Road to All C-AB	1.1	0.44	0.9	0.40

7.25 The above results show that existing priority junction will operate significantly within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed development will not materially affect the operation of the priority junction and will be imperceptible to other road users.

South Road / Hundred Acre Lane / School Access – Mini Roundabout Junction

7.26 The capacity of the priority junction has been assessed using Junctions 10.

7.27 **Table 7.5** provides the summary results of the capacity assessment undertaken for the 2024 Observed, 2029 Base + Committed and 2029 Base + Committed Scenarios+ Proposed.

Table 7.5: South Road / Hundred Acre Lane / School Access Results

Scenario / Arm	AM Peak		PM Peak	
	Queue	RFC	Queue	RFC
2024 Base				
South Road (N)	0.3	0.25	0.3	0.21
South Road (E)	0.2	0.19	0.1	0.12
Hundred Acre Lane	0.1	0.06	0.0	0.04
School Access	0.0	0.02	0.0	0.01
2029 Base + Committed				
South Road (N)	0.4	0.26	0.3	0.22
South Road (E)	0.2	0.20	0.1	0.12
Hundred Acre Lane	0.1	0.06	0.0	0.04
School Access	0.0	0.02	0.0	0.01
2029 Base + Committed + Development				
South Road (N)	0.4	0.26	0.3	0.22
South Road (E)	0.2	0.20	0.1	0.12
Hundred Acre Lane	0.1	0.06	0.0	0.04
School Access	0.0	0.02	0.0	0.01

7.28 The above results show that existing mini roundabout junction will operate significantly within its design capacity with minimal delays experienced. It is clear the additional traffic associated with the proposed development will not materially affect the operation of the mini roundabout junction and will be imperceptible to other road users.

Summary

7.29 The traffic impact analysis undertaken as part this TA calculates the proposed development trip generation and resultant vehicular movements in the future year against the base scenario.

7.30 The NPPF states in paragraph 115:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 7.31 The analysis undertaken has demonstrated that the proposed development will not have a 'severe' impact on the road network and that the means of access is safe for all road users.

8 SUMMARY AND CONCLUSION

- 8.1 RPS has been instructed by Taylor Wimpey UK Ltd to undertake a Transport Assessment (TA) for a proposed residential development of up to 150 residential dwellings on land south of Green Road, Wivelsfield Green, East Sussex, RH17 7QL. The site lies within the jurisdiction of East Sussex County Council (ESCC) and Lewes District Council (LDC).
- 8.2 This TA has been prepared in accordance with national and local guidance, and pre-application scoping discussions with ESCC, the local highway authority.
- 8.3 The site is comprised of two parcels of land and is located on land to the south of Green Road, to the southeast of Eastern Road and west of Hundred Acre Lane on land that is currently occupied by agricultural fields. The site is bounded by residential dwellings to the west and north, woodland to the south, and Wivelsfield Primary School to the east.
- 8.4 It is proposed that the residential development is served via a new priority junction with Green Road at the northern site boundary. The access accords with the LAA Ref: 31WV preferred access strategy. This arrangement would include a 5.5m wide access road and 2m wide footways on both sides of the access to link onto the existing footway network at this location.
- 8.5 The site is located as an extension to the south of the existing Wivelsfield Green Village. Access to the local facilities will be predominantly to the north and west of the site. It is therefore proposed that the site provides pedestrian and cycle connections via Green Road at the northern boundary and Eastern Road at the western boundary. This will provide the most direct route to local facilities within the village.
- 8.6 The walking accessibility of the site is deemed to be good, with day-to-day facilities available within reasonable walking distances. The proximity of the site to the local primary school also means that for education trips, walking will be a realistic alternative to travel by private car. In addition, the site location provides walking connections to local bus services. The village centre and local facilities are all within a 5-minute cycle ride of the development site. Wivelsfield Primary School is within an easy 2-minute cycle ride of the site.
- 8.7 The range of bus services within the locality of the site provides a reasonable level of bus services connecting to key destinations. The frequency of the existing weekday bus services will provide an alternative to the private car for some journeys. The closest rail station to the site is Wivelsfield Station, which is approximately 4 kilometres to the west of the site. The development will provide a proportionate contribution towards bus infrastructure and service improvements.
- 8.8 In terms of sustainability, the location of the site is conducive to providing future residents with a realistic alternative to the private car for many day-to-day journeys.
- 8.9 The impact of the new housing on the local road network has been assessed and shows that the proposed development will not cause any safety issues or have any significant impact on highway capacity.
- 8.10 In conclusion, the proposed development is sustainable with good accessibility to local facilities, offers a good choice of sustainable transport modes, and has no significant impact on the highway network. As such there are no transport reasons why the development should not be permitted.

Appendices

Appendix 1 – Site Location Plan



B2112

DITCHLING ROAD

GREEN ROAD

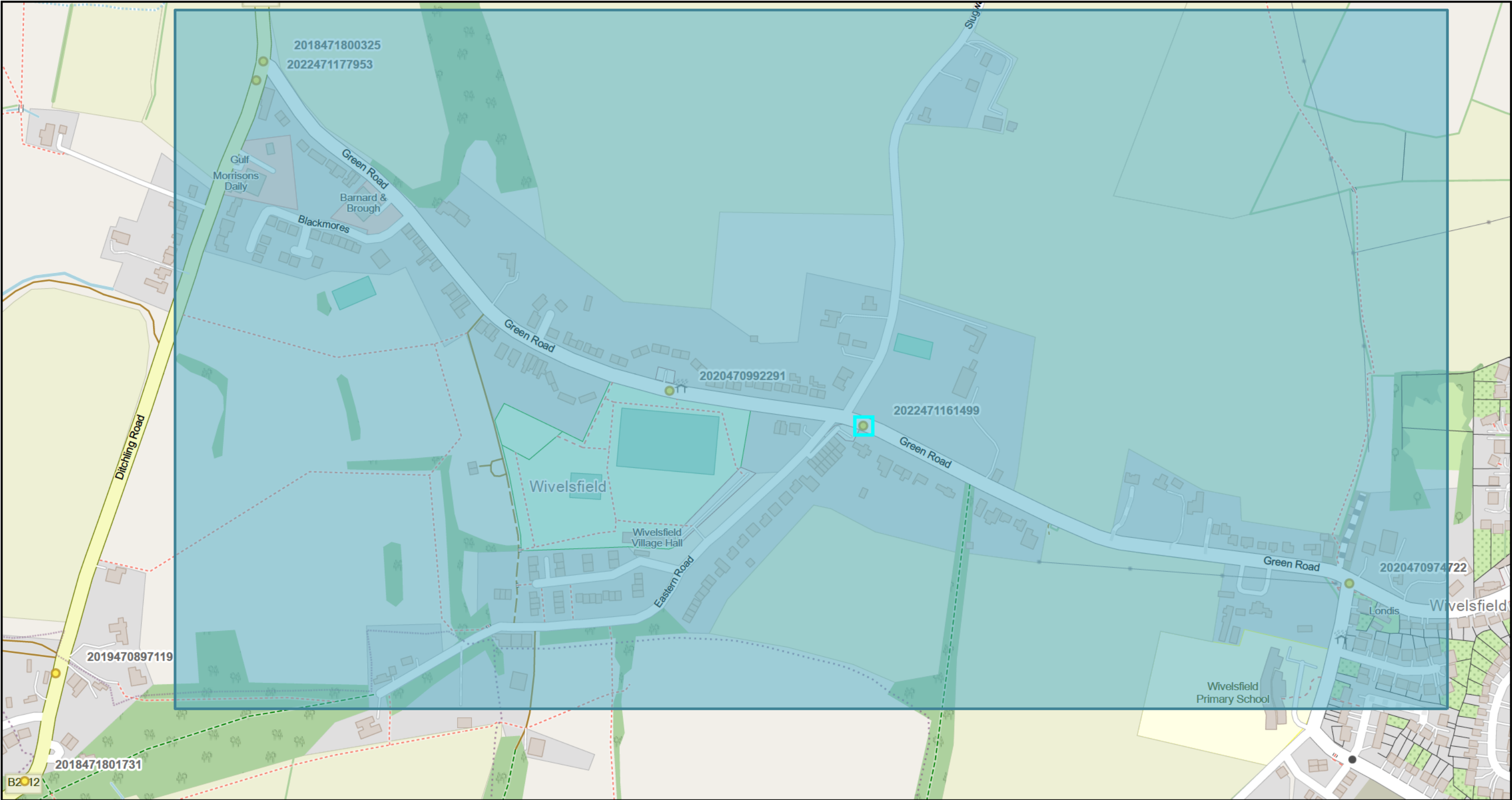
SITE

N COMMON ROAD



Appendix 2 – Collision Data

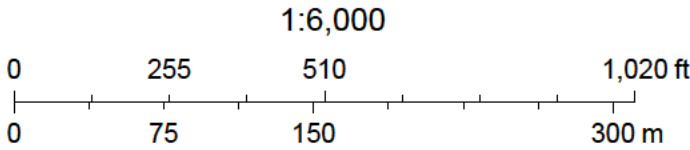
CrashMap Pro



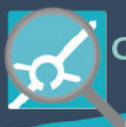
11/10/2024, 09:28:36

Crashes

● Slight



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri



Validated Data

Crash Date: Thursday, January 18, 2018
Highest Injury Severity: Slight
Highway Authority: East Sussex
Local Authority: Lewes
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: Central refuge - no other controls
Road Type: Roundabout
Junction Control: Give way or uncontrolled

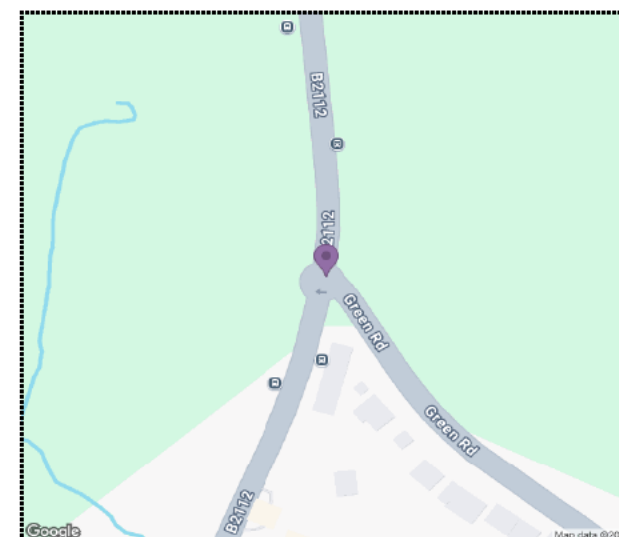
Time of Crash: 18:05:00
Road Number: B2112

Crash Reference: 2018471800325

Casualties: 2

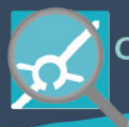
Vehicles: 2

OS Grid Reference: 534156 120484



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Validated Data

Crash Date:

Thursday, January 18, 2018

Time of Crash: 18:05:00

Crash Reference: 2018471800325

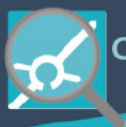
Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Wall or fence
2	Car (excluding private hire)	18	Male	26 - 35	Vehicle is performing a U turn	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, August 22, 2020

Time of Crash: 08:30:00

Crash Reference: 2020470974722

Highest Injury Severity: Slight

Road Number: U0

Casualties: 3

Highway Authority: East Sussex

Vehicles: 2

Local Authority: Lewes

OS Grid Reference: 535259 119990

Weather Description: Raining with high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

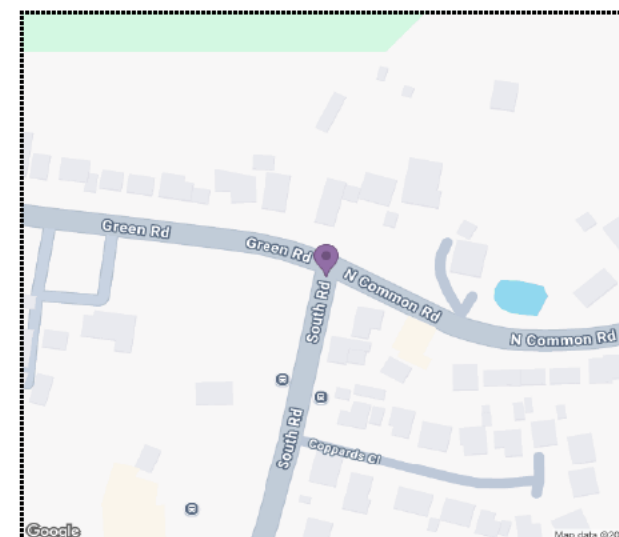
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

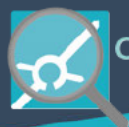
Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Saturday, August 22, 2020

Time of Crash: 08:30:00

Crash Reference: 2020470974722

Vehicles Involved

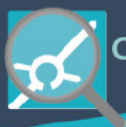
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

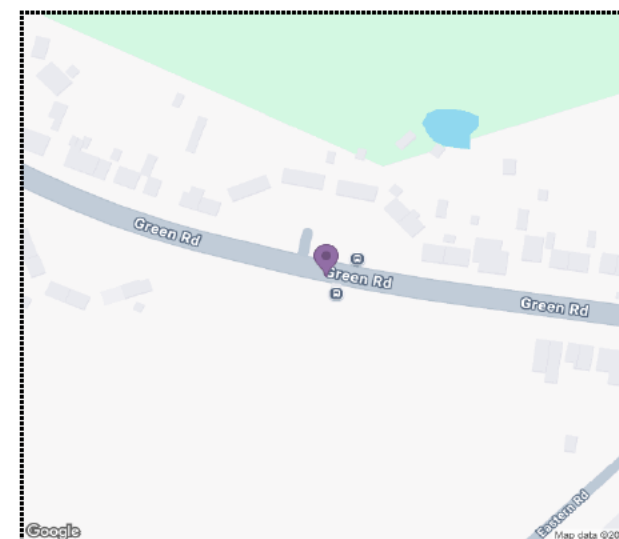
For more information about the data please visit: www.crashmap.co.uk/home/faq

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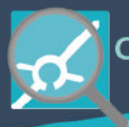
Validated Data

Crash Date:	Wednesday, October 21, 2020	Time of Crash:	15:13:00	Crash Reference:	2020470992291
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	East Sussex			Vehicles:	2
Local Authority:	Lewes			OS Grid Reference:	534572 120165
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Crash Date:

Wednesday, October 21, 2020

Time of Crash: 15:13:00

Crash Reference: 2020470992291

Vehicles Involved

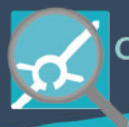
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	46 - 55	Vehicle is passing a stationary vehicle on its offside	Front	Commuting to/from work	None	None
2	Bus or coach (17+ passenger seats)	19	Male	56 - 65	Vehicle is parked in the carriageway	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside - masked by parked or stationary vehicle

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Validated Data

Crash Date: Thursday, March 31, 2022

Time of Crash: 20:33:00

Crash Reference: 2022471161499

Highest Injury Severity: Slight

Road Number: U0

Casualties: 2

Highway Authority: East Sussex

Vehicles: 2

Local Authority: Lewes

OS Grid Reference: 534768 120135

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

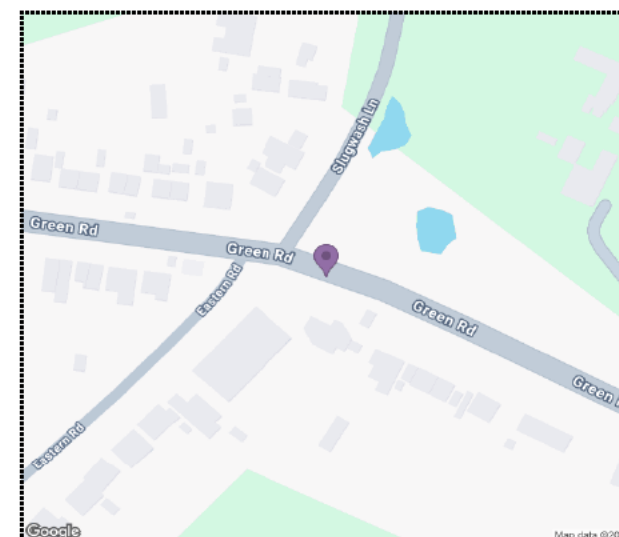
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

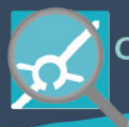
Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, March 31, 2022

Time of Crash: 20:33:00

Crash Reference: 2022471161499

Vehicles Involved

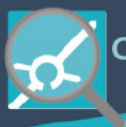
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	3	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

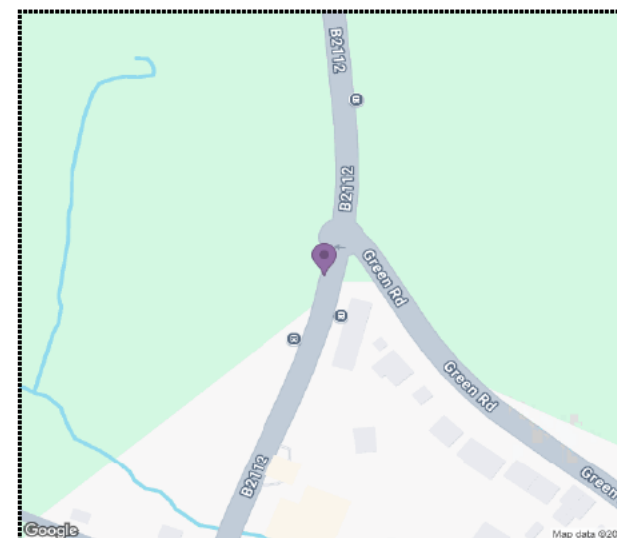
For more information about the data please visit: www.crashmap.co.uk/home/faq

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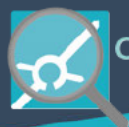
Validated Data

Crash Date:	Tuesday, May 17, 2022	Time of Crash:	06:50:00	Crash Reference:	2022471177953
Highest Injury Severity:	Slight	Road Number:	B2112	Casualties:	1
Highway Authority:	East Sussex			Vehicles:	2
Local Authority:	Lewes			OS Grid Reference:	534150 120465
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Central refuge - no other controls				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, May 17, 2022

Time of Crash:

06:50:00

Crash Reference: 2022471177953

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle is in the act of turning right	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 3 – Traffic Survey Data

Wivelsfield ATC, Green Road



Direction: Eastbound

Hour Beginning	Wed 19/06/2024	Thu 20/06/2024	Fri 21/06/2024	Sat 22/06/2024	Sun 23/06/2024	Mon 24/06/2024	Tue 25/06/2024	5-Day Avg.	7-Day Avg.
00:00	20	20	0	0	0	0	0	5	6
01:00	5	4	0	0	0	0	0	2	1
02:00	1	1	0	0	0	0	0	0	0
03:00	12	9	0	0	0	0	0	4	3
04:00	8	10	0	0	0	0	0	4	3
05:00	30	32	0	0	0	0	0	12	9
06:00	114	108	0	0	0	0	0	44	32
07:00	311	322	303	0	0	0	0	157	134
08:00	427	435	419	0	0	0	0	257	183
09:00	248	242	259	0	0	253	0	200	143
10:00	225	223	244	0	0	218	0	188	134
11:00	221	225	222	0	0	231	0	180	128
12:00	254	251	269	0	0	256	0	206	147
13:00	204	227	203	0	0	225	0	172	123
14:00	290	284	265	0	0	0	0	168	120
15:00	287	300	273	0	0	0	0	172	123
16:00	465	476	393	0	0	0	0	261	186
17:00	435	443	407	0	0	0	0	262	187
18:00	309	304	319	0	0	0	0	106	133
19:00	159	136	154	0	0	0	0	96	69
20:00	119	0	135	0	0	0	0	51	36
21:00	76	0	61	0	0	0	0	27	20
22:00	39	0	0	0	0	0	0	8	6
23:00	21	0	0	0	0	0	0	4	3
Total	3729	3735	3546	0	0	1183	0	2439	1742
12H(7-19)	4197	3961	3926	0	0	1183	0	2697	1898
16H(6-22)	4257	3961	3926	0	0	1183	0	2669	1907
18H(6-24)	4333	4057	3926	0	0	1183	0	2700	1928
AM Peak	08:00	08:00	08:00	00:00	00:00	09:00	00:00	08:00	08:00
	427	438	419	0	0	253	0	257	183
PM Peak	16:00	16:00	17:00	12:00	12:00	12:00	12:00	17:00	17:00
	465	476	407	0	0	256	0	262	187

Paul Cattle Associates

AM Peak Average (E/B)
428

PM Peak Average (E/B)
436

Direction: Westbound

Hour Beginning	Wed 19/06/2024	Thu 20/06/2024	Fri 21/06/2024	Sat 22/06/2024	Sun 23/06/2024	Mon 24/06/2024	Tue 25/06/2024	5-Day Avg.	7-Day Avg.
00:00	4	9	0	0	0	0	0	3	2
01:00	5	8	0	0	0	0	0	3	2
02:00	2	2	0	0	0	0	0	1	1
03:00	7	6	0	0	0	0	0	3	2
04:00	10	10	0	0	0	0	0	4	3
05:00	38	40	0	0	0	0	0	16	11
06:00	108	131	0	0	0	0	0	48	34
07:00	361	362	336	0	0	0	0	212	151
08:00	417	405	368	0	0	0	0	242	173
09:00	200	174	265	0	0	264	0	217	155
10:00	247	215	249	0	0	199	0	182	130
11:00	260	240	263	0	0	229	0	198	142
12:00	224	228	232	0	0	217	0	180	129
13:00	234	219	243	0	0	224	0	184	131
14:00	256	240	252	0	0	0	0	150	107
15:00	338	329	335	0	0	0	0	200	143
16:00	399	387	380	0	0	0	0	233	167
17:00	334	345	330	0	0	0	0	202	144
18:00	263	236	213	0	0	0	0	142	102
19:00	147	124	166	0	0	0	0	87	62
20:00	126	0	147	0	0	0	0	55	39
21:00	70	0	89	0	0	0	0	32	23
22:00	48	0	0	0	0	0	0	10	7
23:00	15	0	0	0	0	0	0	3	2
Total	3613	3400	3406	0	0	1133	0	2342	1673
12H(7-19)	4064	3735	3688	0	0	1133	0	2564	1831
16H(6-24)	4127	3735	3688	0	0	1133	0	2577	1840
24H(0-24)	4193	3810	3688	0	0	1133	0	2605	1861
AM Peak	08:00	08:00	08:00	00:00	00:00	09:00	00:00	08:00	08:00
	417	405	388	0	0	264	0	242	173
PM Peak	16:00	16:00	16:00	12:00	12:00	13:00	12:00	16:00	16:00
	399	387	380	0	0	224	0	233	167

Paul Cattle Associates

AM Peak Average (W/B)
403

PM Peak Average (W/B)
336

Direction: Total Flow

Hour Beginning	Wed 19/06/2024	Thu 20/06/2024	Fri 21/06/2024	Sat 22/06/2024	Sun 23/06/2024	Mon 24/06/2024	Tue 25/06/2024	5-Day Avg.	7-Day Avg.
00:00	24	29	0	0	0	0	0	11	8
01:00	10	12	0	0	0	0	0	4	3
02:00	3	3	0	0	0	0	0	1	1
03:00	19	15	0	0	0	0	0	7	5
04:00	18	20	0	0	0	0	0	8	5
05:00	68	72	0	0	0	0	0	28	20
06:00	222	239	0	0	0	0	0	92	66
07:00	672	684	639	0	0	0	0	399	285
08:00	844	843	807	0	0	0	0	499	356
09:00	518	516	524	0	0	517	0	417	296
10:00	502	438	493	0	0	417	0	370	264
11:00	481	465	485	0	0	460	0	378	270
12:00	478	479	501	0	0	473	0	386	276
13:00	438	446	446	0	0	449	0	356	254
14:00	546	524	517	0	0	0	0	317	227
15:00	625	629	608	0	0	0	0	372	266
16:00	864	863	743	0	0	0	0	494	353
17:00	792	788	737	0	0	0	0	463	331
18:00	572	540	532	0	0	0	0	329	235
19:00	306	262	350	0	0	0	0	184	131
20:00	245	0	282	0	0	0	0	105	73
21:00	146	0	150	0	0	0	0	59	42
22:00	87	0	0	0	0	0	0	17	12
23:00	36	0	0	0	0	0	0	7	5
Total	7342	7215	7032	0	0	2316	0	4781	3415
12H(7-19)	8261	7716	7814	0	0	2316	0	5221	3730
16H(6-24)	8384	7716	7814	0	0	2316	0	5246	3747
24H(0-24)	8526	7867	7814	0	0	2316	0	5305	3789
AM Peak	08:00	08:00	08:00	00:00	00:00	09:00	00:00	08:00	08:00
	844	843	807	0	0	517	0	499	356
PM Peak	16:00	16:00	16:00	12:00	12:00	12:00	12:00	16:00	16:00
	864	863	743	0	0	473	0	494	353

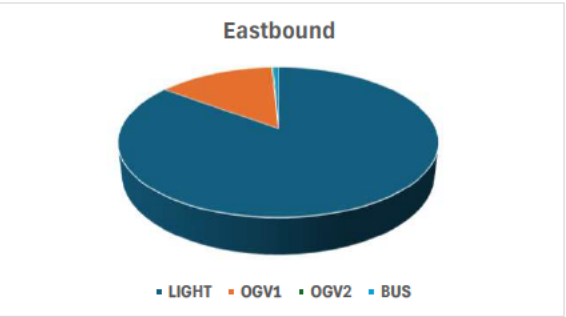
Paul Cattle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	4333	3699	595	8	31
Thu 20 Jun 2024	4057	3452	577	7	21
Fri 21 Jun 2024	3926	3367	528	7	24
Sat 22 Jun 2024	0	0	0	0	0
Sun 23 Jun 2024	0	0	0	0	0
Mon 24 Jun 2024	1183	975	200	2	6
Tue 25 Jun 2024	0	0	0	0	0
5 Day Ave.	2700	2299	380	5	16
7 Day Ave.	1928	1642	271	3	12

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	100.0%	85.4%	13.7%	0.2%	0.7%
Thu 20 Jun 2024	100.0%	85.1%	14.2%	0.2%	0.5%
Fri 21 Jun 2024	100.0%	85.8%	13.4%	0.2%	0.6%
Sat 22 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 23 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 24 Jun 2024	100.0%	82.4%	16.9%	0.2%	0.5%
Tue 25 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	85.1%	14.1%	0.2%	0.6%
7 Day Ave.	100.0%	85.1%	14.1%	0.2%	0.6%

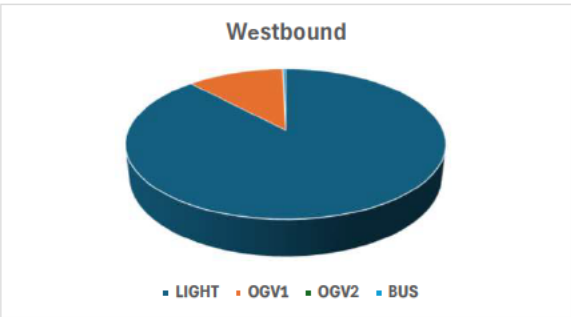
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Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	4193	3716	465	3	9
Thu 20 Jun 2024	3810	3361	431	5	13
Fri 21 Jun 2024	3888	3424	451	3	10
Sat 22 Jun 2024	0	0	0	0	0
Sun 23 Jun 2024	0	0	0	0	0
Mon 24 Jun 2024	1133	961	164	1	7
Tue 25 Jun 2024	0	0	0	0	0
5 Day Ave.	2605	2292	302	2	8
7 Day Ave.	1861	1637	216	2	6

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	100.0%	88.6%	11.1%	0.1%	0.2%
Thu 20 Jun 2024	100.0%	88.2%	11.3%	0.1%	0.3%
Fri 21 Jun 2024	100.0%	88.1%	11.6%	0.1%	0.3%
Sat 22 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 23 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 24 Jun 2024	100.0%	84.8%	14.5%	0.1%	0.6%
Tue 25 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	88.0%	11.6%	0.1%	0.3%
7 Day Ave.	100.0%	88.0%	11.6%	0.1%	0.3%

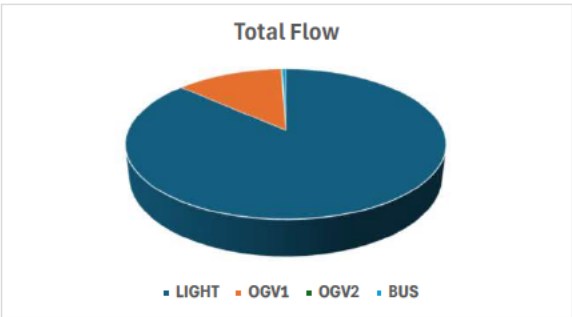
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	8526	7415	1060	11	40
Thu 20 Jun 2024	7867	6813	1008	12	34
Fri 21 Jun 2024	7814	6791	979	10	34
Sat 22 Jun 2024	0	0	0	0	0
Sun 23 Jun 2024	0	0	0	0	0
Mon 24 Jun 2024	2316	1936	364	3	13
Tue 25 Jun 2024	0	0	0	0	0
5 Day Ave.	5305	4591	682	7	24
7 Day Ave.	3789	3279	487	5	17

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 19 Jun 2024	100.0%	87.0%	12.4%	0.1%	0.5%
Thu 20 Jun 2024	100.0%	86.6%	12.8%	0.2%	0.4%
Fri 21 Jun 2024	100.0%	86.9%	12.5%	0.1%	0.4%
Sat 22 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 23 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 24 Jun 2024	100.0%	83.6%	15.7%	0.1%	0.6%
Tue 25 Jun 2024	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	86.5%	12.9%	0.1%	0.5%
7 Day Ave.	100.0%	86.5%	12.9%	0.1%	0.5%

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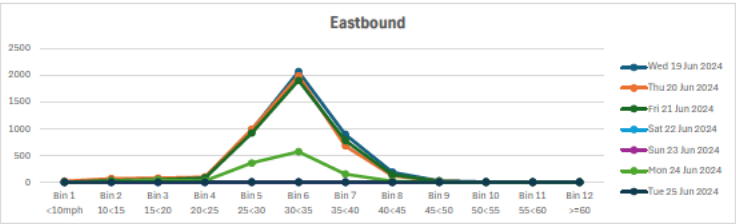


Wivelsfield ATC, Green Road

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	4333	37.7	32.5	5.0	3	30	45	87	979	2068	894	190	28	7	2	0
Thu 20 Jun 2024	4057	37.2	31.5	5.5	18	69	76	98	989	1986	679	120	18	3	1	0
Fri 21 Jun 2024	3926	37.3	32.2	4.9	3	30	50	81	919	1902	779	139	20	3	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	1183	36.0	30.7	5.1	0	19	43	24	357	569	151	19	1	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2700	29.6	25.4	4.1	5	30	43	58	649	1305	501	94	13	3	1	0
7 Day Ave.	1928	21.2	18.1	2.9	3	21	31	41	463	932	358	67	10	2	0	0

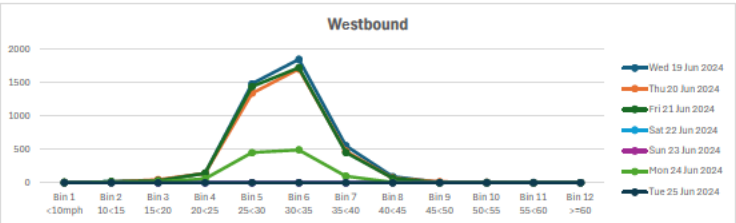
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	4193	35.9	31.1	4.6	6	16	34	143	1485	1850	554	92	5	5	2	1
Thu 20 Jun 2024	3810	35.7	31.0	4.6	2	12	47	139	1344	1705	474	69	13	4	1	0
Fri 21 Jun 2024	3888	35.4	30.8	4.5	7	17	31	143	1441	1724	454	66	1	2	1	1
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	1133	34.6	30.2	4.2	0	5	16	60	451	493	100	7	1	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2605	28.3	24.6	3.6	3	10	26	97	944	1154	316	47	4	2	1	0
7 Day Ave.	1861	20.2	17.6	2.6	2	7	18	69	674	825	226	33	3	2	1	0

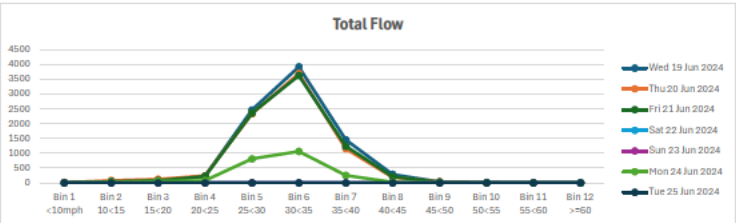
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	8526	36.8	31.8	4.9	9	46	79	230	2464	3918	1448	282	33	12	4	1
Thu 20 Jun 2024	7867	36.5	31.3	5.1	20	81	123	237	2333	3691	1153	189	31	7	2	0
Fri 21 Jun 2024	7814	36.4	31.5	4.8	10	47	81	224	2360	3626	1233	205	21	5	1	1
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	2316	35.3	30.5	4.7	0	24	59	84	808	1062	251	26	2	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	5305	29.0	25.0	3.9	8	40	68	155	1593	2459	817	140	17	5	1	0
7 Day Ave.	3789	20.7	17.9	2.8	6	28	49	111	1138	1757	584	100	12	3	1	0

Paul Castle Associates



Wivelsfield ATC, Green Road

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	476	36.2	30.7	5.3	0	7	10	21	164	199	62	11	1	0	1	0
Thu 20 Jun 2024	448	36.5	31.3	5.0	0	4	14	9	126	221	59	14	0	1	0	0
Fri 21 Jun 2024	466	36.1	30.8	5.2	0	9	6	19	156	204	57	14	1	0	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	449	36.0	31.1	4.7	0	4	12	7	134	225	57	10	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	368	29.0	24.8	4.0	0	5	8	11	116	170	47	10	0	0	0	0
7 Day Ave.	263	20.7	17.7	2.9	0	3	6	8	83	121	34	7	0	0	0	0

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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	507	34.1	29.7	4.2	0	3	5	33	238	191	32	4	0	1	0	0
Thu 20 Jun 2024	455	35.2	30.4	4.6	0	4	9	21	169	194	54	4	0	0	0	0
Fri 21 Jun 2024	512	33.8	29.6	4.1	0	3	4	31	256	185	28	4	0	1	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	428	35.1	30.5	4.4	0	4	6	21	144	207	43	3	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	380	27.6	24.0	3.5	0	3	5	21	161	155	31	3	0	0	0	0
7 Day Ave.	272	19.7	17.2	2.5	0	2	3	15	115	111	22	2	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	983	35.1	30.2	4.8	0	10	15	54	402	390	94	15	1	1	1	0
Thu 20 Jun 2024	903	35.9	30.8	4.9	0	8	23	30	295	415	113	18	0	1	0	0
Fri 21 Jun 2024	978	35.0	30.1	4.7	0	12	10	50	412	389	85	18	1	1	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	877	35.6	30.8	4.6	0	8	18	28	278	432	100	13	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	748	28.3	24.4	3.8	0	8	13	32	277	325	78	13	0	1	0	0
7 Day Ave.	534	20.2	17.4	2.7	0	5	9	23	198	232	56	9	0	0	0	0

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	577	37.6	32.5	4.9	2	3	2	20	118	272	136	22	2	0	0	0
Thu 20 Jun 2024	584	36.7	31.9	4.7	0	3	10	11	152	286	105	15	2	0	0	0
Fri 21 Jun 2024	538	37.8	32.4	5.2	2	4	2	22	115	245	119	26	3	0	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	340	22.4	19.4	3.0	1	2	3	11	77	161	72	13	1	0	0	0
7 Day Ave.	243	16.0	13.8	2.1	1	1	2	8	55	115	51	9	1	0	0	0

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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	594	34.9	30.5	4.2	0	2	3	32	234	256	62	4	0	0	1	0
Thu 20 Jun 2024	569	35.5	30.7	4.7	1	5	6	22	209	253	62	10	0	1	0	0
Fri 21 Jun 2024	587	34.5	30.3	4.1	0	2	4	34	235	254	55	3	0	0	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	350	21.0	18.3	2.6	0	2	3	18	136	153	36	3	0	0	0	0
7 Day Ave.	250	15.0	13.1	1.9	0	1	2	13	97	109	26	2	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 19 Jun 2024	1171	36.3	31.5	4.7	2	5	5	52	352	528	198	26	2	0	1	0
Thu 20 Jun 2024	1153	36.1	31.3	4.7	1	8	16	33	361	539	167	25	2	1	0	0
Fri 21 Jun 2024	1125	36.2	31.3	4.8	2	6	6	56	350	499	174	29	3	0	0	0
Sat 22 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 23 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 24 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Tue 25 Jun 2024	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	690	21.7	18.8	2.8	1	4	5	28	213	313	108	16	1	0	0	0
7 Day Ave.	493	15.5	13.4	2.0	1	3	4	20	152	224	77	11	1	0	0	0

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

19/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	18	2	0	0
01:00	5	2	3	0	0
02:00	1	1	0	0	0
03:00	12	7	4	0	1
04:00	8	4	3	0	1
05:00	30	24	6	0	0
06:00	114	94	20	0	0
07:00	311	254	53	0	4
08:00	427	366	55	2	4
09:00	248	204	41	1	2
10:00	255	212	37	2	4
11:00	221	188	29	1	3
12:00	254	214	37	0	3
13:00	204	167	36	0	1
14:00	290	248	39	0	3
15:00	287	250	37	0	0
16:00	465	380	85	0	0
17:00	458	404	52	1	1
18:00	309	287	21	0	1
19:00	159	143	14	1	1
20:00	119	108	10	0	1
21:00	76	70	6	0	0
22:00	39	37	2	0	0
23:00	21	17	3	0	1
Total					
12H(7-19)	3729	3174	522	7	26
16H(6-22)	4197	3589	572	8	28
18H(6-24)	4257	3643	577	8	29
24H(0-24)	4333	3699	595	8	31
AM Peak	08:00 427	08:00 366	08:00 55	08:00 2	07:00 4
PM Peak	16:00 465	17:00 404	16:00 85	17:00 1	12:00 3

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	5	3	2	0	0
02:00	2	1	1	0	0
03:00	7	5	2	0	0
04:00	10	7	2	1	0
05:00	38	32	6	0	0
06:00	108	88	20	0	0
07:00	361	307	54	0	0
08:00	417	381	36	0	0
09:00	280	245	34	0	1
10:00	247	210	34	1	2
11:00	260	227	31	0	2
12:00	224	191	31	1	1
13:00	234	198	36	0	0
14:00	256	223	32	0	1
15:00	338	296	41	0	1
16:00	399	361	37	0	1
17:00	334	312	22	0	0
18:00	263	253	10	0	0
19:00	147	134	13	0	0
20:00	126	114	12	0	0
21:00	70	64	6	0	0
22:00	48	45	3	0	0
23:00	15	15	0	0	0
Total					
12H(7-19)	3613	3204	398	2	9
16H(6-22)	4064	3604	449	2	9
18H(6-24)	4127	3664	452	2	9
24H(0-24)	4193	3716	465	3	9
AM Peak	08:00 417	08:00 381	07:00 54	04:00 1	10:00 2
PM Peak	16:00 399	16:00 361	15:00 41	12:00 1	12:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	24	22	2	0	0
01:00	10	5	5	0	0
02:00	3	2	1	0	0
03:00	19	12	6	0	1
04:00	18	11	5	1	1
05:00	68	56	12	0	0
06:00	222	182	40	0	0
07:00	672	561	107	0	4
08:00	844	747	91	2	4
09:00	528	449	75	1	3
10:00	502	422	71	3	6
11:00	481	415	60	1	5
12:00	478	405	68	1	4
13:00	438	365	72	0	1
14:00	546	471	71	0	4
15:00	625	546	78	0	1
16:00	864	741	122	0	1
17:00	792	716	74	1	1
18:00	572	540	31	0	1
19:00	306	277	27	1	1
20:00	245	222	22	0	1
21:00	146	134	12	0	0
22:00	87	82	5	0	0
23:00	36	32	3	0	1
Total					
12H(7-19)	7342	6378	920	9	35
16H(6-22)	8261	7193	1021	10	37
18H(6-24)	8384	7307	1029	10	38
24H(0-24)	8526	7415	1060	11	40
AM Peak	08:00 844	08:00 747	07:00 107	10:00 3	10:00 6
PM Peak	16:00 864	16:00 741	16:00 122	12:00 1	12:00 4

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

20/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	20	18	2	0	0
01:00	4	2	2	0	0
02:00	1	1	0	0	0
03:00	9	5	3	0	1
04:00	10	6	3	0	1
05:00	32	26	6	0	0
06:00	108	87	21	0	0
07:00	322	266	53	0	3
08:00	438	378	56	1	3
09:00	242	191	48	1	2
10:00	223	181	39	0	3
11:00	225	184	38	1	2
12:00	251	210	40	0	1
13:00	227	185	41	0	1
14:00	284	243	39	1	1
15:00	300	265	34	0	1
16:00	476	400	73	3	0
17:00	443	395	47	0	1
18:00	304	279	24	0	1
19:00	138	130	8	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	3735	3177	532	7	19
16H(6-22)	3981	3394	561	7	19
18H(6-24)	3981	3394	561	7	19
24H(0-24)	4057	3452	577	7	21
AM Peak	08:00 438	08:00 378	08:00 56	08:00 1	07:00 3
PM Peak	16:00 476	16:00 400	16:00 73	16:00 3	12:00 1

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	9	9	0	0	0
01:00	8	6	2	0	0
02:00	2	1	1	0	0
03:00	6	4	2	0	0
04:00	10	8	2	0	0
05:00	40	34	6	0	0
06:00	131	111	20	0	0
07:00	362	308	52	1	1
08:00	405	360	44	0	1
09:00	274	241	31	0	2
10:00	215	184	30	0	1
11:00	240	200	38	0	2
12:00	228	188	37	1	2
13:00	219	194	25	0	0
14:00	240	211	28	1	0
15:00	329	299	29	0	1
16:00	387	350	34	1	2
17:00	345	318	26	1	0
18:00	236	220	15	0	1
19:00	124	115	9	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	3480	3073	389	5	13
16H(6-22)	3735	3299	418	5	13
18H(6-24)	3735	3299	418	5	13
24H(0-24)	3810	3361	431	5	13
AM Peak	08:00 405	08:00 360	07:00 52	07:00 1	09:00 2
PM Peak	16:00 387	16:00 350	12:00 37	12:00 1	12:00 2

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	29	27	2	0	0
01:00	12	8	4	0	0
02:00	3	2	1	0	0
03:00	15	9	5	0	1
04:00	20	14	5	0	1
05:00	72	60	12	0	0
06:00	239	198	41	0	0
07:00	684	574	105	1	4
08:00	843	738	100	1	4
09:00	516	432	79	1	4
10:00	438	365	69	0	4
11:00	465	384	76	1	4
12:00	479	398	77	1	3
13:00	446	379	66	0	1
14:00	524	454	67	2	1
15:00	629	564	63	0	2
16:00	863	750	107	4	2
17:00	788	713	73	1	1
18:00	540	499	39	0	2
19:00	262	245	17	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	7215	6250	921	12	32
16H(6-22)	7716	6693	979	12	32
18H(6-24)	7716	6693	979	12	32
24H(0-24)	7867	6813	1008	12	34
AM Peak	08:00 843	08:00 738	07:00 105	07:00 1	07:00 4
PM Peak	16:00 863	16:00 750	16:00 107	16:00 4	12:00 3

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

21/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	303	242	58	0	3
08:00	419	363	52	2	2
09:00	259	220	35	1	3
10:00	244	198	42	1	3
11:00	222	191	28	1	2
12:00	269	224	42	0	3
13:00	203	171	31	0	1
14:00	265	229	33	0	3
15:00	273	235	38	0	0
16:00	363	296	67	0	0
17:00	407	363	42	1	1
18:00	319	295	23	0	1
19:00	184	164	18	1	1
20:00	135	120	14	0	1
21:00	61	56	5	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	3546	3027	491	6	22
16H(6-22)	3926	3367	528	7	24
18H(6-24)	3926	3367	528	7	24
24H(0-24)	3926	3367	528	7	24
AM Peak	08:00 419	08:00 363	07:00 58	08:00 2	07:00 3
PM Peak	17:00 407	17:00 363	16:00 67	17:00 1	12:00 3

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	336	281	55	0	0
08:00	388	358	29	1	0
09:00	265	227	37	0	1
10:00	249	210	36	1	2
11:00	263	223	37	0	3
12:00	232	194	36	1	1
13:00	243	206	37	0	0
14:00	252	224	27	0	1
15:00	335	284	50	0	1
16:00	380	342	37	0	1
17:00	330	309	21	0	0
18:00	213	208	5	0	0
19:00	166	148	18	0	0
20:00	147	130	17	0	0
21:00	89	80	9	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	3486	3066	407	3	10
16H(6-22)	3888	3424	451	3	10
18H(6-24)	3888	3424	451	3	10
24H(0-24)	3888	3424	451	3	10
AM Peak	08:00 388	08:00 358	07:00 55	08:00 1	11:00 3
PM Peak	16:00 380	16:00 342	15:00 50	12:00 1	12:00 1

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	639	523	113	0	3
08:00	807	721	81	3	2
09:00	524	447	72	1	4
10:00	493	408	78	2	5
11:00	485	414	65	1	5
12:00	501	418	78	1	4
13:00	446	377	68	0	1
14:00	517	453	60	0	4
15:00	608	519	88	0	1
16:00	743	638	104	0	1
17:00	737	672	63	1	1
18:00	532	503	28	0	1
19:00	350	312	36	1	1
20:00	282	250	31	0	1
21:00	150	136	14	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	7032	6093	898	9	32
16H(6-22)	7814	6791	979	10	34
18H(6-24)	7814	6791	979	10	34
24H(0-24)	7814	6791	979	10	34
AM Peak	08:00 807	08:00 721	07:00 113	08:00 3	10:00 5
PM Peak	16:00 743	17:00 672	16:00 104	12:00 1	12:00 4

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

22/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

23/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

24/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	253	202	49	1	1
10:00	218	173	43	0	2
11:00	231	198	31	1	1
12:00	256	214	41	0	1
13:00	225	188	36	0	1
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	1183	975	200	2	6
16H(6-22)	1183	975	200	2	6
18H(6-24)	1183	975	200	2	6
24H(0-24)	1183	975	200	2	6
AM Peak	09:00 253	09:00 202	09:00 49	09:00 1	10:00 2
PM Peak	12:00 256	12:00 214	12:00 41	12:00 0	12:00 1

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	264	230	32	0	2
10:00	199	174	24	0	1
11:00	229	186	41	0	2
12:00	217	176	38	1	2
13:00	224	195	29	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	1133	961	164	1	7
16H(6-22)	1133	961	164	1	7
18H(6-24)	1133	961	164	1	7
24H(0-24)	1133	961	164	1	7
AM Peak	09:00 264	09:00 230	11:00 41	00:00 0	09:00 2
PM Peak	13:00 224	13:00 195	12:00 38	12:00 1	12:00 2

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	517	432	81	1	3
10:00	417	347	67	0	3
11:00	460	384	72	1	3
12:00	473	390	79	1	3
13:00	449	383	65	0	1
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	2316	1936	364	3	13
16H(6-22)	2316	1936	364	3	13
18H(6-24)	2316	1936	364	3	13
24H(0-24)	2316	1936	364	3	13
AM Peak	09:00 517	09:00 432	09:00 81	09:00 1	09:00 3
PM Peak	12:00 473	12:00 390	12:00 79	12:00 1	12:00 3

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

Direction: Westbound

Direction: Total Flow

25/06/2024

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	0	0	0	0	0
16H(6-22)	0	0	0	0	0
18H(6-24)	0	0	0	0	0
24H(0-24)	0	0	0	0	0
AM Peak	00:00	00:00	00:00	00:00	00:00
	0	0	0	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	0	0	0	0	0

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound

19/06/2024																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	20	37.1	31.0	5.9	0	0	0	1	10	6	1	1	0	0	0	0
01:00	5	50.3	38.5	11.4	0	0	0	0	2	0	1	0	1	1	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	12	38.1	35.0	4.0	0	0	0	0	1	5	5	1	0	0	0	0
04:00	8	45.4	38.8	6.4	0	0	0	0	1	1	2	3	1	0	0	0
05:00	30	43.0	37.7	5.2	0	0	0	0	2	7	11	8	2	0	0	0
06:00	114	41.2	35.1	5.8	0	1	0	3	13	37	43	13	2	2	0	0
07:00	311	37.7	32.3	5.2	0	2	7	6	67	161	46	19	2	1	0	0
08:00	427	35.8	31.2	4.4	0	2	5	13	134	211	53	8	0	1	0	0
09:00	246	37.1	32.1	4.8	0	3	4	3	94	130	44	10	0	0	0	0
10:00	235	37.1	31.8	5.2	0	2	5	5	72	119	41	9	0	0	1	0
11:00	221	34.8	29.5	5.1	0	5	5	16	92	80	21	2	0	0	0	0
12:00	254	36.9	31.9	4.8	0	2	3	7	65	119	49	9	0	0	0	0
13:00	204	37.0	33.2	3.6	0	0	0	0	40	98	64	2	0	0	0	0
14:00	290	37.8	32.7	4.9	1	2	1	1	68	137	64	14	2	0	0	0
15:00	287	37.4	32.3	4.9	1	1	1	19	50	135	72	8	0	0	0	0
16:00	465	36.8	32.3	4.3	0	0	5	3	118	237	94	16	2	0	0	0
17:00	458	37.7	32.8	4.7	0	5	2	8	81	239	102	18	3	0	0	0
18:00	309	38.0	33.1	4.7	0	2	4	1	50	158	78	15	0	1	0	0
19:00	199	39.3	33.4	5.8	1	2	3	1	19	77	46	7	2	1	0	0
20:00	119	39.0	34.1	4.8	0	0	0	0	23	50	36	6	4	0	0	0
21:00	76	38.8	34.1	4.6	0	0	0	0	12	38	17	8	1	0	0	0
22:00	39	44.6	36.6	7.7	0	1	0	0	4	13	8	9	3	0	1	0
23:00	21	41.3	36.1	5.0	0	0	0	0	1	10	5	4	1	0	0	0
Total																
2H(10-12)	476	36.2	30.7	5.3	0	7	10	21	164	199	62	11	1	0	1	0
2H(14-16)	577	37.6	32.5	4.9	2	3	2	20	118	272	136	22	2	0	0	0
12H(7-19)	3729	37.1	32.1	4.8	2	26	42	82	891	1824	718	130	10	3	1	0
24H(0-24)	4333	37.7	32.5	5.0	3	30	45	87	979	2068	894	190	28	7	2	0
AM Peak	08:00	01:00	04:00	01:00	00:00	11:00	07:00	11:00	08:00	08:00	08:00	07:00	05:00	06:00	10:00	00:00
	427	50.3	38.8	11.4	0	5	7	16	134	211	53	19	2	2	1	0
PM Peak	16:00	22:00	23:00	22:00	14:00	17:00	16:00	15:00	16:00	17:00	17:00	20:00	19:00	22:00	12:00	
	465	44.6	36.6	7.7	1	5	5	19	118	239	102	18	4	1	1	0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	4	41.3	32.8	2.5	0	0	0	0	0	3	1	0	0	0	0	0
01:00	3	40.8	36.5	4.2	0	0	0	0	0	2	1	0	0	0	0	0
02:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	7	46.1	38.9	6.9	0	0	0	0	1	1	1	3	1	0	0	0
04:00	10	43.7	35.5	7.9	0	0	0	0	2	5	0	2	0	1	0	0
05:00	38	40.3	35.5	4.6	0	0	0	1	17	12	7	0	0	0	0	0
06:00	108	38.1	33.7	4.3	0	0	0	1	16	56	27	7	1	0	0	0
07:00	361	36.4	32.1	4.1	0	0	1	7	101	168	74	9	0	0	0	0
08:00	417	34.7	29.9	4.7	1	4	6	19	192	156	31	7	1	0	0	0
09:00	280	34.9	30.4	4.3	0	4	1	12	105	129	28	1	0	0	0	0
10:00	247	34.4	29.9	4.3	0	1	4	10	116	96	17	2	0	1	0	0
11:00	260	33.7	29.4	4.2	0	2	1	23	122	95	15	2	0	0	0	0
12:00	234	34.5	30.2	3.9	0	0	0	5	2	105	20	1	0	0	0	0
13:00	234	33.6	31.1	4.3	0	0	3	8	76	112	27	6	0	0	0	0
14:00	256	35.7	31.2	4.4	0	2	3	6	80	126	36	3	0	0	0	0
15:00	338	34.2	29.9	4.1	0	0	0	26	154	130	26	1	0	0	1	0
16:00	399	34.8	30.3	4.3	3	1	3	10	168	174	37	3	0	0	0	0
17:00	334	37.2	32.2	4.8	0	1	2	3	92	165	61	7	0	1	1	1
18:00	263	36.6	31.9	4.5	2	0	1	6	65	137	46	6	0	0	0	0
19:00	147	37.5	33.0	4.4	0	0	2	1	25	79	35	4	0	1	0	0
20:00	126	37.8	32.7	4.9	0	0	1	5	28	52	33	7	0	0	0	0
21:00	70	36.6	31.9	4.5	0	0	0	3	19	36	7	5	0	0	0	0
22:00	48	40.3	33.1	7.0	0	1	1	0	14	14	12	4	1	1	0	0
23:00	15	41.3	35.8	5.2	0	0	0	0	1	7	4	2	1	0	0	0
Total																
2H(10-12)	507	34.1	29.7	4.2	0	3	5	33	238	191	32	4	0	1	0	0
2H(14-16)	594	34.9	30.5	4.2	0	2	3	32	234	256	62	4	0	0	1	0
12H(7-19)	3613	35.3	30.7	4.4	6	15	30	132	1378	1580	418	48	1	2	2	1
24H(0-24)	4193	35.9	31.1	4.6	6	16	34	143	1485	1850	554	92	5	5	2	1
AM Peak	08:00	03:00	03:00	04:00	08:00	08:00	08:00	11:00	08:00	07:00	07:00	07:00	09:00	04:00	00:00	00:00
	417	46.1	38.9	7.9	1	4	6	23	192	169	74	9	1	1	0	0
PM Peak	16:00	23:00	23:00	22:00	16:00	14:00	12:00	15:00	16:00	16:00	17:00	17:00	22:00	17:00	15:00	17:00
	399	41.3	35.8	7.0	3	2	5	26	168	174	61	7	1	1	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
00:00	24	38.7	32.3	6.2	0	0	0	1	10	6	4	2	1	0	0	0
01:00	10	46.0	37.5	8.2	0	0	0	0	2	2	3	1	1	1	0	0
02:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
03:00	19	42.1	36.4	5.4	0	0	0	0	2	6	4	1	0	0	0	0
04:00	15	44.5	36.9	7.3	0	0	0	0	3	6	2	5	1	1	0	0
05:00	68	41.6	36.5	4.9	0	0	0	1	3	24	23	15	2	0	0	0
06:00	222	39.8	34.4	5.2	0	1	0	4	29	93	70	20	3	2	0	0
07:00	672	37.1	32.2	4.7	0	2	8	13	168	330	120	28	2	1	0	0
08:00	844	35.3	30.5	4.6	1	6	11	32	326	367	84	15	1	1	0	0
09:00	533	36.0	31.2	4.7	0	7	5	15	129	229	72	11	0	0	0	0
10:00	502	35.9	30.9	4.9	0	3	9	15	182	215	56	11	1	1	1	0
11:00	481	34.2	29.4	4.6	0	7	6	39	214	175	36	4	0	0	0	0
12:00	478	35.8	31.1	4.5	0	2	8	9	170	210	69	10	0	0	0	0
13:00	438	36.4	32.1	4.1	0	0	3	8	118	210	91	8	0	0	0	0
14:00	546	36.9	32.0	4.7	1	4	4	7	148	263	100	17	2	0	0	0
15:00	625	35.8	31.0	4.6	1	1	1	45	204	285	98	9	0	0	1	0
16:00	864	36.0	31.4	4.4	3	1	8	13	266	411	121	19	2	0	0	0
17:00	792	37.5	32.5	4.8	0	6	4	11	173	404	163	25	3	1	1	1
18:00	572	37.4	32.6	4.6	2	2	5	7	115	295	124	21	0	0	1	0
19:00	306	38.5	33.2	5.1	1	2	5	2	44	156	81	11	2	2	0	0
20:00	245	38.4	33.4	4.8	0	0	1	5	51	102	69	13	4	0	0	0
21:00	146	37.9	33.0	4.7	0	0	0	3	31	74	24	13	1	0	0	0
22:00	87	42.4	34.7	7.5	0	2	1	0	18	27	20	13	4	1	1	0
23:00	36	41.2	36.0	5.0	0	3	0	0	2	17	9	6	2	0	0	0
Total 29(10-16)	983	35.1	30.2	4.8	0	10	15	34	402	390	94	15	1	1	1	0
29(10-12)	1171	36.3	31.5	4.7	2	5	5	32	332	528	198	26	2	0	1	0
7342	36.3	31.4	4.7	8	46	72	214	2289	3404	1136	176	11	7	3	1	0
120(17-21)	2526	35.5	31.8	4.9	9	46	79	230	2464	3918	1448	282	33	12	4	1
AM Peak	08:00	01:00	01:00	01:00	08:00	09:00	06:11	11:30	06:00	06:07	07:00	07:08	06:00	10:00	00:00	
	844	46.0	37.5	8.2	1	7	11	39	326	367	120	28	3	2	1	0
PM Peak	16:00	21:00	23:00	21:00	16:00	17:00	12:00	15:00	16:00	16:00	17:00	17:00	20:00	2:00	15:00	17:00
	864	47.4	38.4	7.0	3	1	8	13	266	411	121	19	2	0	1	0

Wivelsfield ATC, Green Road

Direction: Eastbound					20/06/2024											
					0	10	15	20	25	30	35	40	45	50	55	60
					8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	20	39.0	32.5	6.3	0	0	0	1	7	7	2	2	1	0	0	0
01:00	4	52.7	41.3	11.1	0	0	0	0	1	0	1	0	1	1	0	0
02:00	1	-	37.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	9	41.4	36.4	4.9	0	0	0	0	1	2	4	2	0	0	0	0
04:00	10	46.1	39.5	6.3	0	0	0	0	1	1	3	3	2	0	0	0
05:00	32	43.5	38.8	6.5	0	0	0	0	2	7	11	7	4	0	1	0
06:00	108	41.8	35.6	6.0	0	2	1	2	2	44	34	19	4	0	0	0
07:00	322	37.1	32.5	4.5	0	2	4	4	62	175	63	12	0	0	0	0
08:00	438	35.2	31.0	4.1	1	0	1	26	129	231	47	2	1	0	0	0
09:00	242	36.8	31.8	4.8	0	3	5	6	47	139	35	6	1	0	0	0
10:00	223	37.0	31.9	4.9	0	2	5	3	52	115	39	6	0	1	0	0
11:00	225	35.9	30.6	5.1	0	2	9	6	74	106	20	8	0	0	0	0
12:00	251	35.4	29.2	6.0	0	11	17	3	91	104	23	2	0	0	0	0
13:00	227	34.8	30.1	4.5	0	2	5	13	86	96	25	0	0	0	0	0
14:00	284	36.5	31.6	4.7	0	1	7	10	85	148	47	5	1	0	0	0
15:00	300	36.9	32.1	4.6	0	2	3	1	87	138	58	10	1	0	0	0
16:00	476	37.0	30.3	6.5	6	25	10	8	120	234	66	6	0	1	0	0
17:00	443	38.2	31.7	6.3	10	11	5	8	71	222	107	8	1	0	0	0
18:00	304	37.6	32.5	4.9	0	3	3	6	64	149	62	17	0	0	0	0
19:00	138	38.1	32.3	5.6	1	3	1	1	27	68	31	5	1	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20/06/2024																
Total																
2H(10-12)	448	36.5	31.3	5.0	0	4	14	9	126	221	59	14	0	1	0	0
2H(14-16)	354	36.7	31.9	4.7	0	3	10	11	152	266	105	13	2	0	0	0
12H(7-19)	3735	36.8	31.3	5.3	17	64	74	94	948	1837	592	82	7	2	0	0
24H(0-24)	4057	37.2	31.5	5.5	18	69	76	98	989	1986	679	120	18	3	1	0
AM Peak																
	08:00	01:00	01:00	01:00	08:00	09:00	11:00	08:00	08:00	08:00	07:00	06:00	05:00	01:00	05:00	00:00
	438	52.7	41.3	11.1	1	3	9	26	129	231	63	19	4	1	1	0
PM Peak																
	16:00	17:00	18:00	16:00	17:00	16:00	12:00	13:00	16:00	16:00	17:00	18:00	14:00	16:00	12:00	12:00
	476	38.2	32.5	6.5	10	25	17	13	120	234	107	17	1	1	0	0

Paul Castle Associates

Direction: Westbound

Direction: Westbound																
000510015202530354045505560 1015202530354045505560100 812.517.522.527.532.537.542.547.552.557.563																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	9	49.8	40.8	8.7	0	0	0	0	0	1	2	3	1	0	1	0
01:00	8	43.0	37.5	5.3	0	0	0	0	0	3	3	1	1	0	0	0
02:00	2	44.8	37.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
03:00	6	46.0	38.3	7.4	0	0	0	0	1	1	1	2	1	0	0	0
04:00	10	43.7	35.5	7.9	0	0	0	0	2	5	0	2	0	1	0	0
05:00	40	40.0	35.5	4.4	0	0	0	1	1	17	15	6	0	0	0	0
06:00	131	39.7	33.3	6.2	0	1	1	3	32	53	22	12	7	0	0	0
07:00	362	35.1	31.0	3.9	0	0	3	12	122	176	48	1	0	0	0	0
08:00	405	34.9	30.4	4.3	0	0	8	21	161	163	49	3	0	0	0	0
09:00	274	35.0	30.8	4.0	0	0	4	7	100	131	29	3	0	0	0	0
10:00	215	35.7	30.7	4.8	0	1	7	9	71	94	30	3	0	0	0	0
11:00	240	34.7	30.1	4.4	0	3	2	12	98	100	24	1	0	0	0	0
12:00	228	34.4	30.3	3.9	0	0	0	0	14	96	94	19	3	0	0	0
13:00	219	33.6	29.2	4.3	0	1	4	16	115	69	12	1	1	0	0	0
14:00	240	36.6	31.1	5.3	1	5	3	10	63	113	41	4	0	0	0	0
15:00	329	34.6	30.3	4.1	0	0	3	12	146	140	21	6	0	1	0	0
16:00	387	35.4	31.1	4.2	1	1	0	6	149	176	48	5	0	1	0	0
17:00	345	35.6	31.1	4.4	0	0	11	12	91	184	44	3	0	0	0	0
18:00	236	36.8	32.5	4.1	0	0	0	2	57	125	44	6	1	1	0	0
19:00	124	36.6	32.0	4.4	0	0	1	2	36	59	22	3	1	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20/06/2024																
Total																
2H(10-12)	455	35.2	30.4	4.6	0	4	9	21	169	194	54	4	0	0	0	0
2H(14-16)	569	35.5	30.7	4.7	1	5	6	22	209	233	62	10	0	1	0	0
12H(7-19)	3480	35.3	30.7	4.4	2	11	45	133	1271	1565	409	39	2	3	0	0
24H(0-24)	3810	35.7	31.0	4.6	2	12	47	139	1344	1705	474	69	13	4	1	0
AM Peak																
	08:00	00:00	00:00	00:00	00:00	11:00	08:00	08:00	08:00	07:00	08:00	06:00	06:00	04:00	00:00	00:00
	405	49.8	40.8	8.7	0	3	8	21	161	176	49	12	7	1	1	0
PM Peak																
	16:00	18:00	18:00	16:00	16:00	14:00	17:00	13:00	16:00	17:00	16:00	17:00	13:00	15:00	12:00	12:00
	387	36.8	32.5	5.3	1	5	11	16	149	184	48	6	1	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 7 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	29	43.4	35.1	8.0	0	0	0	1	8	8	4	5	2	0	1	0
01:00	12	46.4	38.8	7.4	0	0	0	0	1	3	4	1	2	1	0	0
02:00	3	42.7	37.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
03:00	15	43.2	37.2	5.8	0	0	0	0	2	3	5	4	1	0	0	0
04:00	20	45.0	37.5	7.3	0	0	0	0	3	6	3	5	2	1	0	0
05:00	72	42.7	36.9	5.6	0	0	0	1	3	24	26	13	4	0	1	0
06:00	239	40.8	34.4	6.2	0	3	2	5	34	97	56	31	11	0	0	0
07:00	684	36.1	31.7	4.2	0	2	7	16	184	351	111	13	0	0	0	0
08:00	843	35.0	30.7	4.2	1	0	9	47	290	394	96	5	1	0	0	0
09:00	516	35.9	31.3	4.4	0	3	9	13	147	270	64	9	1	0	0	0
10:00	438	36.4	31.3	4.9	0	3	12	12	123	208	69	9	0	0	0	0
11:00	465	35.3	30.4	4.7	0	5	11	18	172	206	44	9	0	0	0	0
12:00	479	35.0	29.7	5.1	0	11	17	17	189	198	42	5	0	0	0	0
13:00	446	34.2	29.6	4.4	0	3	9	29	201	165	37	1	1	0	0	0
14:00	524	36.6	31.4	5.0	1	6	10	20	128	261	88	9	1	0	0	0
15:00	629	35.2	31.2	4.6	2	6	13	33	276	278	79	16	1	1	0	0
16:00	863	36.6	30.6	5.6	7	26	10	14	269	410	114	11	0	2	0	0
17:00	788	37.2	31.4	5.6	10	11	16	20	162	406	151	11	1	0	0	0
18:00	540	37.2	32.5	4.6	0	3	3	8	121	274	106	23	1	1	0	0
19:00	262	37.4	32.2	5.1	1	3	2	3	63	127	53	8	2	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 24(0-10-12)	903	35.9	30.8	4.9	0	8	23	30	295	415	113	18	0	1	0	0
24(10-16-18)	1153	36.1	31.3	4.7	1	8	18	33	361	739	167	25	2	1	0	0
24(16-17-24)	7215	36.5	31.5	5.1	19	75	719	237	2119	3422	1121	7	5	0	0	0
24(0-10-24)	7667	36.5	31.3	5.1	20	81	123	237	2333	3691	1153	189	31	7	2	0
AM Peak	08:00	01:00	01:00	00:00	08:00	11:00	10:00	08:00	08:00	08:00	07:00	06:00	06:00	01:00	01:00	00:00
	843	46.4	38.8	8.0	1	5	12	47	290	394	111	31	11	1	0	0
PM Peak	16:00	19:00	18:00	16:00	17:00	16:00	12:00	13:00	16:00	16:00	17:00	18:00	19:00	16:00	12:00	12:00
	863	37.4	32.5	5.6	10	26	17	29	269	410	151	23	2	2	0	0

Wivelsfield ATC, Green Road

Direction: Eastbound					21/06/2024											
					0	10	15	20	25	30	35	40	45	50	55	60
					8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	60
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	303	37.7	32.1	5.4	0	2	11	5	60	162	42	18	3	0	0	0
08:00	419	35.8	31.2	4.5	0	2	7	13	120	216	55	5	0	1	0	0
09:00	259	36.8	32.0	4.7	0	2	5	4	58	135	48	7	0	0	0	0
10:00	244	37.1	31.9	5.0	0	2	3	6	69	112	38	13	1	0	0	0
11:00	222	34.8	29.6	5.1	0	7	3	13	87	92	19	1	0	0	0	0
12:00	269	36.8	31.9	4.7	0	2	4	6	68	127	55	7	0	0	0	0
13:00	203	36.9	33.2	3.5	0	0	0	0	36	103	62	2	0	0	0	0
14:00	265	36.2	32.8	5.2	1	3	1	1	79	126	56	15	3	0	0	0
15:00	273	37.4	32.0	5.2	1	1	1	21	56	119	63	11	0	0	0	0
16:00	363	36.7	32.3	4.3	0	0	5	1	96	178	72	10	1	0	0	0
17:00	407	37.6	32.5	4.9	0	5	2	9	79	210	84	14	4	0	0	0
18:00	319	37.8	32.9	4.7	0	2	4	1	64	152	81	14	0	1	0	0
19:00	104	39.5	33.4	5.9	1	2	4	1	26	82	53	12	2	1	0	0
20:00	135	38.9	33.8	4.9	0	0	0	0	32	52	41	5	5	0	0	0
21:00	61	38.1	33.6	4.3	0	0	0	0	9	36	10	5	1	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21/06/2024																
Total																
2H(10-12)	466	36.1	30.8	5.2	0	9	6	19	156	204	57	14	1	0	0	0
2H(14-16)	532	37.8	32.4	5.2	2	4	2	22	115	245	119	26	3	0	0	0
12H(7-19)	3546	37.1	32.1	4.9	2	28	46	80	852	1732	675	117	12	2	0	0
24H(0-24)	3926	37.3	32.2	4.9	3	30	50	81	919	1902	779	139	20	3	0	0
AM Peak	08:00	07:00	07:00	07:00	00:00	11:00	07:00	08:00	08:00	08:00	08:00	07:00	07:00	08:00	00:00	00:00
	419	37.7	32.1	5.4	0	7	11	13	120	216	55	18	3	1	0	0
PM Peak	17:00	19:00	20:00	19:00	14:00	17:00	16:00	15:00	16:00	17:00	17:00	14:00	20:00	18:00	12:00	12:00
	407	39.5	33.8	5.9	1	5	5	21	96	210	84	15	5	1	0	0

Paul Castle Associates

Direction: Westbound

Direction: Westbound																
01015202530354045505560 81012.517.522.527.532.537.542.547.552.557.563																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	336	36.2	32.1	4.0	0	0	1	6	95	159	70	5	0	0	0	0
08:00	388	34.6	29.7	4.7	1	4	4	23	178	144	26	7	1	0	0	0
09:00	265	35.0	30.3	4.6	0	6	1	14	90	128	26	0	0	0	0	0
10:00	249	33.9	29.7	4.0	0	1	3	6	133	90	13	2	0	1	0	0
11:00	263	33.7	29.4	4.2	0	2	1	25	123	95	15	2	0	0	0	0
12:00	232	33.9	29.8	3.9	0	0	7	2	115	92	15	1	0	0	0	0
13:00	243	35.2	31.2	4.4	0	0	3	8	55	108	31	8	0	0	0	0
14:00	252	35.4	31.0	4.3	0	2	4	4	87	120	33	2	0	0	0	0
15:00	335	33.7	29.8	3.8	0	0	0	30	148	134	22	1	0	0	0	0
16:00	380	34.9	30.3	4.4	4	1	2	8	155	178	28	4	0	0	0	0
17:00	330	37.4	32.4	4.8	0	1	1	4	84	171	55	11	0	1	1	1
18:00	213	36.8	31.9	4.8	2	0	1	5	55	104	40	6	0	0	0	0
19:00	166	36.9	32.9	3.9	0	0	2	1	27	51	43	2	0	0	0	0
20:00	147	37.7	32.6	4.9	0	0	1	4	41	57	33	11	0	0	0	0
21:00	89	35.5	31.4	3.9	0	0	0	3	25	53	4	4	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21/06/2024																
Total																
2H(10-12)	512	33.8	29.6	4.1	0	3	4	31	156	185	28	4	0	1	0	0
2H(14-16)	587	34.5	30.3	4.1	0	2	4	34	235	254	55	3	0	0	0	0
12H(7-19)	3406	35.2	30.6	4.5	7	17	28	135	1343	1523	374	49	1	2	1	1
24H(0-24)	3688	35.4	30.8	4.5	7	17	31	143	1441	1724	454	66	1	2	1	1
AM Peak	08:00	07:00	07:00	08:00	08:00	09:00	08:00	11:00	08:00	07:00	07:00	08:00	08:00	10:00	00:00	00:00
	388	36.2	32.1	4.7	1	6	4	25	178	159	70	7	1	1	0	0
PM Peak	16:00	20:00	19:00	20:00	16:00	14:00	12:00	15:00	16:00	16:00	17:00	17:00	12:00	17:00	17:00	17:00
	380	37.7	32.9	4.9	4	2	7	30	155	178	55	11	0	1	1	1

Paul Castle Associates

Direction: Total Flow

Direction: Total Flow																	
01015202530354045505560 81012.517.522.527.532.537.542.547.552.557.563																	
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60	
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	639	37.0	32.1	4.7	0	2	12	11	155	321	112	23	3	0	0	0	
08:00	807	35.3	30.5	4.6	1	6	11	36	298	360	81	12	1	1	0	0	
09:00	524	36.0	31.1	4.7	0	8	6	18	148	263	74	7	0	0	0	0	
10:00	489	35.6	30.8	4.7	0	3	6	12	202	202	51	15	1	1	0	0	
11:00	485	34.2	29.5	4.6	0	9	4	38	210	187	34	3	0	0	0	0	
12:00	501	35.6	31.0	4.5	0	2	11	8	183	219	70	8	0	0	0	0	
13:00	446	36.5	32.1	4.2	0	0	3	8	121	211	93	10	0	0	0	0	
14:00	517	36.9	31.9	4.9	1	5	5	5	146	246	89	17	3	0	0	0	
15:00	608	35.6	30.8	4.6	1	1	1	51	2	204	275	85	12	0	0	0	
16:00	743	35.9	31.3	4.4	4	1	7	9	291	356	100	14	1	0	0	0	
17:00	737	37.5	32.5	4.9	0	6	3	13	163	381	139	23	4	1	1	1	
18:00	532	37.5	32.5	4.8	2	2	5	6	119	256	121	20	0	1	0	0	
19:00	350	30.4	33.2	5.0	1	2	6	2	53	173	96	14	2	1	0	0	
20:00	282	38.3	33.2	5.0	0	0	1	4	73	109	74	16	5	0	0	0	
21:00	150	36.7	32.3	4.2	0	0	0	0	3	34	69	14	9	1	0	0	
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
Total 24h (0-24)	976	35.0	30.1	4.7	0	12	10	30	412	389	85	18	1	0	0	0	
	1115	36.2	31.3	4.3	2	8	6	26	320	499	174	29	3	0	0	0	
	1247	36.2	31.3	4.3	9	49	74	115	2200	3255	1049	166	13	0	1	1	
	2040(0-24)	7814	36.4	31.5	4.8	10	47	81	224	2360	3626	1233	205	21	5	1	1
AM Peak	08:00	07:00	07:01	07:00	08:00	11:00	07:00	11:00	08:00	08:00	07:00	07:00	07:00	08:00	08:00	00:00	00:00
	807	37.0	32.1	4.7	1	9	12	38	298	360	112	23	3	1	0	0	
PM Peak	16:00	19:00	19:00	19:00	16:00	17:00	12:00	15:00	16:00	17:00	17:00	17:00	20:00	17:00	17:00	17:00	17:00
	743	38.4	33.2	5.0	4	6	11	51	251	381	139	25	5	1	1	1	

	0	10	15	20	25	30	35	40	45	50	55	60
Direction: Eastbound	10	15	20	25	30	35	40	45	50	55	60	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

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[illegible]

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[illegible]

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	0	10	15	20	25	30	35	40	45	50	55	60
Direction: Eastbound	10	15	20	25	30	35	40	45	50	55	60	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

Paul Castle Associates

Direction: Westbound

Paul Castle Associates

Direction: Total Flow

Paul Castle Associates

Wivelsfield ATC, Green Road

Direction: Eastbound					24/06/2024											
					0	10	15	20	25	30	35	40	45	50	55	60
					8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	60
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	253	37.0	32.0	4.8	0	2	7	4	47	148	42	7	1	0	0	0
10:00	218	36.9	31.9	4.8	0	2	6	2	47	114	42	5	0	0	0	0
11:00	231	35.0	30.4	4.5	0	2	6	5	87	111	15	5	0	0	0	0
12:00	256	35.3	29.1	6.0	0	11	18	3	97	100	25	2	0	0	0	0
13:00	225	35.1	30.3	4.6	0	2	6	10	79	101	27	0	0	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	448	36.0	31.1	4.7	0	4	12	7	134	225	57	10	0	0	0	0
2H(14-16)	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H(7-19)	1183	36.0	30.7	5.1	0	19	43	24	357	568	151	19	1	0	0	0
24H(0-24)	1183	36.0	30.7	5.1	0	19	43	24	357	568	151	19	1	0	0	0
AM Peak	09:00	09:00	09:00	09:00	00:00	09:00	09:00	11:00	11:00	09:00	09:00	09:00	09:00	00:00	00:00	00:00
	253	37.0	32.0	4.8	0	2	7	5	87	148	42	7	1	0	0	0
PM Peak	12:00	12:00	13:00	12:00	12:00	12:00	13:00	12:00	13:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00
	256	35.3	30.3	6.0	0	11	18	10	97	101	27	2	0	0	0	0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	264	34.9	30.8	3.9	0	0	4	7	93	131	27	1	0	0	0	0
10:00	199	35.4	30.7	4.5	0	1	5	10	59	100	22	1	0	0	0	0
11:00	229	34.8	30.3	4.3	0	3	1	11	85	107	21	1	0	0	0	0
12:00	217	34.2	30.3	3.7	0	0	0	11	94	91	20	1	0	0	0	0
13:00	224	33.2	28.7	4.4	0	1	6	21	120	64	10	1	1	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	428	35.1	30.5	4.4	0	4	6	21	144	207	43	3	0	0	0	0
2H(14-16)	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H(7-19)	1133	34.6	30.2	4.2	0	5	16	60	451	499	100	7	1	0	0	0
24H(0-24)	1133	34.6	30.2	4.2	0	5	16	60	451	499	100	7	1	0	0	0
AM Peak	09:00	10:00	09:00	10:00	00:00	11:00	10:00	11:00	09:00	09:00	09:00	09:00	00:00	00:00	00:00	00:00
	264	35.4	30.8	4.5	0	3	5	11	93	131	27	2	0	0	0	0
PM Peak	13:00	12:00	12:00	13:00	12:00	13:00	13:00	13:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00
	224	34.2	30.3	4.4	0	1	6	21	120	91	20	1	1	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10-15	Bin 3 15-20	Bin 4 20-25	Bin 5 25-30	Bin 6 30-35	Bin 7 35-40	Bin 8 40-45	Bin 9 45-50	Bin 10 50-55	Bin 11 55-60	Bin 12 >=60
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	517	36.0	31.4	4.4	0	2	11	11	140	274	69	9	1	0	0	0
10:00	417	36.2	31.3	4.7	0	3	11	12	106	214	64	7	0	0	0	0
11:00	480	34.9	30.4	4.4	0	5	7	16	172	218	36	6	0	0	0	0
12:00	473	35.0	29.7	5.1	0	11	18	14	191	191	45	3	0	0	0	0
13:00	449	34.2	29.5	4.5	0	3	12	31	199	165	37	1	1	0	0	0
14:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total 29(10-12) 29(14-16) 124(7-19) 244(9-24)	877 2316 2316	35.6 35.3 35.3	30.8 30.5 30.5	4.6 4.7 4.7	0 0 0	8 24 24	18 59 59	28 94 94	278 84 808	432 1062 1062	100 251 251	13 26 26	0 2 2	0 0 0	0 0 0	0 0 0
AM Peak	09:00 517	10:00 36.2	09:00 31.4	10:00 4.7	00:00 11	09:00 5	10:00 11	11:00 16	11:00 172	09:00 274	09:00 69	09:00 9	09:00 1	00:00 0	00:00 0	00:00 0
PM Peak	12:00 473	12:00 35.0	12:00 29.7	12:00 5.1	12:00 0	12:00 11	13:00 18	13:00 31	13:00 199	12:00 191	12:00 191	12:00 45	13:00 3	12:00 1	12:00 0	12:00 0

	0	10	15	20	25	30	35	40	45	50	55	60
Direction: Eastbound	10	15	20	25	30	35	40	45	50	55	60	100
	8	12.5	17.5	22.5	27.5	32.5	37.5	42.5	47.5	52.5	57.5	65

Paul Castle Associates

Paul Castle Associates

Paul Castle Associates

Wivelsfield, Wednesday 19th June 2024



Junction: 1
Approach: B2112

TIME	Left to Green Road					Ahead to B2112 Ditchling Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	16	0	0	16	16.0	59	0	0	59	59.0	0	0	0	0	0.0
07:15 - 07:30	18	1	1	20	22.3	86	4	1	91	97.2	1	0	0	1	1.0
07:30 - 07:45	33	1	0	34	35.3	79	2	2	83	87.6	0	0	0	0	0.0
07:45 - 08:00	35	2	0	37	39.6	87	0	0	87	87.0	0	0	0	0	0.0
Hourly Total	102	4	1	107	113.2	311	6	3	320	330.8	1	0	0	1	1.0
08:00 - 08:15	44	2	1	47	50.6	87	1	0	88	89.3	0	0	0	0	0.0
08:15 - 08:30	38	0	1	39	40.0	81	3	1	85	89.9	0	0	0	0	0.0
08:30 - 08:45	44	1	0	45	46.3	66	4	0	70	75.2	0	0	0	0	0.0
08:45 - 09:00	38	3	1	42	46.9	80	0	1	81	82.0	0	0	0	0	0.0
Hourly Total	164	6	3	173	183.8	314	8	2	324	336.4	0	0	0	0	0.0
09:00 - 09:15	22	3	0	25	28.9	67	8	0	75	85.4	0	0	0	0	0.0
09:15 - 09:30	25	5	0	30	36.5	76	3	0	79	82.9	0	1	0	1	2.3
09:30 - 09:45	29	4	0	33	38.2	64	2	0	66	68.6	0	0	0	0	0.0
09:45 - 10:00	18	0	0	18	18.0	62	4	2	68	75.2	1	0	0	1	1.0
Hourly Total	94	12	0	106	121.6	269	17	2	288	312.1	1	1	0	2	3.3

TOTAL	360	22	4	386	418.6	894	31	7	932	979.3	2	1	0	3	4.3
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16:00 - 16:15	58	2	0	60	62.6	103	4	1	108	114.2	0	0	0	0	0.0
16:15 - 16:30	44	0	0	44	44.0	101	0	0	101	101.0	0	0	0	0	0.0
16:30 - 16:45	50	2	0	52	54.6	100	4	0	104	109.2	0	0	0	0	0.0
16:45 - 17:00	46	0	0	46	46.0	109	3	1	113	117.9	0	1	0	1	2.3
Hourly Total	198	4	0	202	207.2	413	11	2	426	442.3	0	1	0	1	2.3
17:00 - 17:15	41	1	0	42	43.3	89	0	0	89	89.0	1	0	0	1	1.0
17:15 - 17:30	46	1	0	47	48.3	96	2	1	99	102.6	0	0	0	0	0.0
17:30 - 17:45	56	0	0	56	56.0	93	0	0	93	93.0	0	0	0	0	0.0
17:45 - 18:00	50	1	0	51	52.3	95	0	0	95	95.0	0	0	0	0	0.0
Hourly Total	193	3	0	196	199.9	373	2	1	376	379.6	1	0	0	1	1.0
18:00 - 18:15	45	0	1	46	47.0	83	0	0	83	83.0	0	0	0	0	0.0
18:15 - 18:30	40	1	1	42	44.3	80	1	1	82	84.3	0	0	0	0	0.0
18:30 - 18:45	38	0	0	38	38.0	57	1	0	58	59.3	0	0	0	0	0.0
18:45 - 19:00	23	0	0	23	23.0	69	0	0	69	69.0	1	0	0	1	1.0
Hourly Total	146	1	2	149	152.3	289	2	1	292	295.6	1	0	0	1	1.0

TOTAL	537	8	2	547	559.4	1075	15	4	1094	1117.5	2	1	0	3	4.3
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 1
Approach: Green Road

TIME	Left to B2112 Ditchling Road					Right to B2112					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	32	1	0	33	34.3	32	0	0	32	32.0	0	0	0	0	0.0
07:15 - 07:30	60	1	0	61	62.3	41	1	0	42	43.3	0	0	0	0	0.0
07:30 - 07:45	58	0	0	58	58.0	42	0	0	42	42.0	0	0	0	0	0.0
07:45 - 08:00	68	1	2	71	74.3	40	2	0	42	44.6	0	0	0	0	0.0
Hourly Total	218	3	2	223	228.9	155	3	0	158	161.9	0	0	0	0	0.0
08:00 - 08:15	67	2	1	70	73.6	50	1	1	52	54.3	0	0	0	0	0.0
08:15 - 08:30	41	1	0	42	43.3	35	0	0	35	35.0	0	0	0	0	0.0
08:30 - 08:45	52	1	0	53	54.3	38	1	0	39	40.3	0	0	0	0	0.0
08:45 - 09:00	67	2	0	69	71.6	56	2	2	60	64.6	0	0	0	0	0.0
Hourly Total	227	6	1	234	242.8	179	4	3	186	194.2	0	0	0	0	0.0
09:00 - 09:15	44	2	0	46	48.6	29	1	1	31	33.3	1	0	0	1	1.0
09:15 - 09:30	45	0	0	45	45.0	21	1	0	22	23.3	0	0	0	0	0.0
09:30 - 09:45	45	2	0	47	49.6	26	3	0	29	32.9	0	0	0	0	0.0
09:45 - 10:00	43	2	1	46	49.6	27	3	1	31	35.9	0	0	0	0	0.0
Hourly Total	177	6	1	184	192.8	103	8	2	113	125.4	1	0	0	1	1.0

TOTAL	622	15	4	641	664.5	437	15	5	457	481.5	1	0	0	1	1.0
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16:00 - 16:15	56	0	0	56	56.0	37	0	0	37	37.0	0	0	0	0	0.0
16:15 - 16:30	64	1	0	65	66.3	49	0	0	49	49.0	0	0	0	0	0.0
16:30 - 16:45	65	2	1	68	71.6	45	1	1	47	49.3	0	0	0	0	0.0
16:45 - 17:00	40	1	1	42	44.3	35	3	0	38	41.9	0	0	0	0	0.0
Hourly Total	225	4	2	231	238.2	166	4	1	171	177.2	0	0	0	0	0.0
17:00 - 17:15	50	0	0	50	50.0	34	1	0	35	36.3	0	0	0	0	0.0
17:15 - 17:30	55	1	0	56	57.3	32	0	0	32	32.0	1	0	0	1	1.0
17:30 - 17:45	63	0	0	63	63.0	32	1	1	34	36.3	0	0	0	0	0.0
17:45 - 18:00	53	0	0	53	53.0	31	1	0	32	33.3	0	0	0	0	0.0
Hourly Total	221	1	0	222	223.3	129	3	1	133	137.9	1	0	0	1	1.0
18:00 - 18:15	49	1	0	50	51.3	33	1	1	35	37.3	0	0	0	0	0.0
18:15 - 18:30	43	0	0	43	43.0	18	1	0	19	20.3	0	0	0	0	0.0
18:30 - 18:45	55	1	0	56	57.3	17	0	0	17	17.0	1	0	0	1	1.0
18:45 - 19:00	33	0	0	33	33.0	22	0	0	22	22.0	0	0	0	0	0.0
Hourly Total	180	2	0	182	184.6	90	2	1	93	96.6	1	0	0	1	1.0

TOTAL	626	7	2	635	646.1	385	9	3	397	411.7	2	0	0	2	2.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 1

Approach: B2112 Ditchling Road

TIME	Ahead to B2112					Right to Green Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	82	2	0	84	86.6	31	0	0	31	31.0	0	0	0	0	0.0
07:15 - 07:30	83	4	1	88	94.2	54	1	0	55	56.3	0	0	0	0	0.0
07:30 - 07:45	125	3	0	128	131.9	58	2	0	60	62.6	0	0	0	0	0.0
07:45 - 08:00	133	2	0	135	137.6	57	1	0	58	59.3	0	0	0	0	0.0
Hourly Total	423	11	1	435	450.3	200	4	0	204	209.2	0	0	0	0	0.0
08:00 - 08:15	119	3	0	122	125.9	49	1	1	51	53.3	0	0	0	0	0.0
08:15 - 08:30	103	2	0	105	107.6	87	1	1	89	91.3	0	0	0	0	0.0
08:30 - 08:45	95	4	1	100	106.2	63	0	1	64	65.0	0	1	0	1	2.3
08:45 - 09:00	87	3	0	90	93.9	68	0	0	68	68.0	0	0	0	0	0.0
Hourly Total	404	12	1	417	433.6	267	2	3	272	277.6	0	1	0	1	2.3
09:00 - 09:15	92	6	0	98	105.8	39	0	0	39	39.0	0	0	0	0	0.0
09:15 - 09:30	80	0	0	80	80.0	35	1	0	36	37.3	0	0	0	0	0.0
09:30 - 09:45	95	8	0	103	113.4	32	0	0	32	32.0	0	0	0	0	0.0
09:45 - 10:00	64	3	1	68	72.9	43	2	0	45	47.6	0	0	0	0	0.0
Hourly Total	331	17	1	349	372.1	149	3	0	152	155.9	0	0	0	0	0.0

TOTAL	1158	40	3	1201	1256.0	616	9	3	628	642.7	0	1	0	1	2.3
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16:00 - 16:15	93	1	1	95	97.3	57	3	0	60	63.9	0	0	0	0	0.0
16:15 - 16:30	94	4	0	98	103.2	67	3	0	70	73.9	1	0	0	1	1.0
16:30 - 16:45	100	1	0	101	102.3	61	2	0	63	65.6	0	0	0	0	0.0
16:45 - 17:00	106	1	0	107	108.3	80	1	0	81	82.3	0	0	0	0	0.0
Hourly Total	393	7	1	401	411.1	265	9	0	274	285.7	1	0	0	1	1.0
17:00 - 17:15	105	1	1	107	109.3	87	1	0	88	89.3	0	0	0	0	0.0
17:15 - 17:30	96	2	0	98	100.6	60	1	1	62	64.3	0	0	0	0	0.0
17:30 - 17:45	81	1	0	82	83.3	77	1	0	78	79.3	0	0	0	0	0.0
17:45 - 18:00	101	0	0	101	101.0	80	0	0	80	80.0	2	0	0	2	2.0
Hourly Total	383	4	1	388	394.2	304	3	1	308	312.9	2	0	0	2	2.0
18:00 - 18:15	72	1	1	74	76.3	50	0	1	51	52.0	0	0	0	0	0.0
18:15 - 18:30	77	1	1	79	81.3	52	0	0	52	52.0	0	0	0	0	0.0
18:30 - 18:45	52	0	0	52	52.0	47	0	0	47	47.0	0	0	0	0	0.0
18:45 - 19:00	61	1	0	62	63.3	26	0	0	26	26.0	0	0	0	0	0.0
Hourly Total	262	3	2	267	272.9	175	0	1	176	177.0	0	0	0	0	0.0

TOTAL	1038	14	4	1056	1078.2	744	12	2	758	775.6	3	0	0	3	3.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 2

Approach: Slugwash Lane

TIME	Left to Green Road (East)					Ahead to Eastern Road					Right to Green Road (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
07:30 - 07:45	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
07:45 - 08:00	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	0	0	0	0	0.0	2	0	0	2	2.0
08:00 - 08:15	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0
08:15 - 08:30	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
08:45 - 09:00	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	1	0	0	1	1.0	1	0	0	1	1.0
09:00 - 09:15	1	0	0	1	1.0	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	3	0	0	3	3.0
09:30 - 09:45	0	0	0	0	0.0	1	0	0	1	1.0	3	1	0	4	5.3
09:45 - 10:00	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	1	0	0	1	1.0	6	1	0	7	8.3

TOTAL	21	0	0	21	21.0	2	0	0	2	2.0	9	1	0	10	11.3
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16:00 - 16:15	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
16:15 - 16:30	1	0	0	1	1.0	0	0	0	0	0.0	2	0	0	2	2.0
16:30 - 16:45	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
16:45 - 17:00	5	0	0	5	5.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	11	0	0	11	11.0	0	0	0	0	0.0	8	0	0	8	8.0
17:00 - 17:15	3	0	0	3	3.0	0	0	0	0	0.0	3	0	0	3	3.0
17:15 - 17:30	0	0	0	0	0.0	1	0	0	1	1.0	3	0	0	3	3.0
17:30 - 17:45	1	0	0	1	1.0	1	0	0	1	1.0	3	0	0	3	3.0
17:45 - 18:00	1	0	0	1	1.0	0	0	0	0	0.0	4	0	0	4	4.0
Hourly Total	5	0	0	5	5.0	2	0	0	2	2.0	13	0	0	13	13.0
18:00 - 18:15	2	0	0	2	2.0	0	0	0	0	0.0	2	0	0	2	2.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0	2	0	0	2	2.0
18:30 - 18:45	4	0	0	4	4.0	0	0	0	0	0.0	1	0	0	1	1.0
18:45 - 19:00	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	8	0	0	8	8.0	0	0	0	0	0.0	6	0	0	6	6.0

TOTAL	24	0	0	24	24.0	2	0	0	2	2.0	27	0	0	27	27.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 2

Approach: Green Road East

TIME	Left to Eastern Road					Ahead to Green Road (West)					Right to Slugwash Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	57	1	0	58	59.3	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	96	2	0	98	100.6	0	0	0	0	0.0
07:30 - 07:45	1	0	0	1	1.0	95	0	0	95	95.0	1	0	0	1	1.0
07:45 - 08:00	0	0	0	0	0.0	104	3	2	109	114.9	2	0	0	2	2.0
Hourly Total	4	0	0	4	4.0	352	6	2	360	369.8	3	0	0	3	3.0
08:00 - 08:15	0	0	0	0	0.0	109	3	2	114	119.9	2	0	0	2	2.0
08:15 - 08:30	1	0	0	1	1.0	78	3	0	81	84.9	3	0	0	3	3.0
08:30 - 08:45	1	0	0	1	1.0	87	1	0	88	89.3	2	0	0	2	2.0
08:45 - 09:00	0	0	0	0	0.0	121	4	2	127	134.2	3	0	0	3	3.0
Hourly Total	2	0	0	2	2.0	395	11	4	410	428.3	10	0	0	10	10.0
09:00 - 09:15	0	0	0	0	0.0	72	3	1	76	80.9	1	0	0	1	1.0
09:15 - 09:30	0	0	0	0	0.0	56	2	0	58	60.6	2	0	0	2	2.0
09:30 - 09:45	1	0	0	1	1.0	65	3	0	68	71.9	3	0	0	3	3.0
09:45 - 10:00	1	0	0	1	1.0	63	5	2	70	78.5	4	1	0	5	6.3
Hourly Total	2	0	0	2	2.0	256	13	3	272	291.9	10	1	0	11	12.3

TOTAL	8	0	0	8	8.0	1003	30	9	1042	1090.0	23	1	0	24	25.3
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16:00 - 16:15	2	0	0	2	2.0	91	0	0	91	91.0	2	0	0	2	2.0
16:15 - 16:30	2	0	0	2	2.0	109	0	0	109	109.0	1	0	0	1	1.0
16:30 - 16:45	1	0	0	1	1.0	105	4	2	111	118.2	2	0	0	2	2.0
16:45 - 17:00	1	0	0	1	1.0	75	3	1	79	83.9	1	0	0	1	1.0
Hourly Total	6	0	0	6	6.0	380	7	3	390	402.1	6	0	0	6	6.0
17:00 - 17:15	2	0	0	2	2.0	80	1	0	81	82.3	2	0	0	2	2.0
17:15 - 17:30	3	0	0	3	3.0	79	1	0	80	81.3	0	0	0	0	0.0
17:30 - 17:45	4	0	0	4	4.0	78	1	1	80	82.3	3	0	0	3	3.0
17:45 - 18:00	4	0	0	4	4.0	76	1	0	77	78.3	4	0	0	4	4.0
Hourly Total	13	0	0	13	13.0	313	4	1	318	324.2	9	0	0	9	9.0
18:00 - 18:15	3	0	0	3	3.0	76	2	1	79	82.6	4	0	0	4	4.0
18:15 - 18:30	2	0	0	2	2.0	55	1	0	56	57.3	2	0	0	2	2.0
18:30 - 18:45	2	0	0	2	2.0	69	1	0	70	71.3	3	0	0	3	3.0
18:45 - 19:00	2	0	0	2	2.0	46	0	0	46	46.0	1	0	0	1	1.0
Hourly Total	9	0	0	9	9.0	246	4	1	251	257.2	10	0	0	10	10.0

TOTAL	28	0	0	28	28.0	939	15	5	959	983.5	25	0	0	25	25.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 2

Approach: Eastern Road

TIME	Left to Green Road (West)					Ahead to Slugwash Lane					Right to Green Road (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	5	0	0	5	5.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
07:30 - 07:45	4	0	0	4	4.0	0	0	0	0	0.0	3	0	0	3	3.0
07:45 - 08:00	2	0	0	2	2.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	14	0	0	14	14.0	0	0	0	0	0.0	6	0	0	6	6.0
08:00 - 08:15	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
08:15 - 08:30	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
08:30 - 08:45	3	0	0	3	3.0	0	0	0	0	0.0	3	0	0	3	3.0
08:45 - 09:00	5	0	0	5	5.0	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	13	0	0	13	13.0	0	0	0	0	0.0	10	0	0	10	10.0
09:00 - 09:15	3	0	0	3	3.0	1	0	0	1	1.0	0	0	0	0	0.0
09:15 - 09:30	6	0	0	6	6.0	0	0	0	0	0.0	1	0	0	1	1.0
09:30 - 09:45	3	0	0	3	3.0	1	0	0	1	1.0	0	0	0	0	0.0
09:45 - 10:00	3	0	0	3	3.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	15	0	0	15	15.0	2	0	0	2	2.0	3	0	0	3	3.0

TOTAL	42	0	0	42	42.0	2	0	0	2	2.0	19	0	0	19	19.0
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16:00 - 16:15	5	0	0	5	5.0	0	0	0	0	0.0	1	0	0	1	1.0
16:15 - 16:30	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
16:30 - 16:45	5	0	0	5	5.0	0	0	0	0	0.0	4	0	0	4	4.0
16:45 - 17:00	2	0	0	2	2.0	0	0	0	0	0.0	5	0	0	5	5.0
Hourly Total	14	0	0	14	14.0	0	0	0	0	0.0	13	0	0	13	13.0
17:00 - 17:15	6	0	0	6	6.0	0	0	0	0	0.0	6	0	0	6	6.0
17:15 - 17:30	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	11	0	0	11	11.0	0	0	0	0	0.0	3	0	0	3	3.0
17:45 - 18:00	4	0	0	4	4.0	1	0	0	1	1.0	3	0	0	3	3.0
Hourly Total	23	0	0	23	23.0	1	0	0	1	1.0	12	0	0	12	12.0
18:00 - 18:15	3	0	0	3	3.0	1	0	0	1	1.0	2	0	0	2	2.0
18:15 - 18:30	3	0	0	3	3.0	0	0	0	0	0.0	1	0	0	1	1.0
18:30 - 18:45	3	0	0	3	3.0	0	0	0	0	0.0	3	0	0	3	3.0
18:45 - 19:00	6	0	0	6	6.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	15	0	0	15	15.0	1	0	0	1	1.0	6	0	0	6	6.0

TOTAL	52	0	0	52	52.0	2	0	0	2	2.0	31	0	0	31	31.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 2

Approach: Green Road West

TIME	Left to Slugwash Lane					Ahead to Green Road (East)					Right to Eastern Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	48	0	0	48	48.0	1	0	0	1	1.0
07:15 - 07:30	1	0	0	1	1.0	67	2	1	70	73.6	2	0	0	2	2.0
07:30 - 07:45	0	0	0	0	0.0	88	2	0	90	92.6	3	0	0	3	3.0
07:45 - 08:00	1	0	0	1	1.0	84	4	0	88	93.2	2	0	0	2	2.0
Hourly Total	3	0	0	3	3.0	287	8	1	296	307.4	8	0	0	8	8.0
08:00 - 08:15	0	0	0	0	0.0	89	3	1	93	97.9	5	0	0	5	5.0
08:15 - 08:30	1	0	0	1	1.0	112	2	3	117	122.6	2	0	0	2	2.0
08:30 - 08:45	1	0	0	1	1.0	103	1	1	105	107.3	4	0	0	4	4.0
08:45 - 09:00	0	0	0	0	0.0	101	2	1	104	107.6	3	0	0	3	3.0
Hourly Total	2	0	0	2	2.0	405	8	6	419	435.4	14	0	0	14	14.0
09:00 - 09:15	1	0	0	1	1.0	56	4	0	60	65.2	3	0	0	3	3.0
09:15 - 09:30	1	0	0	1	1.0	54	5	0	59	65.5	4	0	0	4	4.0
09:30 - 09:45	0	0	0	0	0.0	63	5	0	68	74.5	3	0	0	3	3.0
09:45 - 10:00	0	0	0	0	0.0	55	1	0	56	57.3	5	0	0	5	5.0
Hourly Total	2	0	0	2	2.0	228	15	0	243	262.5	15	0	0	15	15.0

TOTAL	7	0	0	7	7.0	920	31	7	958	1005.3	37	0	0	37	37.0
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16:00 - 16:15	4	0	0	4	4.0	109	4	0	113	118.2	4	0	0	4	4.0
16:15 - 16:30	5	0	0	5	5.0	103	3	0	106	109.9	4	0	0	4	4.0
16:30 - 16:45	4	0	0	4	4.0	108	4	0	112	117.2	5	0	0	5	5.0
16:45 - 17:00	3	0	0	3	3.0	112	1	0	113	114.3	6	0	0	6	6.0
Hourly Total	16	0	0	16	16.0	432	12	0	444	459.6	19	0	0	19	19.0
17:00 - 17:15	4	0	0	4	4.0	115	2	0	117	119.6	7	0	0	7	7.0
17:15 - 17:30	4	0	0	4	4.0	97	2	1	100	103.6	8	0	0	8	8.0
17:30 - 17:45	3	0	0	3	3.0	116	2	0	118	120.6	11	0	0	11	11.0
17:45 - 18:00	1	0	0	1	1.0	117	0	0	117	117.0	10	0	0	10	10.0
Hourly Total	12	0	0	12	12.0	445	6	1	452	460.8	36	0	0	36	36.0
18:00 - 18:15	2	0	0	2	2.0	87	0	2	89	91.0	8	0	0	8	8.0
18:15 - 18:30	0	0	0	0	0.0	87	1	1	89	91.3	9	0	0	9	9.0
18:30 - 18:45	1	0	0	1	1.0	81	0	0	81	81.0	5	0	0	5	5.0
18:45 - 19:00	2	0	0	2	2.0	46	0	0	46	46.0	3	0	0	3	3.0
Hourly Total	5	0	0	5	5.0	301	1	3	305	309.3	25	0	0	25	25.0

TOTAL	33	0	0	33	33.0	1178	19	4	1201	1229.7	80	0	0	80	80.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 3

Approach: North Common Road

TIME	Left to South Road					Ahead to Green Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	37	1	0	38	39.3	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	54	1	0	55	56.3	0	0	0	0	0.0
07:30 - 07:45	4	0	0	4	4.0	55	0	0	55	55.0	0	0	0	0	0.0
07:45 - 08:00	6	0	0	6	6.0	61	1	0	62	63.3	0	0	0	0	0.0
Hourly Total	10	0	0	10	10.0	207	3	0	210	213.9	0	0	0	0	0.0
08:00 - 08:15	2	1	0	3	4.3	56	2	1	59	62.6	0	0	0	0	0.0
08:15 - 08:30	6	0	0	6	6.0	43	2	0	45	47.6	1	0	0	1	1.0
08:30 - 08:45	5	0	0	5	5.0	56	0	0	56	56.0	0	0	0	0	0.0
08:45 - 09:00	10	0	0	10	10.0	66	1	2	69	72.3	0	0	0	0	0.0
Hourly Total	23	1	0	24	25.3	221	5	3	229	238.5	1	0	0	1	1.0
09:00 - 09:15	6	0	0	6	6.0	34	4	1	39	45.2	0	0	0	0	0.0
09:15 - 09:30	4	0	0	4	4.0	36	2	0	38	40.6	0	0	0	0	0.0
09:30 - 09:45	3	0	0	3	3.0	41	1	1	43	45.3	1	0	0	1	1.0
09:45 - 10:00	2	0	0	2	2.0	37	3	0	40	43.9	0	0	0	0	0.0
Hourly Total	15	0	0	15	15.0	148	10	2	160	175.0	1	0	0	1	1.0

TOTAL	48	1	0	49	50.3	576	18	5	599	627.4	2	0	0	2	2.0
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16:00 - 16:15	8	0	0	8	8.0	55	1	0	56	57.3	0	0	0	0	0.0
16:15 - 16:30	3	0	0	3	3.0	56	0	0	56	56.0	0	0	0	0	0.0
16:30 - 16:45	5	0	0	5	5.0	74	2	1	77	80.6	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	43	0	0	43	43.0	0	0	0	0	0.0
Hourly Total	16	0	0	16	16.0	228	3	1	232	236.9	0	0	0	0	0.0
17:00 - 17:15	3	0	0	3	3.0	47	0	0	47	47.0	0	0	0	0	0.0
17:15 - 17:30	2	1	0	3	4.3	50	1	0	51	52.3	1	0	0	1	1.0
17:30 - 17:45	4	0	0	4	4.0	52	1	0	53	54.3	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	54	0	0	54	54.0	0	0	0	0	0.0
Hourly Total	9	1	0	10	11.3	203	2	0	205	207.6	1	0	0	1	1.0
18:00 - 18:15	3	0	0	3	3.0	62	1	1	64	66.3	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	36	0	0	36	36.0	0	0	0	0	0.0
18:30 - 18:45	1	0	0	1	1.0	47	0	0	47	47.0	0	0	0	0	0.0
18:45 - 19:00	2	0	0	2	2.0	29	1	0	30	31.3	0	0	0	0	0.0
Hourly Total	8	0	0	8	8.0	174	2	1	177	180.6	0	0	0	0	0.0

TOTAL	33	1	0	34	35.3	605	7	2	614	625.1	1	0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024

Junction: 3

Approach: South Road



TIME	Left to Green Road					Right to North Common Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	22	0	0	22	22.0	0	1	0	1	2.3
07:15 - 07:30	45	1	0	46	47.3	1	0	0	1	1.0
07:30 - 07:45	41	1	0	42	43.3	3	0	0	3	3.0
07:45 - 08:00	43	1	2	46	49.3	0	1	0	1	2.3
Hourly Total	151	3	2	156	161.9	4	2	0	6	8.6
08:00 - 08:15	55	2	1	58	61.6	2	2	0	4	6.6
08:15 - 08:30	39	0	0	39	39.0	2	0	0	2	2.0
08:30 - 08:45	33	2	0	35	37.6	1	0	0	1	1.0
08:45 - 09:00	58	2	0	60	62.6	6	0	0	6	6.0
Hourly Total	185	6	1	192	200.8	11	2	0	13	15.6
09:00 - 09:15	39	0	0	39	39.0	1	0	0	1	1.0
09:15 - 09:30	22	0	0	22	22.0	1	0	0	1	1.0
09:30 - 09:45	27	2	0	29	31.6	0	0	0	0	0.0
09:45 - 10:00	31	3	1	35	39.9	4	1	0	5	6.3
Hourly Total	119	5	1	125	132.5	6	1	0	7	8.3

TOTAL	455	14	4	473	495.2	21	5	0	26	32.5
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16:00 - 16:15	39	0	0	39	39.0	2	0	0	2	2.0
16:15 - 16:30	57	0	1	58	59.0	5	0	0	5	5.0
16:30 - 16:45	35	1	0	36	37.3	3	0	0	3	3.0
16:45 - 17:00	34	3	1	38	42.9	1	0	0	1	1.0
Hourly Total	165	4	2	171	178.2	11	0	0	11	11.0
17:00 - 17:15	36	1	0	37	38.3	2	0	0	2	2.0
17:15 - 17:30	32	0	0	32	32.0	2	0	0	2	2.0
17:30 - 17:45	32	0	1	33	34.0	4	0	0	4	4.0
17:45 - 18:00	31	1	0	32	33.3	2	0	0	2	2.0
Hourly Total	131	2	1	134	137.6	10	0	0	10	10.0
18:00 - 18:15	20	1	0	21	22.3	5	0	0	5	5.0
18:15 - 18:30	21	0	0	21	21.0	1	1	0	2	3.3
18:30 - 18:45	27	1	0	28	29.3	1	1	0	2	3.3
18:45 - 19:00	18	0	0	18	18.0	2	0	0	2	2.0
Hourly Total	86	2	0	88	90.6	9	2	0	11	13.6

TOTAL	382	8	3	393	406.4	30	2	0	32	34.6
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 3

Approach: Green Road

TIME	Ahead to North Common Road					Right to South Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	43	0	0	43	43.0	9	0	0	9	9.0	0	0	0	0	0.0
07:15 - 07:30	42	2	1	45	48.6	28	0	0	28	28.0	0	0	0	0	0.0
07:30 - 07:45	67	1	0	68	69.3	25	2	0	27	29.6	0	0	0	0	0.0
07:45 - 08:00	54	2	0	56	58.6	35	1	0	36	37.3	0	0	0	0	0.0
Hourly Total	206	5	1	212	219.5	97	3	0	100	103.9	0	0	0	0	0.0
08:00 - 08:15	51	3	0	54	57.9	43	0	1	44	45.0	0	0	0	0	0.0
08:15 - 08:30	78	2	0	80	82.6	42	0	2	44	46.0	0	0	0	0	0.0
08:30 - 08:45	54	1	0	55	56.3	54	0	2	56	58.0	0	0	0	0	0.0
08:45 - 09:00	57	2	0	59	61.6	48	0	0	48	48.0	0	0	0	0	0.0
Hourly Total	240	8	0	248	258.4	187	0	5	192	197.0	0	0	0	0	0.0
09:00 - 09:15	42	2	0	44	46.6	15	2	1	18	21.6	0	0	0	0	0.0
09:15 - 09:30	35	3	0	38	41.9	21	2	0	23	25.6	0	0	0	0	0.0
09:30 - 09:45	46	0	0	46	46.0	16	4	0	20	25.2	0	0	0	0	0.0
09:45 - 10:00	44	1	0	45	46.3	14	1	0	15	16.3	0	0	0	0	0.0
Hourly Total	167	6	0	173	180.8	66	9	1	76	88.7	0	0	0	0	0.0

TOTAL	613	19	1	633	658.7	350	12	6	368	389.6	0	0	0	0	0.0
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16:00 - 16:15	63	1	0	64	65.3	50	3	0	53	56.9	0	0	0	0	0.0
16:15 - 16:30	67	2	0	69	71.6	41	2	0	43	45.6	0	0	0	0	0.0
16:30 - 16:45	66	1	0	67	68.3	49	2	0	51	53.6	0	0	0	0	0.0
16:45 - 17:00	75	0	0	75	75.0	46	1	0	47	48.3	0	0	0	0	0.0
Hourly Total	271	4	0	275	280.2	186	8	0	194	204.4	0	0	0	0	0.0
17:00 - 17:15	81	0	0	81	81.0	42	2	0	44	46.6	0	0	0	0	0.0
17:15 - 17:30	58	1	0	59	60.3	37	1	1	39	41.3	0	0	0	0	0.0
17:30 - 17:45	78	0	0	78	78.0	42	1	0	43	44.3	0	0	0	0	0.0
17:45 - 18:00	80	0	0	80	80.0	42	1	0	43	44.3	0	0	0	0	0.0
Hourly Total	297	1	0	298	299.3	163	5	1	169	176.5	0	0	0	0	0.0
18:00 - 18:15	64	0	1	65	66.0	28	0	1	29	30.0	0	0	0	0	0.0
18:15 - 18:30	44	0	1	45	46.0	43	1	0	44	45.3	0	0	0	0	0.0
18:30 - 18:45	69	0	0	69	69.0	18	0	0	18	18.0	0	0	0	0	0.0
18:45 - 19:00	26	0	0	26	26.0	22	0	0	22	22.0	1	0	0	1	1.0
Hourly Total	203	0	2	205	207.0	111	1	1	113	115.3	1	0	0	1	1.0

TOTAL	771	5	2	778	786.5	460	14	2	476	496.2	1	0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 4

Approach: South Road North

TIME	Left to South Road (East)					Ahead to Hundred Acre Lane					Right to Wivelsfield Primary School				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	6	0	0	6	6.0	2	0	0	2	2.0	1	0	0	1	1.0
07:15 - 07:30	15	0	0	15	15.0	5	0	0	5	5.0	6	0	0	6	6.0
07:30 - 07:45	19	2	0	21	23.6	8	0	0	8	8.0	5	0	0	5	5.0
07:45 - 08:00	30	1	0	31	32.3	7	0	0	7	7.0	3	0	0	3	3.0
Hourly Total	70	3	0	73	76.9	22	0	0	22	22.0	15	0	0	15	15.0
08:00 - 08:15	32	1	1	34	36.3	15	0	0	15	15.0	6	0	0	6	6.0
08:15 - 08:30	31	0	2	33	35.0	6	0	0	6	6.0	3	0	0	3	3.0
08:30 - 08:45	34	0	1	35	36.0	16	0	0	16	16.0	7	0	1	8	9.0
08:45 - 09:00	41	1	0	42	43.3	8	0	0	8	8.0	7	0	0	7	7.0
Hourly Total	138	2	4	144	150.6	45	0	0	45	45.0	23	0	1	24	25.0
09:00 - 09:15	16	1	1	18	20.3	3	0	0	3	3.0	3	0	0	3	3.0
09:15 - 09:30	16	1	0	17	18.3	5	1	0	6	7.3	0	0	0	0	0.0
09:30 - 09:45	18	4	0	22	27.2	3	0	0	3	3.0	0	0	0	0	0.0
09:45 - 10:00	14	1	0	15	16.3	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	64	7	1	72	82.1	12	1	0	13	14.3	4	0	0	4	4.0

TOTAL	272	12	5	289	309.6	79	1	0	80	81.3	42	0	1	43	44.0
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16:00 - 16:15	34	3	1	38	42.9	7	0	0	7	7.0	15	0	0	15	15.0
16:15 - 16:30	31	2	0	33	35.6	7	0	0	7	7.0	4	0	0	4	4.0
16:30 - 16:45	45	2	0	47	49.6	8	0	0	8	8.0	2	0	0	2	2.0
16:45 - 17:00	36	1	0	37	38.3	2	0	0	2	2.0	3	0	0	3	3.0
Hourly Total	146	8	1	155	166.4	24	0	0	24	24.0	24	0	0	24	24.0
17:00 - 17:15	40	2	0	42	44.6	3	0	0	3	3.0	2	0	0	2	2.0
17:15 - 17:30	34	1	1	36	38.3	3	1	0	4	5.3	0	0	0	0	0.0
17:30 - 17:45	38	1	0	39	40.3	6	0	0	6	6.0	2	0	0	2	2.0
17:45 - 18:00	41	1	0	42	43.3	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	153	5	1	159	166.5	14	1	0	15	16.3	4	0	0	4	4.0
18:00 - 18:15	28	0	1	29	30.0	5	0	0	5	5.0	0	0	0	0	0.0
18:15 - 18:30	43	1	0	44	45.3	2	0	0	2	2.0	1	0	0	1	1.0
18:30 - 18:45	16	0	0	16	16.0	3	0	0	3	3.0	0	0	0	0	0.0
18:45 - 19:00	19	0	0	19	19.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	106	1	1	108	110.3	13	0	0	13	13.0	1	0	0	1	1.0

TOTAL	405	14	3	422	443.2	51	1	0	52	53.3	29	0	0	29	29.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024

Junction: 4

Approach: South Road East



TIME	Left to Hundred Acre Lane					Ahead to Wivelsfield Primary School					Right to South Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	0	0	3	3.0	0	0	0	0	0.0	20	1	0	21	22.3
07:15 - 07:30	3	0	0	3	3.0	1	0	0	1	1.0	41	0	0	41	41.0
07:30 - 07:45	2	0	0	2	2.0	0	0	0	0	0.0	36	2	0	38	40.6
07:45 - 08:00	1	0	0	1	1.0	2	0	0	2	2.0	38	2	2	42	46.6
Hourly Total	9	0	0	9	9.0	3	0	0	3	3.0	135	5	2	142	150.5
08:00 - 08:15	1	1	0	2	3.3	2	0	0	2	2.0	47	3	1	51	55.9
08:15 - 08:30	2	0	0	2	2.0	1	0	0	1	1.0	38	1	0	39	40.3
08:30 - 08:45	7	0	0	7	7.0	0	0	0	0	0.0	23	1	0	24	25.3
08:45 - 09:00	2	0	0	2	2.0	0	0	0	0	0.0	41	2	0	43	45.6
Hourly Total	12	1	0	13	14.3	3	0	0	3	3.0	149	7	1	157	167.1
09:00 - 09:15	1	0	0	1	1.0	0	0	0	0	0.0	35	0	0	35	35.0
09:15 - 09:30	2	0	0	2	2.0	0	0	0	0	0.0	14	0	0	14	14.0
09:30 - 09:45	4	0	0	4	4.0	0	0	0	0	0.0	25	1	0	26	27.3
09:45 - 10:00	0	0	0	0	0.0	0	0	0	0	0.0	30	3	1	34	38.9
Hourly Total	7	0	0	7	7.0	0	0	0	0	0.0	104	4	1	109	115.2

TOTAL	28	1	0	29	30.3	6	0	0	6	6.0	388	16	4	408	432.8
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16:00 - 16:15	1	0	0	1	1.0	4	0	0	4	4.0	30	0	0	30	30.0
16:15 - 16:30	2	0	0	2	2.0	0	0	0	0	0.0	31	0	1	32	33.0
16:30 - 16:45	3	0	0	3	3.0	1	0	0	1	1.0	31	2	0	33	35.6
16:45 - 17:00	3	0	0	3	3.0	0	0	0	0	0.0	29	2	1	32	35.6
Hourly Total	9	0	0	9	9.0	5	0	0	5	5.0	121	4	2	127	134.2
17:00 - 17:15	1	0	0	1	1.0	0	0	0	0	0.0	27	1	0	28	29.3
17:15 - 17:30	2	0	0	2	2.0	0	0	0	0	0.0	24	0	0	24	24.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0	25	0	1	26	27.0
17:45 - 18:00	2	0	0	2	2.0	0	0	0	0	0.0	28	1	0	29	30.3
Hourly Total	6	0	0	6	6.0	0	0	0	0	0.0	104	2	1	107	110.6
18:00 - 18:15	1	0	0	1	1.0	0	0	0	0	0.0	19	1	0	20	21.3
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0	21	1	0	22	23.3
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0	25	2	0	27	29.6
18:45 - 19:00	1	0	0	1	1.0	0	0	0	0	0.0	16	0	0	16	16.0
Hourly Total	3	0	0	3	3.0	0	0	0	0	0.0	81	4	0	85	90.2

TOTAL	18	0	0	18	18.0	5	0	0	5	5.0	306	10	3	319	335.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 4

Approach: Hundred Acre Lane

TIME	Left to Wivelsfield Primary School					Ahead to South Road (North)					Right to South Road (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	2	0	0	2	2.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	2	0	0	2	2.0	1	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0.0	3	0	0	3	3.0	3	0	0	3	3.0
07:45 - 08:00	1	0	0	1	1.0	4	0	0	4	4.0	2	0	0	2	2.0
Hourly Total	2	0	0	2	2.0	11	0	0	11	11.0	6	0	0	6	6.0
08:00 - 08:15	0	0	0	0	0.0	6	1	0	7	8.3	2	0	0	2	2.0
08:15 - 08:30	0	0	0	0	0.0	4	0	0	4	4.0	3	0	0	3	3.0
08:30 - 08:45	0	0	0	0	0.0	12	0	0	12	12.0	2	0	0	2	2.0
08:45 - 09:00	0	0	0	0	0.0	13	0	0	13	13.0	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	35	1	0	36	37.3	8	0	0	8	8.0
09:00 - 09:15	0	0	0	0	0.0	2	0	0	2	2.0	2	0	0	2	2.0
09:15 - 09:30	0	0	0	0	0.0	7	0	0	7	7.0	1	0	0	1	1.0
09:30 - 09:45	1	0	0	1	1.0	1	1	0	2	3.3	2	0	0	2	2.0
09:45 - 10:00	0	0	0	0	0.0	3	1	0	4	5.3	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	13	2	0	15	17.6	6	0	0	6	6.0

TOTAL	3	0	0	3	3.0	59	3	0	62	65.9	20	0	0	20	20.0
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16:00 - 16:15	0	0	0	0	0.0	5	0	0	5	5.0	2	0	0	2	2.0
16:15 - 16:30	0	0	0	0	0.0	9	0	0	9	9.0	5	0	0	5	5.0
16:30 - 16:45	0	0	0	0	0.0	4	0	0	4	4.0	3	0	0	3	3.0
16:45 - 17:00	0	0	0	0	0.0	4	0	0	4	4.0	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	22	0	0	22	22.0	11	0	0	11	11.0
17:00 - 17:15	1	0	0	1	1.0	9	0	0	9	9.0	1	0	0	1	1.0
17:15 - 17:30	0	0	0	0	0.0	6	0	0	6	6.0	1	0	0	1	1.0
17:30 - 17:45	0	0	0	0	0.0	6	0	0	6	6.0	2	0	0	2	2.0
17:45 - 18:00	0	0	0	0	0.0	4	0	0	4	4.0	3	0	0	3	3.0
Hourly Total	1	0	0	1	1.0	25	0	0	25	25.0	7	0	0	7	7.0
18:00 - 18:15	0	0	0	0	0.0	6	0	0	6	6.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	4	0	0	4	4.0	2	0	0	2	2.0
18:45 - 19:00	0	0	0	0	0.0	3	0	0	3	3.0	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	16	0	0	16	16.0	3	0	0	3	3.0

TOTAL	1	0	0	1	1.0	63	0	0	63	63.0	21	0	0	21	21.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024



Junction: 4

Approach: Wivelsfield Primary School

TIME	Left to South Road (North)					Ahead to South Road (East)					Right to Hundred Acre Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	3	0	0	3	3.0	1	0	0	1	1.0	0	0	0	0	0.0
07:30 - 07:45	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	8	0	0	8	8.0	1	0	0	1	1.0	1	0	0	1	1.0
08:00 - 08:15	5	0	0	5	5.0	1	0	0	1	1.0	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
08:30 - 08:45	2	0	0	2	2.0	0	0	1	1	2.0	0	0	0	0	0.0
08:45 - 09:00	6	0	0	6	6.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	13	0	0	13	13.0	2	0	1	3	4.0	0	0	0	0	0.0
09:00 - 09:15	3	0	0	3	3.0	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
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	25	0	0	25	25.0	3	0	1	4	5.0	1	0	0	1	1.0
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16:00 - 16:15	3	0	0	3	3.0	1	0	0	1	1.0	1	0	0	1	1.0
16:15 - 16:30	23	0	0	23	23.0	5	0	0	5	5.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	5	0	0	5	5.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	32	0	0	32	32.0	7	0	0	7	7.0	1	0	0	1	1.0
17:00 - 17:15	2	0	0	2	2.0	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	2	0	0	2	2.0	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
18:15 - 18:30	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
18:45 - 19:00	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

TOTAL	41	0	0	41	41.0	9	0	0	9	9.0	1	0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wivelsfield, Wednesday 19th June 2024

Site 1

Queues are stationary vehicles each 5 minutes



TIME	B2112	Green Road	B2112 Ditchling Road
07:00	0	1	0
07:05	0	0	0
07:10	2	1	0
07:15	0	0	0
07:20	0	0	0
07:25	1	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	21	0	0
07:55	0	0	0
08:00	0	0	1
08:05	0	0	0
08:10	15	0	0
08:15	0	0	0
08:20	1	2	0
08:25	0	0	0
08:30	0	0	0
08:35	1	2	0
08:40	0	0	0
08:45	10	4	0
08:50	8	3	0
08:55	0	0	0
09:00	0	2	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	1
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	12	0	1
09:50	0	0	0
09:55	0	0	0
10:00	0	1	0
16:00	0	2	0
16:05	0	1	0
16:10	6	12	0
16:15	0	0	0
16:20	3	0	0
16:25	0	0	1
16:30	8	1	0
16:35	0	3	0
16:40	0	0	0
16:45	0	0	1
16:50	1	0	0
16:55	0	4	0
17:00	0	0	0
17:05	1	0	0
17:10	0	0	0
17:15	0	0	0
17:20	4	1	0
17:25	3	3	0
17:30	0	0	0
17:35	6	1	0
17:40	0	0	0
17:45	0	0	0
17:50	25	14	0
17:55	0	3	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	1	0	0
18:20	2	1	0
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0

Wivelsfield, Wednesday 19th June 2024



Site 2

Queues are stationary vehicles each 5 minutes

TIME	Slugwash Lane	Green Road (East) RIGHT TURN	Eastern Road	Green Road (West) RIGHT TURN
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	0	0	0
08:45	0	0	2	0
08:50	0	0	0	0
08:55	0	0	3	0
09:00	0	0	0	0
09:05	0	0	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	3	0	0
16:45	0	0	0	0
16:50	0	3	0	0
16:55	0	0	0	0
17:00	0	2	0	0
17:05	0	5	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	0	0	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	0	0	0	0
18:40	0	0	0	0
18:45	0	0	0	0
18:50	0	0	0	0
18:55	0	0	0	0
19:00	0	0	0	0

Wivelsfield, Wednesday 19th June 2024

Site 3

Queues are stationary vehicles each 5 minutes



TIME	South Road	Green Road RIGHT TURN
07:00	0	0
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	1
08:15	0	0
08:20	1	0
08:25	1	0
08:30	0	0
08:35	0	0
08:40	1	0
08:45	2	0
08:50	0	0
08:55	1	0
09:00	0	1
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	4	0
09:50	0	0
09:55	0	0
10:00	0	0

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

Wivelsfield, Wednesday 19th June 2024

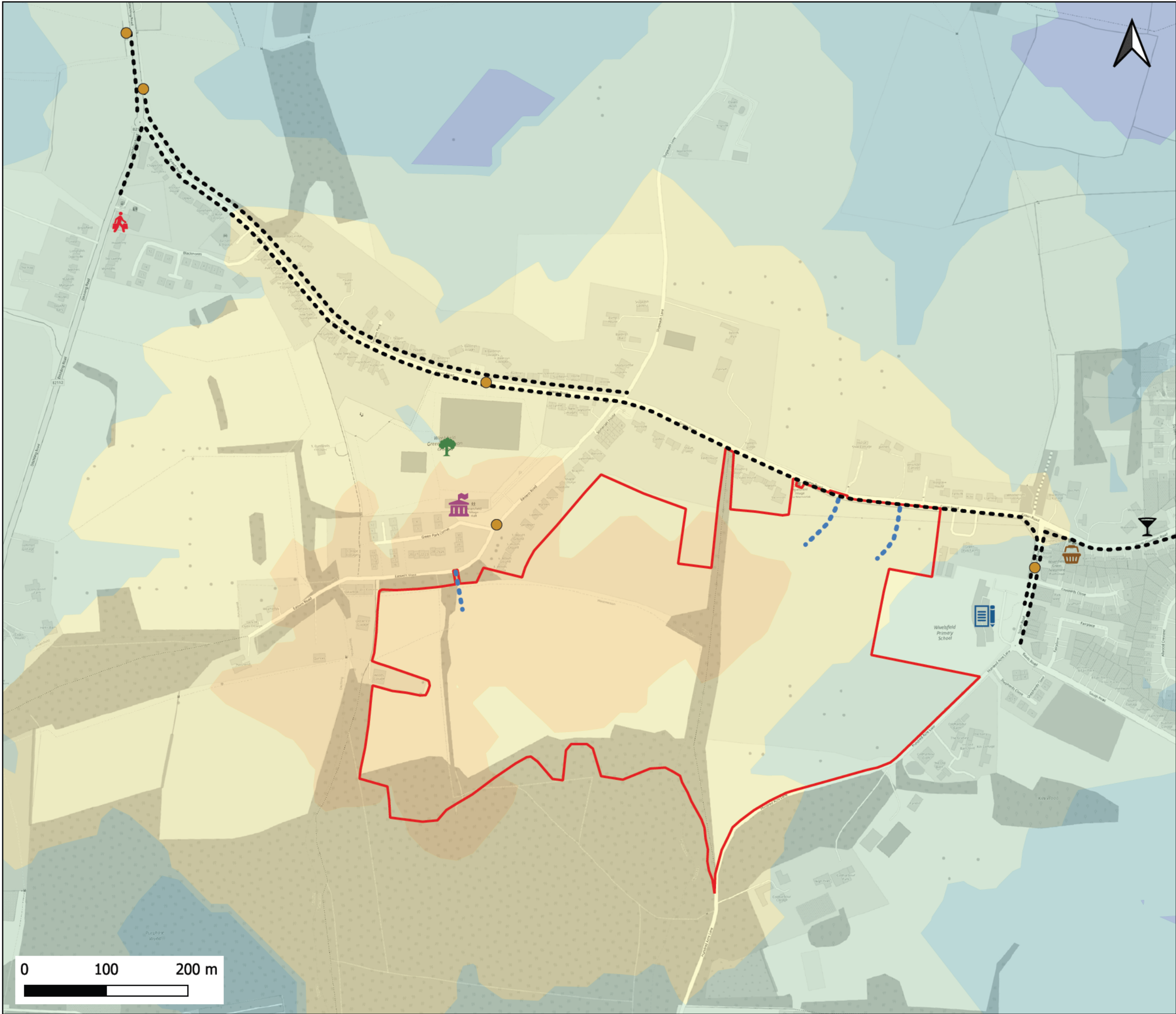


Site 4

Queues are stationary vehicles each 5 minutes

TIME	South Street (North)	South Street (East)	Hundred Acre Lane	Wivelsfield Primary School
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	2	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	2	0	0
08:40	2	0	0	0
08:45	0	3	0	3
08:50	0	2	0	2
08:55	0	0	0	0
09:00	0	0	0	0
09:05	0	0	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	2
16:15	0	0	2	0
16:20	0	0	5	2
16:25	0	0	3	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	3
16:55	2	0	0	0
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18:55	0	0	0	0
19:00	0	0	0	0

Appendix 4 – Walking Isochrones



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Legend

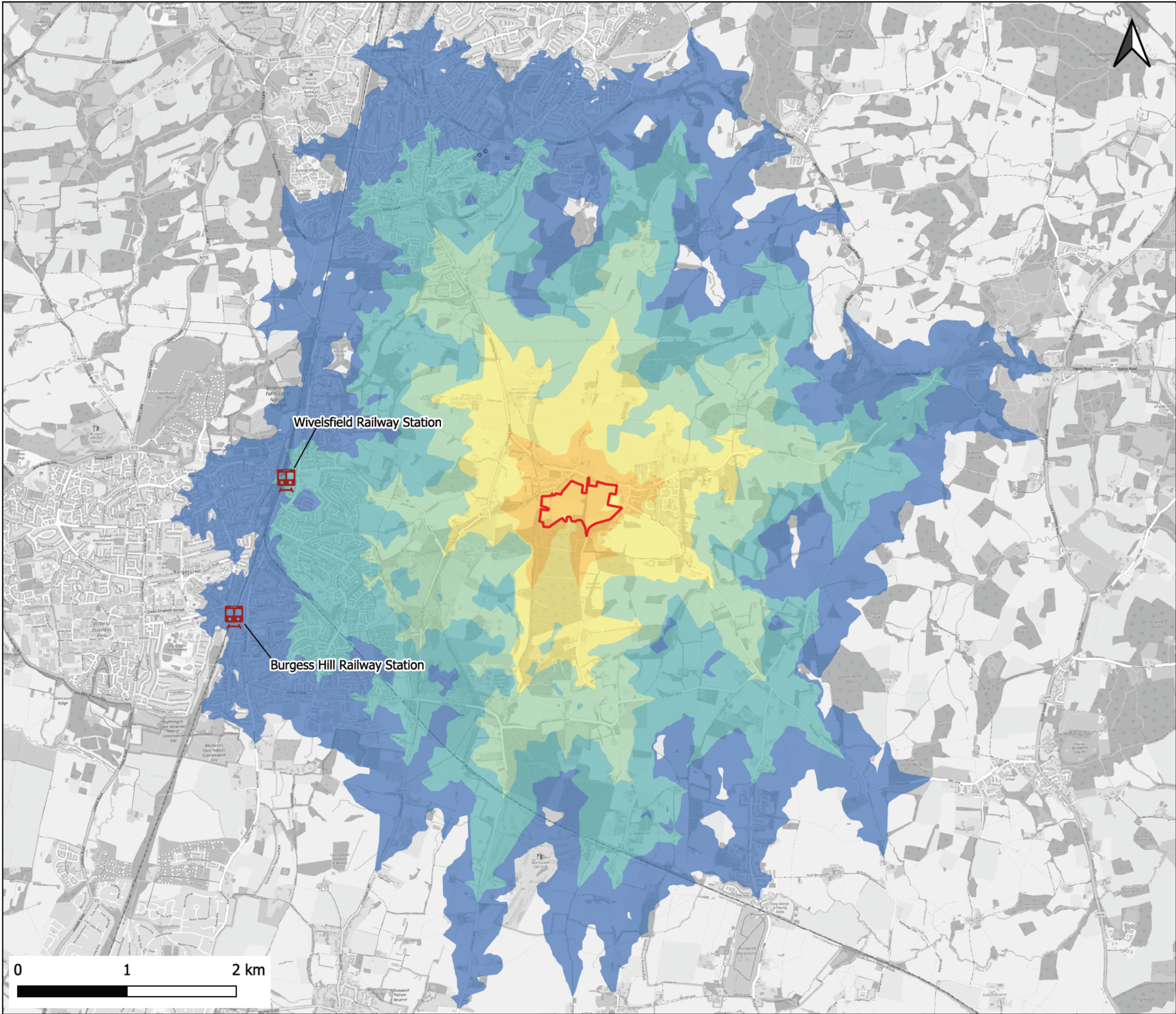
- 0-5 Minute Walk
- 5-10 Minute Walk
- 10-15 Minute Walk
- 15-20 Minute Walk
- 20-25 Minute Walk
- Proposed Site Layout
- Proposed Pedestrian / Cycle Access Routes
- Existing Footway Links
- Bus Stop
- School
- Shop and Post Office
- Village Hall
- Pub
- Park
- Morrisons Daily



Client: Taylor Wimpey Strategic Land
Project: Green Road, Wivesfield Green
Title: Walking Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	AC/LE	MB
Project Number:	Scale@A3	Date Created:
794-PLN-TRP-00048		04/11/2024

Appendix 5 – Cycling Isochrones



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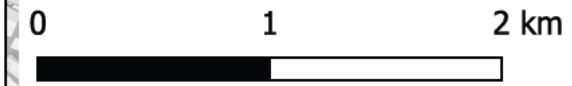
- Legend**
- 0-5 Minute Cycle
 - 5-10 Minute Cycle
 - 10-15 Minute Cycle
 - 15-20 Minute Cycle
 - 20-25 Minute Cycle
 - Proposed Site Layout
 - Railway Station



Client: Taylor Wimpey Strategic Land
Project: Green Road, Wivesfield Green
Title: Cycling Isochrone

Status:	Drawn by:	PM/Checked by:
Preliminary	AC	MB

Project Number:	Scale@A3	Date Created:
794-PLN-TRP-00048		04/11/2024



Appendix 6 – Site Layout Plan




0 50 100 metres

- Site Boundary: 20.89ha
- Proposed housing area: 4.06ha
Approx. 150 homes @ 37dph
- Additional land for Wivelsfield primary school or for community open space: 0.5ha
- Proposed vehicular access point
- Indicative tree-lined primary street alignment
- Indicative secondary streets
- Listed Buildings
- Existing bus route and bus stops
- Existing public footpath
- Existing bridleway
- Existing permissive footpath
- Ancient Woodland
- 30m buffer from Ancient Woodland
- 15m buffer from Ancient Woodland
- Existing vegetation
- Proposed formal and informal recreation areas and amenity spaces (to include new landscaping and tree planting)
- Proposed community orchard
- Potential pedestrian and cycle paths
- Potential pedestrian paths
- Potential mown paths
- Proposed pedestrian/cycle access point
- Proposed pedestrian/cycle link
- Proposed children's play area
- Proposed Sustainable Drainage (SuDS) features
- Proposed ecological ponds
- War memorial (to be excluded from the red line)
- Existing watercourse

F	11.12.24	KP	Updated to reflect the latest Illustrative Landscape Masterplan
E	06.12.24	KP	Updated to reflect Proving Layout and Illustrative Landscape Masterplan
Rev	Date	By	Description


Dixies Barns, High Street,
Ashwell, Hertfordshire SG7 5NT
t 01462 743647
e ashwell@csaenvironmental.co.uk
w csaenvironmental.co.uk

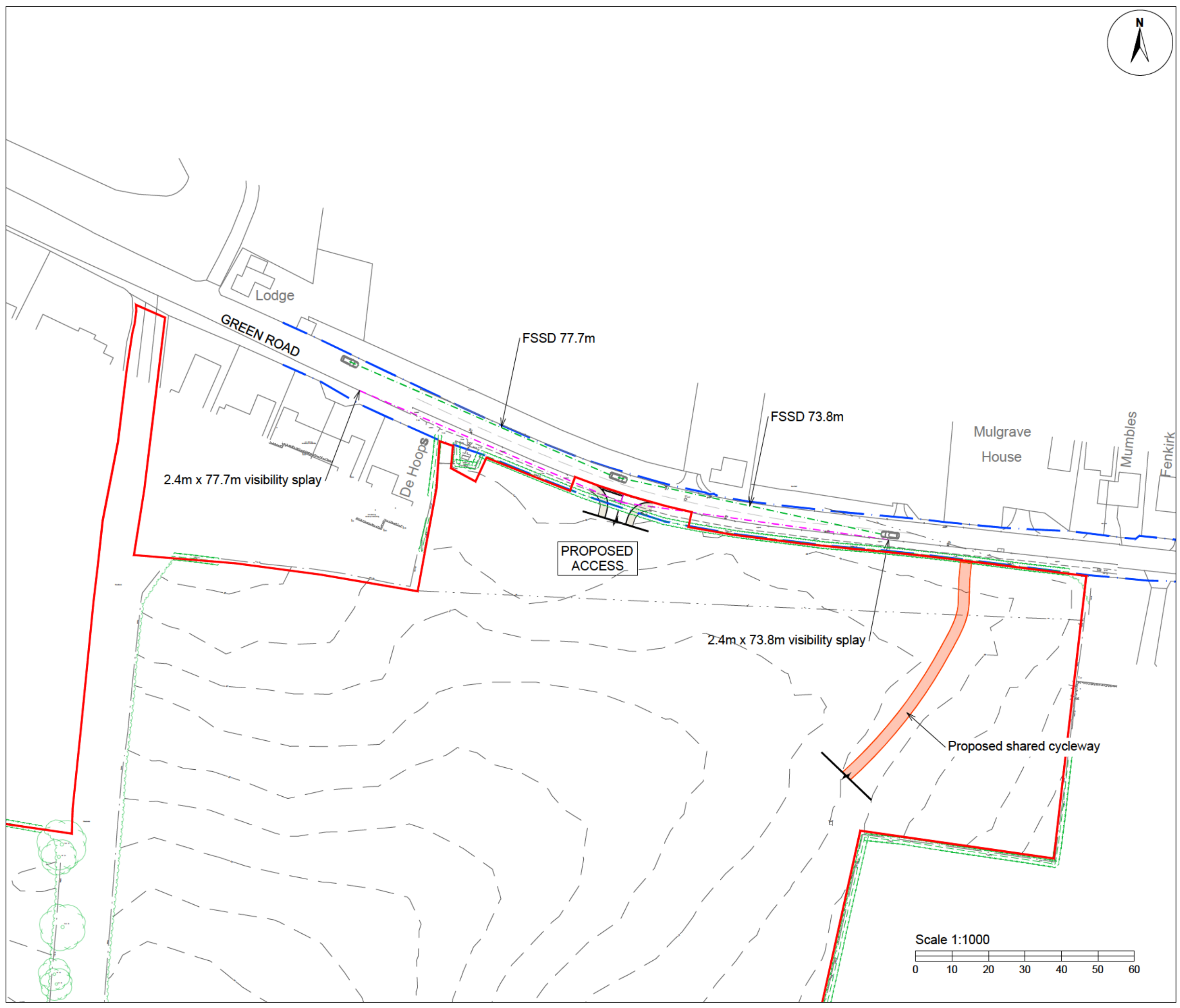
Project Land south of Green Road, Wivelsfield Green

Title Development Framework Plan

Client Taylor Wimpey UK Ltd

Scale 1:2500 @ A2	Drawn KP
Date October 2024	Checked RR
Drawing No. CSA/6467/104	Rev F

Appendix 7 – Proposed Priority Junction



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 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

- Extent of public highway
- New footway
- Red line boundary

PRELIMINARY
NOT FOR
CONSTRUCTION

A	Red line boundary and FSSD added	AJ	MSB	23/10/24
Rev	Description	By	CB	Date



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

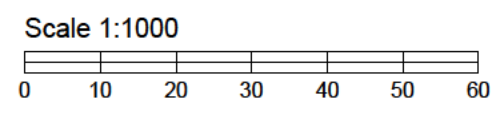
Title Proposed Green Road Access

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	MSB
Project Number	Scale @ A3	Date Created
TRP-00048	1:1000	15/10/2024

RPS Drawing/Figure Number
794-PLN-TRP-00048-DR-004

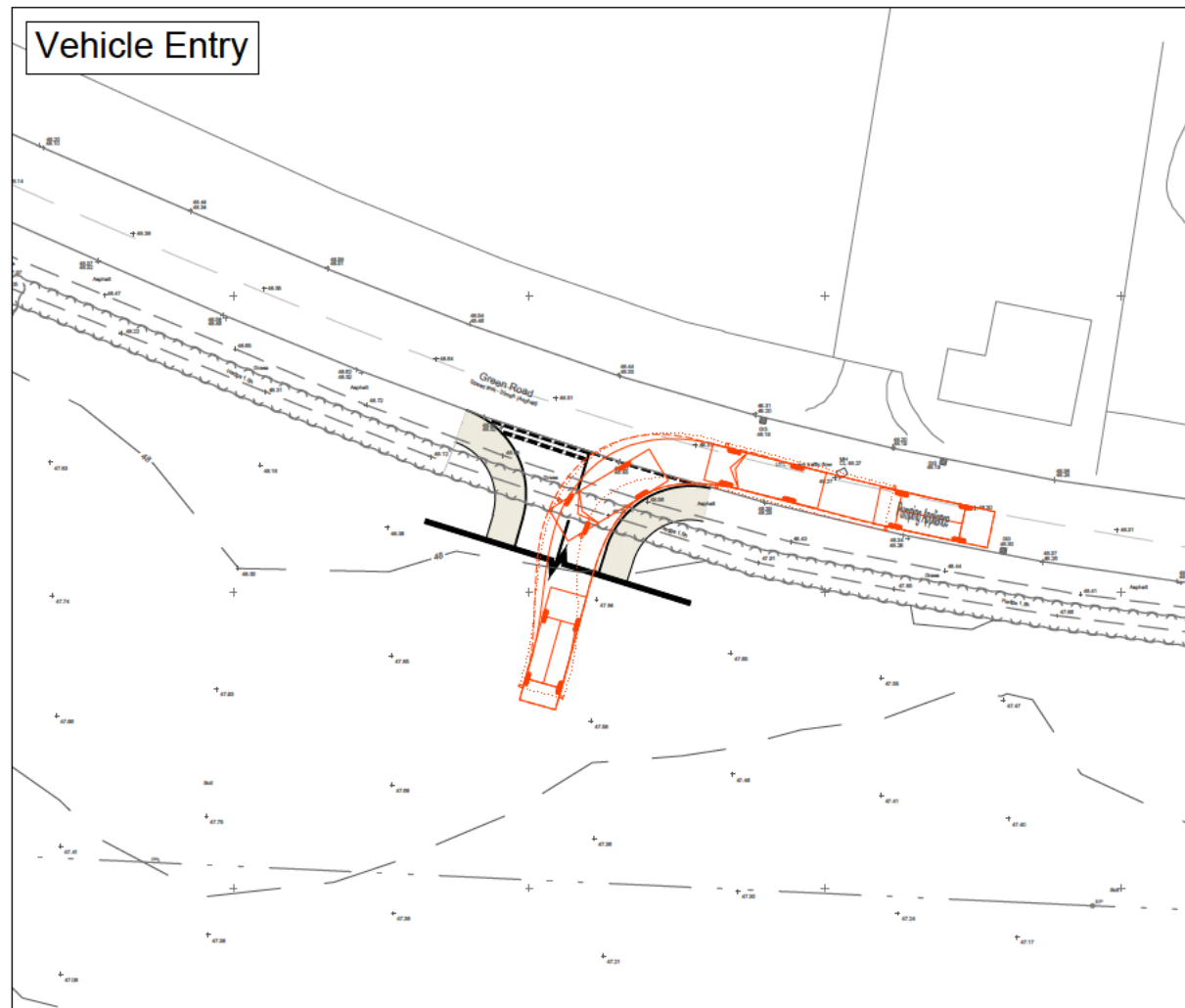
Rev
A

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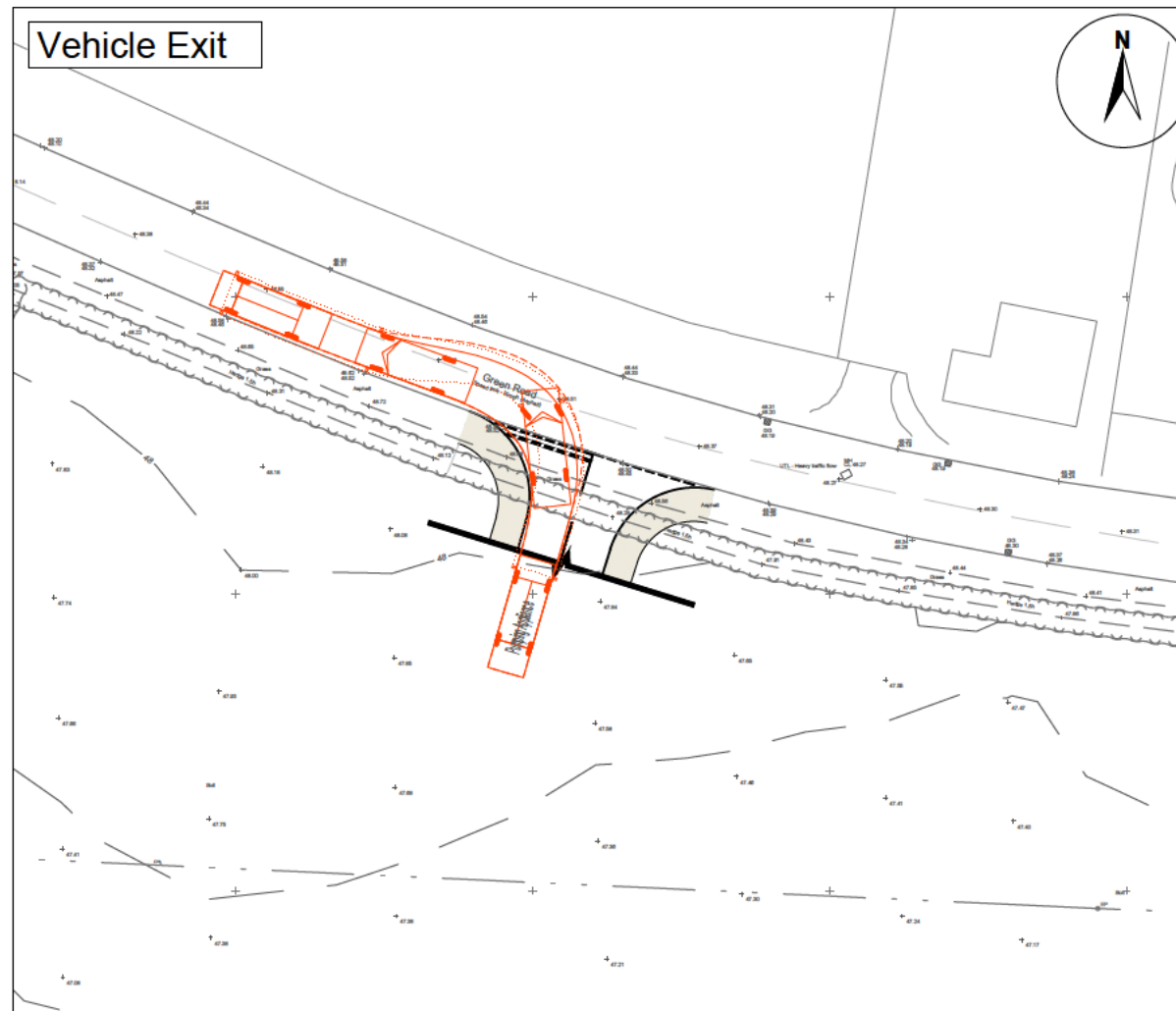


Appendix 8 – Swept Path Analysis

Vehicle Entry



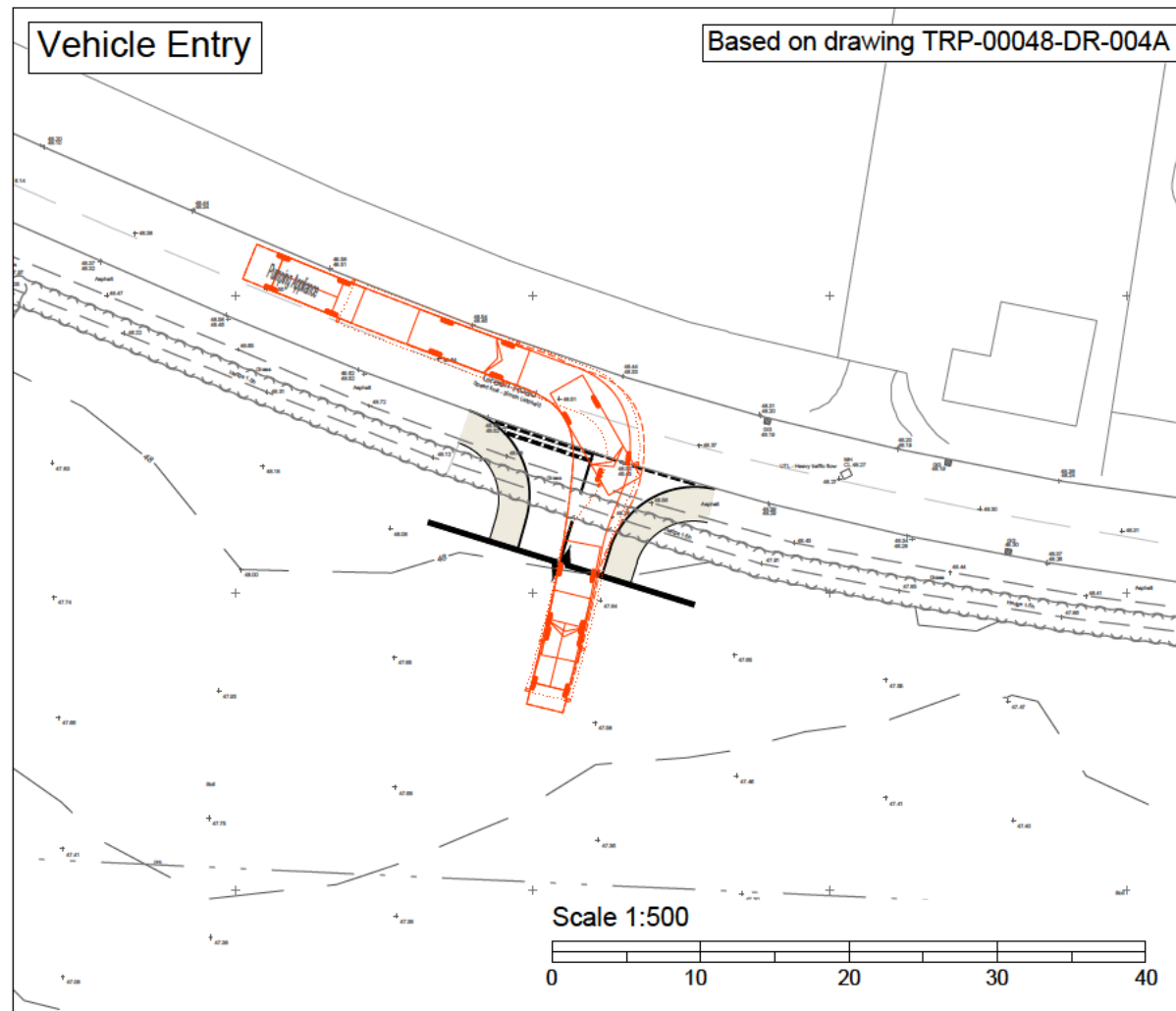
Vehicle Exit



Vehicle Exit



Vehicle Entry

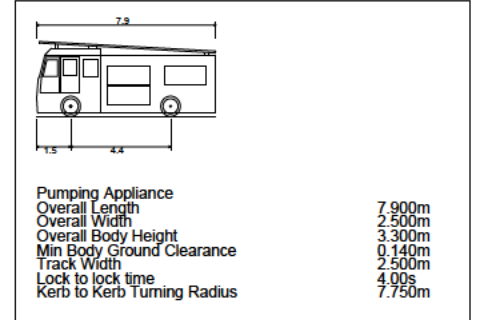


Based on drawing TRP-00048-DR-004A

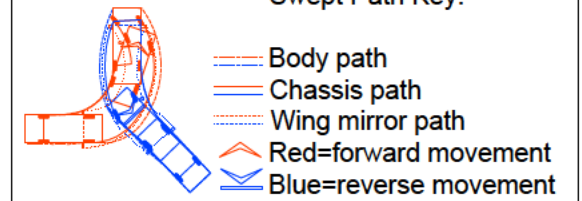
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Swept Path Key:



FOR
INFORMATION
ONLY

Rev	Description	By	CB	Date
-----	-------------	----	----	------



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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access
Emergency Fire Vehicle
Swept Path Analysis

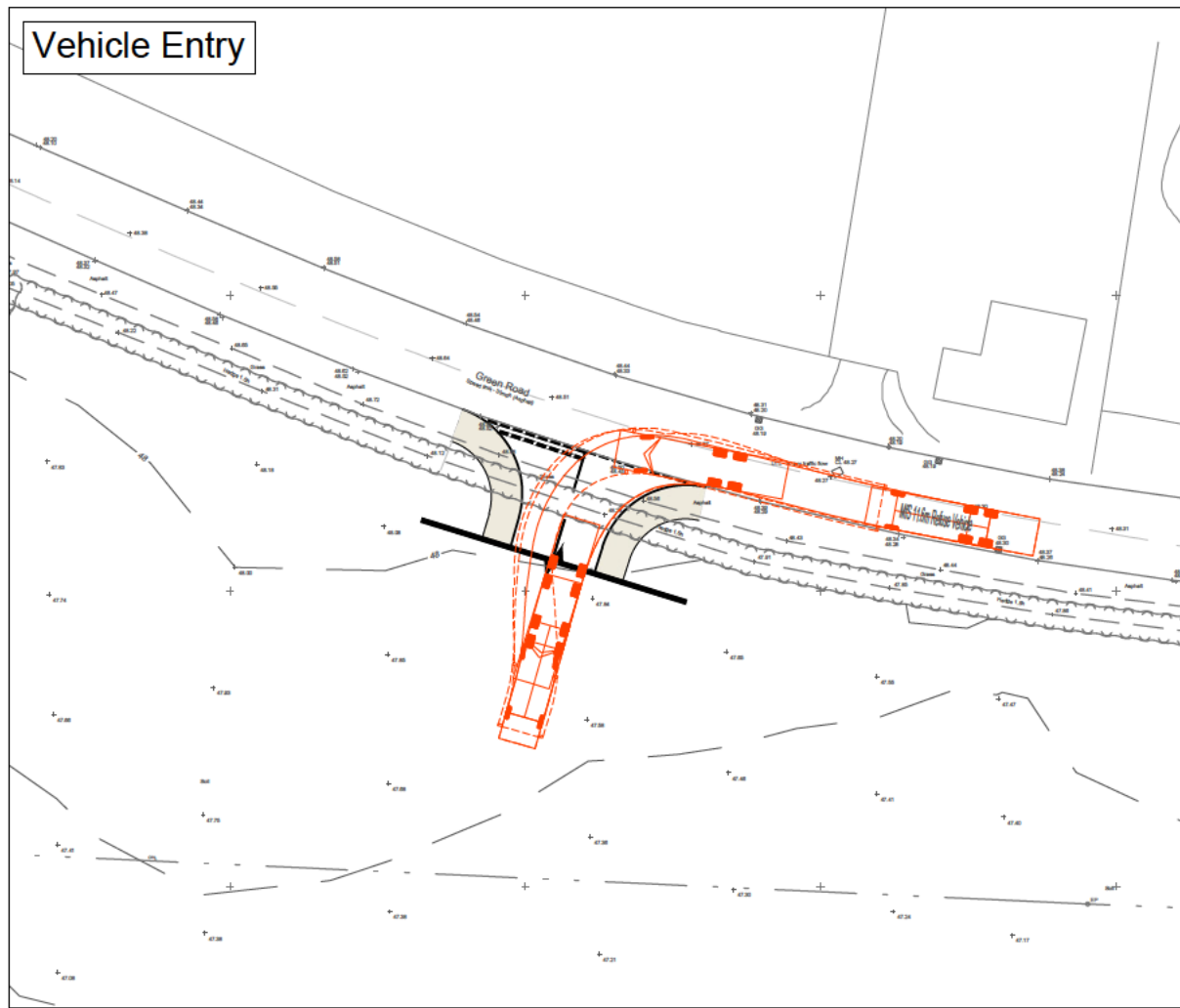
Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
TRP-00048 1:500 30/10/2024

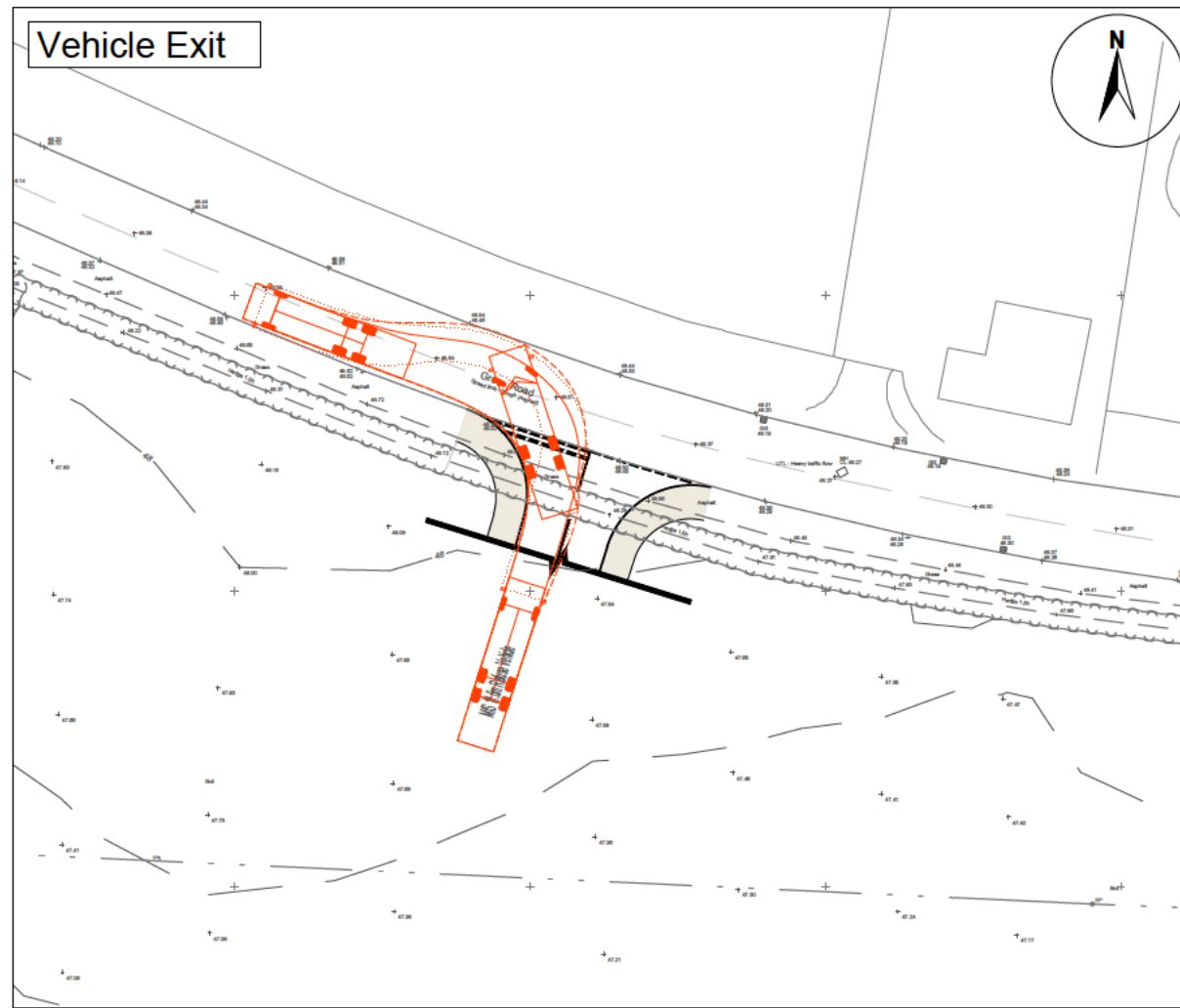
RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004

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Vehicle Entry



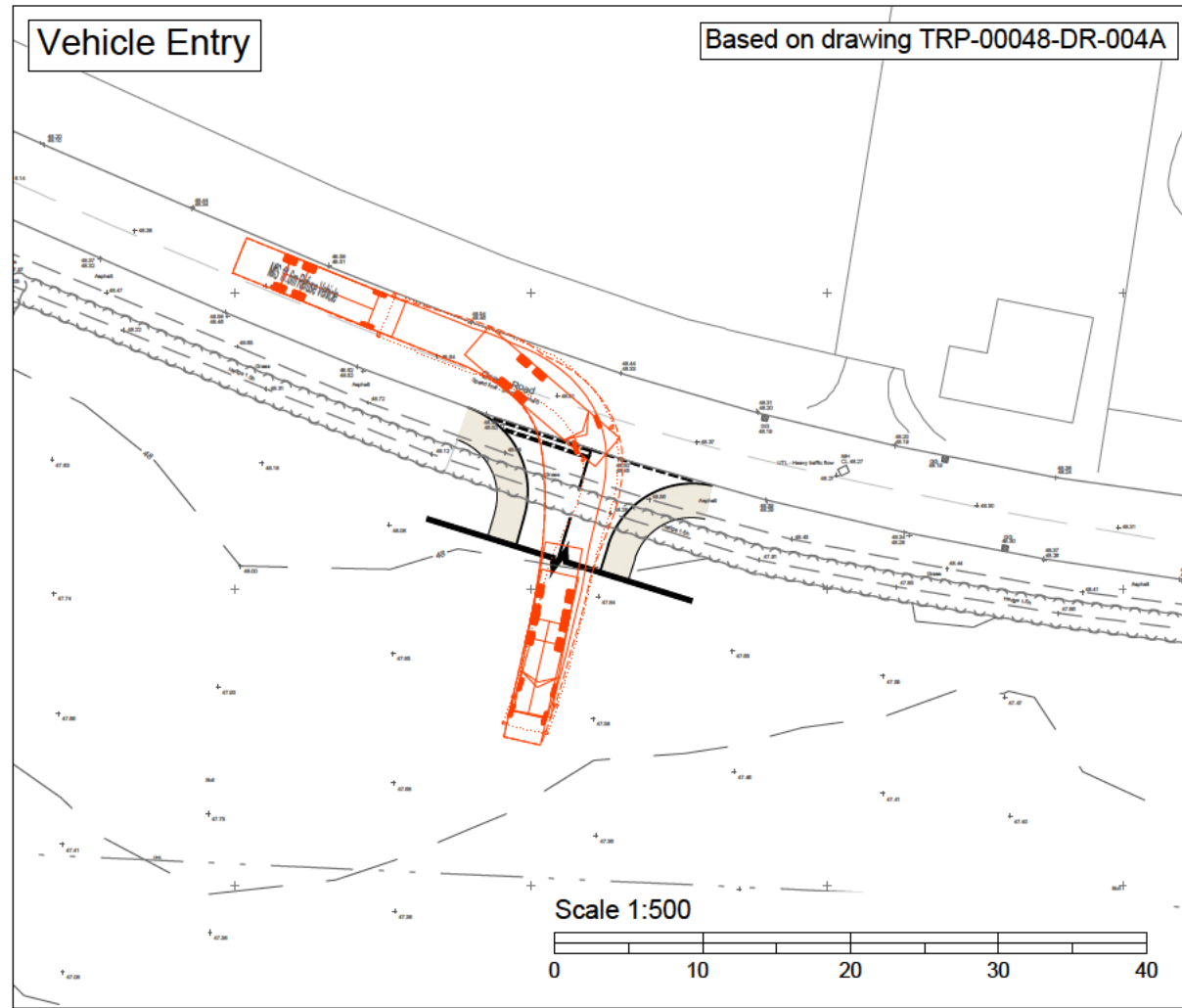
Vehicle Exit



Vehicle Exit

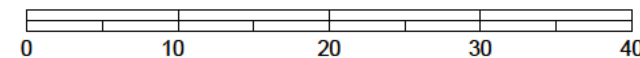


Vehicle Entry



Based on drawing TRP-00048-DR-004A

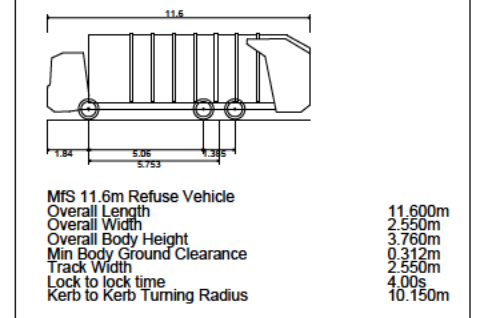
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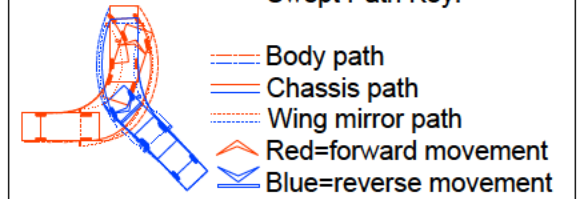
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Swept Path Key:



FOR
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Rev	Description	By	CB	Date
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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access
Refuse Collection Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
TRP-00048 1:500 30/10/2024

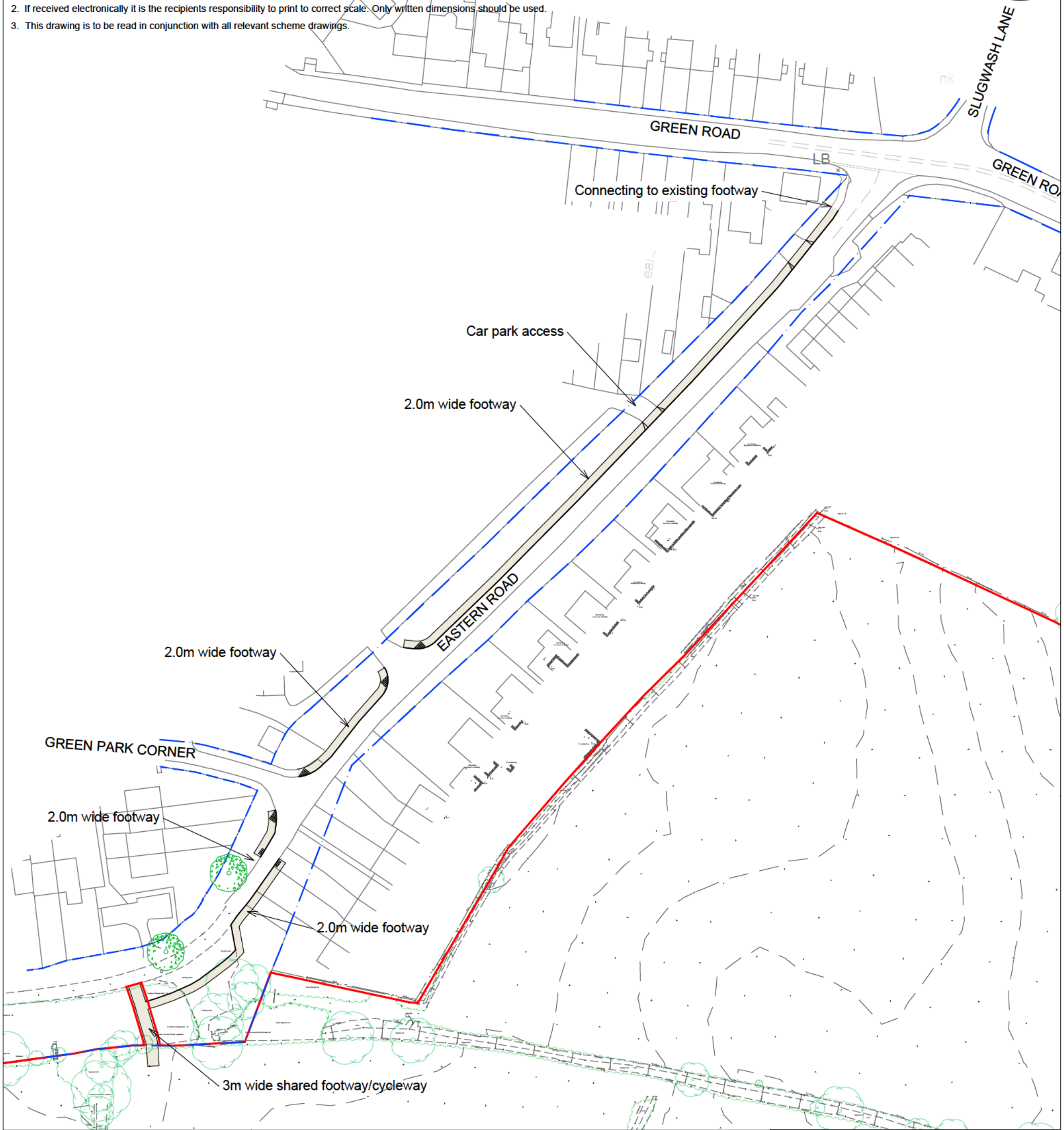
RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004

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Appendix 9 – Shared Footway / Cycleway (Eastern Road)

NOTES

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Key:

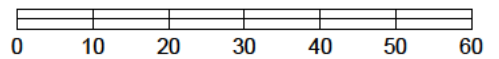
Extent of public highway

Red line boundary

Proposed tactile paving and dropped kerb

PRELIMINARY
NOT FOR
CONSTRUCTION

Scale 1:1000



Rev	Description	By	CB	Date
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Status	Drawn By AJ	PM/Checked by MSB
Project Number TRP-00048	Scale @ A3	Date Created 21/10/2024
RPS Drawing/Figure Number 794-PLN-TRP-00048-DR-006		Rev

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Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Eastern Road Footway

Appendix 10 – Road Safety Audit Stage 1

LAND SOUTH OF GREEN ROAD, WIVELSFIELD GREEN

Stage 1 Road Safety Audit Designers Response

794-PLN-TRP-00048
RSA1 Designers Response
Version-01
03 December 2024

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
01	Information	Matthew Brown	Ian Dimbylow	Ian Dimbylow	03 December 2024

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Prepared by:

Prepared for:

RPS Consulting Services Ltd

Taylor Wimpey Strategic Land

Matthew Brown
Associate Director - Transport

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2	ITEMS RAISED IN THE STAGE 1 ROAD SAFETY AUDIT	2
3	DESIGN ORGANISATION STATEMENT	5

Appendices

APPENDICES

APPENDIX 1 – STAGE 1 ROAD SAFETY AUDIT

APPENDIX 2 – SWEPT PATH ANALYSIS REFUSE VEHICLE

APPENDIX 3 –

1 INTRODUCTION

- 1.1 This Road Safety Audit Designer's Response relates to the Stage 1 Road Safety Audit conducted on the proposed highway works associated with Taylor Wimpey's intended residential development at Land South of Green Road, Wivelsfield Green. The Stage 1 Road Safety Audit (RSA) was undertaken by Capital Road Safety on 25 November 2024 in accordance with GG119 'Road Safety Audit'. The Stage 1 RSA is provided at **Appendix 1**.
- 1.2 The Design Team have considered the problems and recommendations in the Stage 1 Road Safety Audit and provided the following responses.

2 ITEMS RAISED IN THE STAGE 1 ROAD SAFETY AUDIT

Audit Ref	Problem Summary and Recommendation	Designer's Response
4.1.1	Problem Location: A – Eastern Road Footway Summary: Rough carriageway surface may unseat two-wheeled road users. The scheme will introduce a footway along the western side of Eastern Road. This will require a kerbline to be installed as the carriageway is currently bounded only by verge. There is concern that the western edge of the carriageway is currently in a ragged state and that an intervention to install a kerbline may cause further deterioration. This may cause an uneven surface or potholes to form, particularly along any construction joints. As such, two-wheeled road users in particular may be at increased risk of injury, i.e. by being unseated. Recommendation Allowance should be made to reconstruct and/or resurface the western side of the carriageway.	The problem is accepted. The western side of the carriageway will need to be re-surfaced as part of footway construction. The extent of the re-surfacing will be developed as part of the detailed design post application approval and can be reviewed as part of the Stage 2 Road Safety Audit.
4.2.1	Problem Location: B - Proposed Green Road vehicular access. Summary: Junction geometry may not adequately accommodate larger vehicles. Green Road has a narrow carriageway, estimated to be around 5.5m, that barely accommodates HGVs in a bi-directional, free flowing traffic situation. The proposed vehicular access is to have bell mouth radii of 6m and an access road width 5.5m width. This junction geometry may not be adequate for larger vehicles, which may substantially over sweep opposing lanes as they complete turning manoeuvres. Although Appendix 8 in the Transport Assessment will show swept path plots, these have not been appended to the copy provided in the Audit Brief. Hence, there is concern that there may be increased risk of collisions, such as sideswipes, arising from turning movements at the junction due to constrained geometry.	The problem is not accepted. A copy of the swept analysis for a large refuse vehicle accessing and egressing the site access is provided at Appendix 2. The refuse vehicle movements will be very infrequent (circa 1 to 2 a week) compared to light vehicle movements at the proposed access arrangement. Manual for Streets provides the following guidance in relation to service vehicle access on local roads at paragraph 6.8.1: <i>“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access.”</i>

Audit Ref	Problem Summary and Recommendation	Designer's Response
	Recommendation The proposed geometry should adequately accommodate the turning movements of all vehicles that will be anticipated to routinely use the junction.	The design of local roads should accommodate service vehicles without allowing their requirement to dominate the layout. It is not unusual for a larger rigid vehicle to require the use of the opposing lane to enter a junction in urban areas. The highway code 221 also states that road users need to be aware that larger vehicles required additional space to turn. Manual for Streets 2 at paragraph 9.4.10 and 9.3.11 states the following regarding junction radii and larger vehicles at priority junctions: <i>"9.4.10 As noted in Sections 6.3 and 6.4 of MFS1, tight corner radii help pedestrians and cyclists to travel across and through junctions by reducing the speed of turning vehicles. Advice contained in TD42/95, that minimum corner radii should be 6m in urban areas, should therefore not be taken as representing best practice when the needs of vulnerable road users are to be prioritised.</i> <i>9.4.11 Larger vehicles can still negotiate junctions where minimal (1m or less) corner radii are used, depending on the width of the junction arms they are turning to and from. In many cases it will be better to have slightly greater carriageway widths at the junction, rather than generous corner radii, or accept that larger vehicles occasionally cross into the opposing lane."</i> On the above basis it is accepted that larger infrequent vehicle movements turning at the junction will cross into the opposing lane. To increase the junction radii will increase the speeds that cars (the predominant vehicle movement) negotiate the junction to the detriment of road safety for vulnerable road users (pedestrians and cyclists). To increase the width or junction radii to fully accommodate refuse vehicles would be at odds with the MfS principles of low-speed design and to the detriment of road safety for all road users.
4.3.1	Problem Location: C – Eastern pedestrian and cycle access point. Summary: Shared-use surface extents not clearly defined. There will be a shared-use footpath surface accessing the development to the east of the site, from Green Road. It will join to the southern Green Road footway. The footway, however, is only currently configured for pedestrian use, but the extents of any proposed shared use when the footpath is linked to it are not clearly defined. Hence, there is concern that there may be increased risk of collisions between cyclists and pedestrians should cyclists continue	The problem is accepted. The extent of the of the shared footway / cycleway will terminate the southern Green Road footway and a dropped kerb will be provided to access the carriageway. The design of the signage and tactile paving will be developed as part of the detailed design post application approval and can be reviewed as part of the Stage 2 Road Safety Audit.

Audit Ref	Problem Summary and Recommendation	Designer's Response
	along sections of footway that are not configured to adequately accommodate them. Recommendation The extents of any shared-use footways should be adequately defined, i.e. with tactile paving and regulatory signs, plus facilities to allow cyclists safe transition between footway and carriageway surfaces.	
End of Problems Raised in the Stage 1 RSA.		

3 DESIGN ORGANISATION STATEMENT

On behalf of the design organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Matthew Brown
Signed	
Position	Associate Director
Organisation	RPS Consulting Services Ltd
Date	28 November 2024

On behalf of the Overseeing Organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	ESCC
Date	

Appendices

Appendix 1 – Stage 1 Road Safety Audit

Green Road, Wivelsfield Green, East Sussex Proposed Section 278 Highway Works

Stage 1 Road Safety Audit

Ref: 2945-RSA-01 A



Prepared for: **RPS, on behalf of Taylor Wimpey Strategic Land**

Date: **November 2024**

TRAFFIC & ROAD SAFETY SPECIALISTS



1.0 DOCUMENT INFORMATION

Project Title	GREEN ROAD, WIVELSFIELD GREEN, EAST SUSSEX PROPOSED SECTION 278 HIGHWAY WORKS STAGE 1 ROAD SAFETY AUDIT
Document No	2945-RSA-01

Issue	Original (A)	Revision	Revision
Date Issued	26/11/24		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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2.0 INTRODUCTION

2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed Section 278 highway works for a 150-dwelling residential development off Green Road, Wivelsfield Green, East Sussex. The audit was carried out on the instruction of RPS's Matthew Brown, dated 21st November 2024, on behalf of Taylor Wimpey Strategic Land.
- 2.1.2 The Audit Team membership was as follows:
- Audit Team Leader: Andy Haunton BEng (Hons), MCIHT, FSoRSA
Capital Road Safety Ltd
- Audit Team Member: Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA
Capital Road Safety Ltd
- 2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by Matthew Brown. It took place during late November 2024 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team made a visit to the site of the scheme between 11:30 and 12:15hrs on 25th November 2024. During the site visit, the weather was fine but the highway surfaces were wet in places, with some autumnal leaf fall gathered in places too. Traffic flows were moderate on Green Road and very low along Eastern Road, with both free flowing. A few pedestrian movements were noted, but no cyclists.
- 2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

2.2 Purpose of the Scheme

2.2.1 The overall scheme proposes a development of 150 residential dwellings.

2.2.2 The Section 278 works that are the subject of this audit principally comprise:

- Provision of a simple priority junction on Green Road,
- Shared footway/cycleway link between the development and Green Road,
- Footway improvements along Eastern Road,
- 3m wide shared footway/cycleway link between the development and Eastern Road.

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any previous audits having been carried out on the proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

4.1 GENERAL

4.1.1 PROBLEM

Location: A – Eastern Road footway.

Summary: Rough carriageway surface may unseat two-wheeled road users.

The scheme will introduce a footway along the western side of Eastern Road. This will require a kerbline to be installed as the carriageway is currently bounded only by verge. There is concern that the western edge of the carriageway is currently in a ragged state and that an intervention to install a kerbline may cause further deterioration. This may cause an uneven surface or potholes to form, particularly along any construction joints. As such, two-wheeled road users in particular may be at increased risk of injury, i.e. by being unseated.



RECOMMENDATION

Allowance should be made to reconstruct and/or resurface the western side of the carriageway.

4.2 JUNCTION

4.2.1 PROBLEM

Location: B – Proposed Green Road vehicular access.

Summary: Junction geometry may not adequately accommodate larger vehicles.

Green Road has a narrow carriageway, estimated to be around 5.5m, that barely accommodates HGVs in a bi-directional, freeflowing traffic situation. The proposed

vehicular access is to have bellmouth radii of 6m and an access road width 5.5m width. This junction geometry may not be adequate for larger vehicles, which may substantially oversweep opposing lanes as they complete turning manoeuvres. Although Appendix 8 in the Transport Assessment will show swept path plots, these have not been appended to the copy provided in the Audit Brief. Hence, there is concern that there may be increased risk of collisions, such as sideswipes, arising from turning movements at the junction due to constrained geometry.



RECOMMENDATION

The proposed geometry should adequately accommodate the turning movements of all vehicles that will be anticipated to routinely use the junction.

4.2.2 PROBLEM

Location: B – Proposed Green Road vehicular access.

Summary: Junction may not be adequately lit during dark conditions.

Green Lane has street lighting along most of its length, sufficiently so that the LHA has only installed 30mph terminal signs with no repeaters. This is the default 30mph speed limit signing regime when a legally defined system of street lighting is in place. However, the section of Green Road around the proposed vehicular access appears to lack any lighting. Checking Google Streetview, there was a lamp attached to a telegraph pole to the south of Horseshoe Cottage that is now absent, seeming to coincide with a pole change between March 2022 and April 2024. In respect of the proposed access, there is concern that it may join the highway at a dark spot, increasing the risk of collisions during dark conditions.

RECOMMENDATION

The highway in the vicinity of the proposed junction should be adequately lit.

4.3 WALKING, CYCLING & HORSE RIDING

4.3.1 PROBLEM

Location: C – Eastern pedestrian and cycle access point.

Summary: Shared-use surface extents not clearly defined.

There will be a shared-use footpath surface accessing the development to the east of the site, from Green Road. It will join to the southern Green Road footway. The footway, however, is only currently configured for pedestrian use, but the extents of any proposed shared-use when the footpath is linked to it are not clearly defined. Hence, there is concern that there may be increased risk of collisions between cyclists and pedestrians should cyclists continue along sections of footway that are not configured to adequately accommodate them.

RECOMMENDATION

The extents of any shared-use footways should be adequately defined, i.e. with tactile paving and regulatory signs, plus facilities to allow cyclists safe transition between footway and carriageway surfaces.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
--

5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name:	Andy Haunton BEng (Hons) MCIHT FSoRSA Cert Comp RSA	Signed:	
		Date	26/11/2024
Position:	Director		
Organisation:	Capital Road Safety		
Address:	Mallows Lane, Gainsford End, Essex, CO9 4EH		
Contact:	enquiries@capitalroadsafety.com www.capitalroadsafety.com		

AUDIT TEAM MEMBER:

Name:	Jonathan Thompson IEng FIHE MCIHT MSoRSA Cert Comp RSA	Signed:	
		Date	26/11/2024
Position:	Director		
Organisation:	Capital Road Safety		
Address:	Mallows Lane, Gainsford End, Essex, CO9 4EH		
Contact:	enquiries@capitalroadsafety.com www.capitalroadsafety.com		

APPENDIX A

Documents forming the Audit Brief

DRAWING NUMBER

- 794-PLN-TRP-00048-DR-004 A
- 794-PLN-TRP-00048-DR-006
- CSA/6467/104 D

DRAWING TITLE

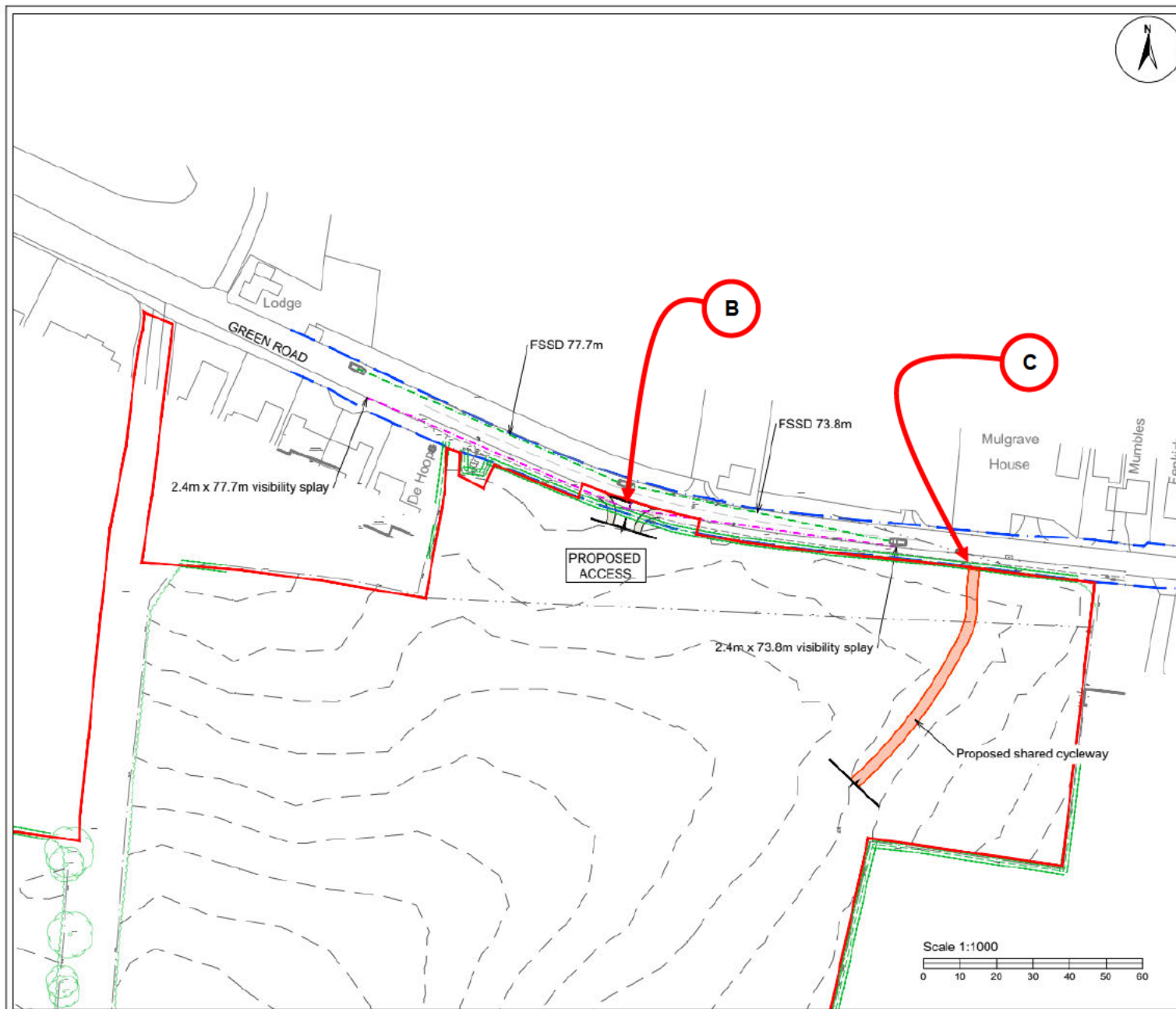
- Proposed Green Road Access
- Proposed Eastern Road Footway
- Development Framework Plan

DOCUMENTS

- 794-PLN-TRP-00048-03 Transport Assessment 2024 11 04

APPENDIX B

Problem Location Plan



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3. This drawing is to be read in conjunction with all relevant scheme drawings.

Key:

- Extent of public highway
- New footway
- Red line boundary

**PRELIMINARY
NOT FOR
CONSTRUCTION**

Rev	Description	By	CD	Date
A	Red line boundary and FSSD added	AJ	MSB	23/10/24



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3661 0500 E: transport@rpsgroup.com

Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access

Status Drawn By PM/Checked by
PRELIMINARY AJ MSB

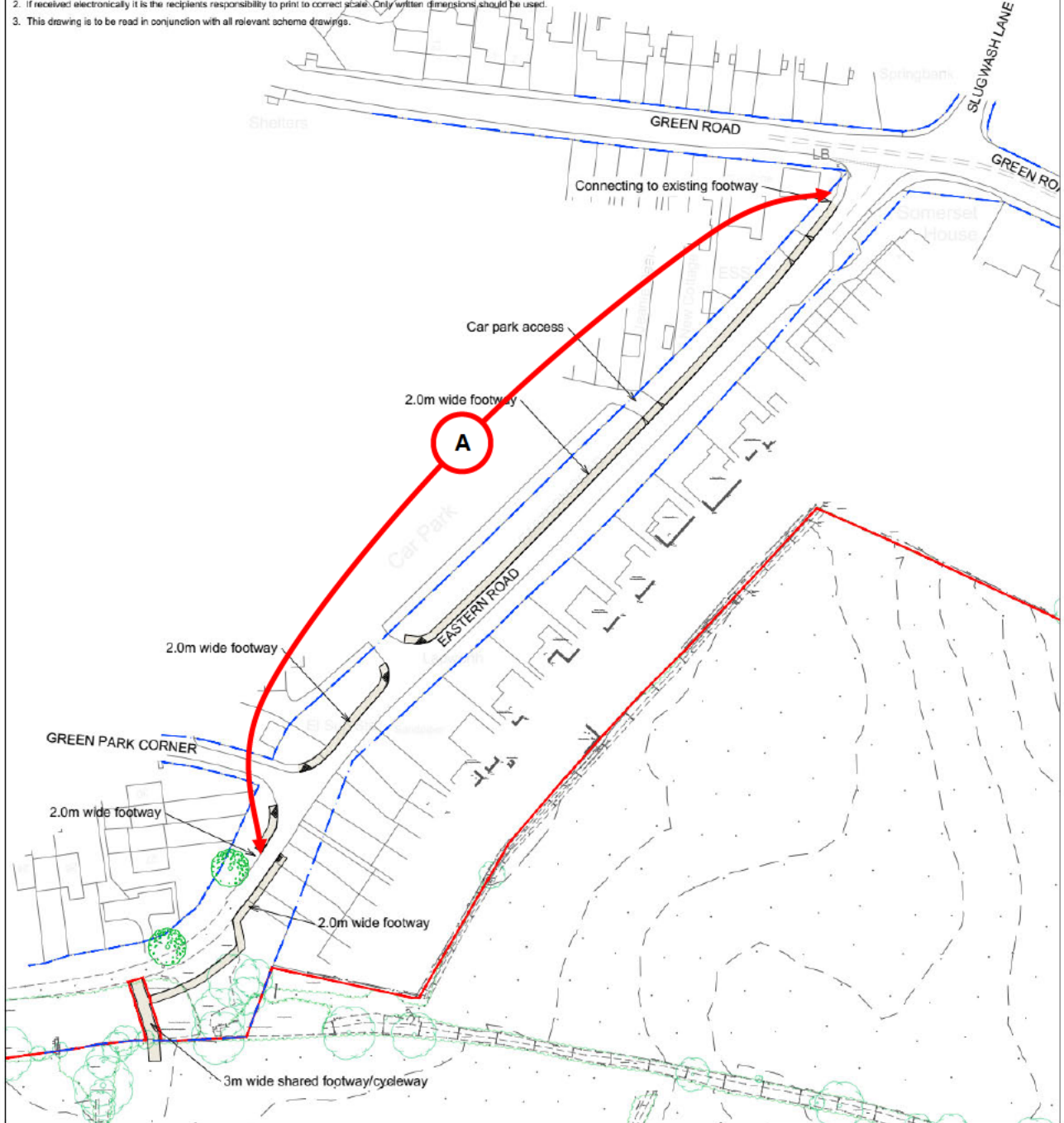
Project Number Scale @ A3 Date Created
TRP-00048 1:1000 15/10/2024

RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004 A

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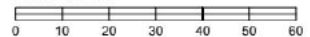


Key:

- Extent of public highway
- Red line boundary
- Proposed tactile paving and dropped kerb

PRELIMINARY
NOT FOR
CONSTRUCTION

Scale 1:1000



Client Taylor Wimpey Strategic Land
Project Green Road, Wivelsfield Green
Title Proposed Eastern Road Footway

Rev	Description	By	CB	Date
-----	-------------	----	----	------

Status Drawn By P/M/Checked by
A.J. MSB
Project Number Scale @ A3 Date Created
TRP-00048 21/10/2024
RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-006

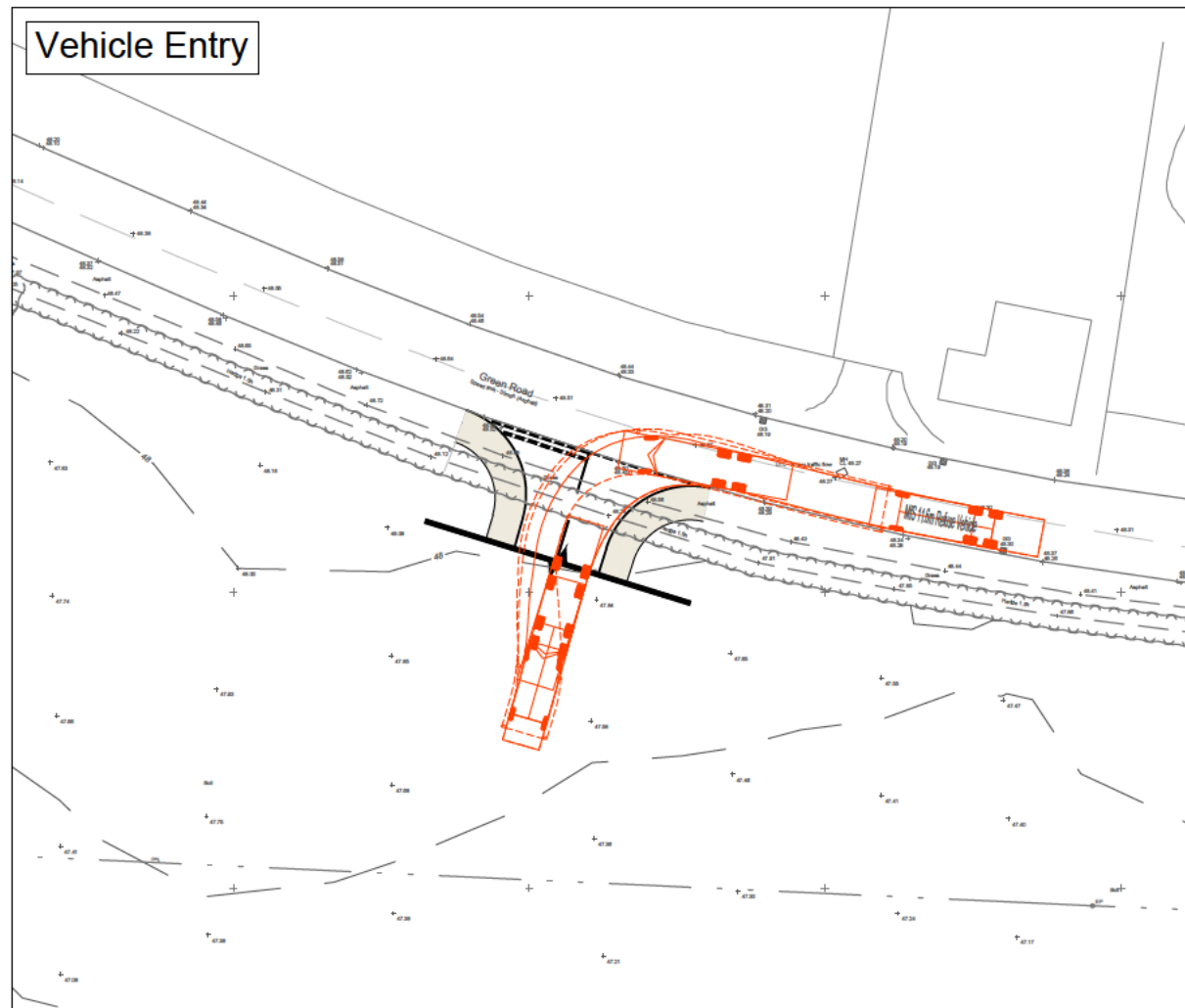
rpsgroup.com



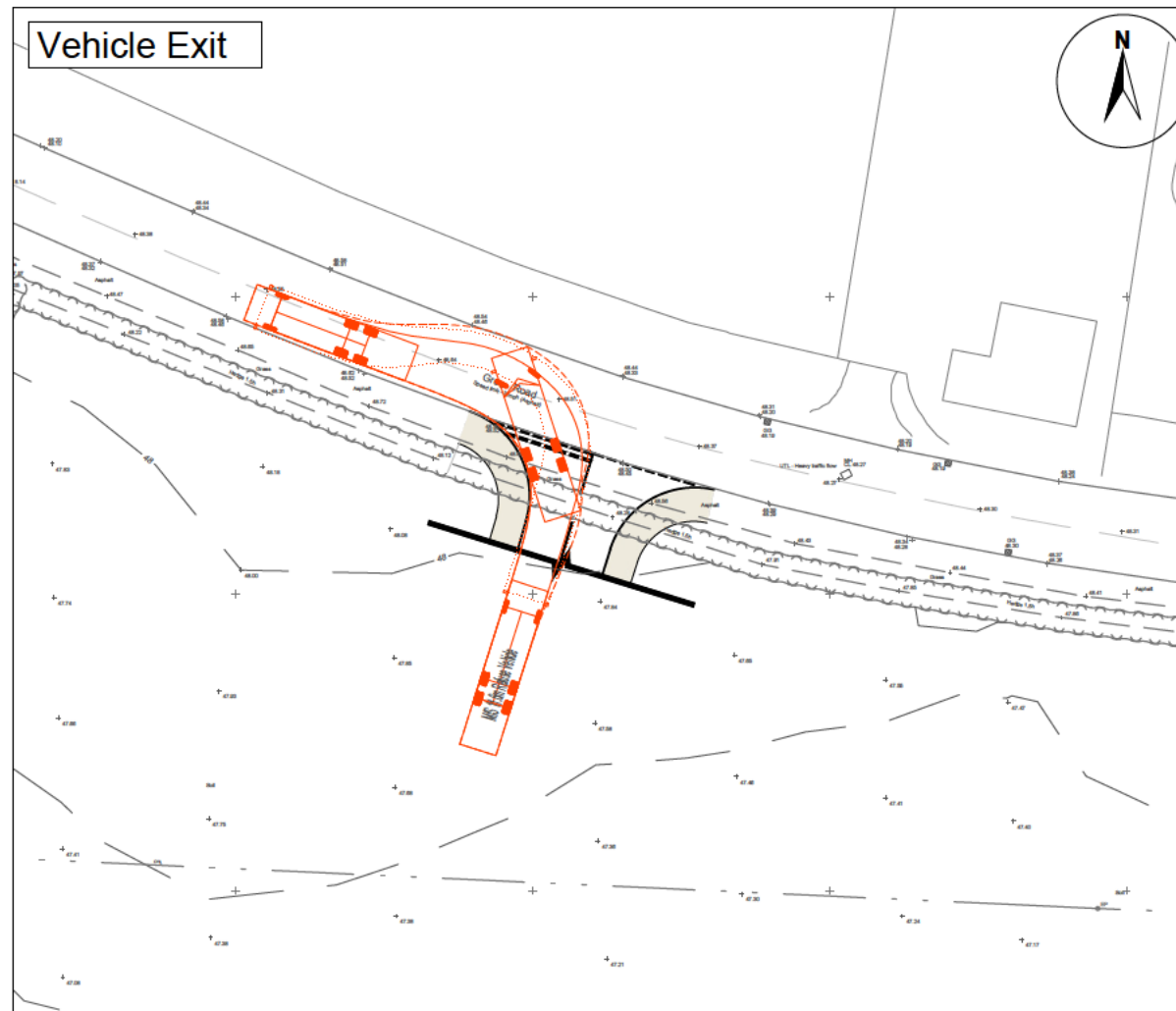
www.capitalroadsafety.com

Appendix 2 – Swept Path Analysis Refuse Vehicle

Vehicle Entry



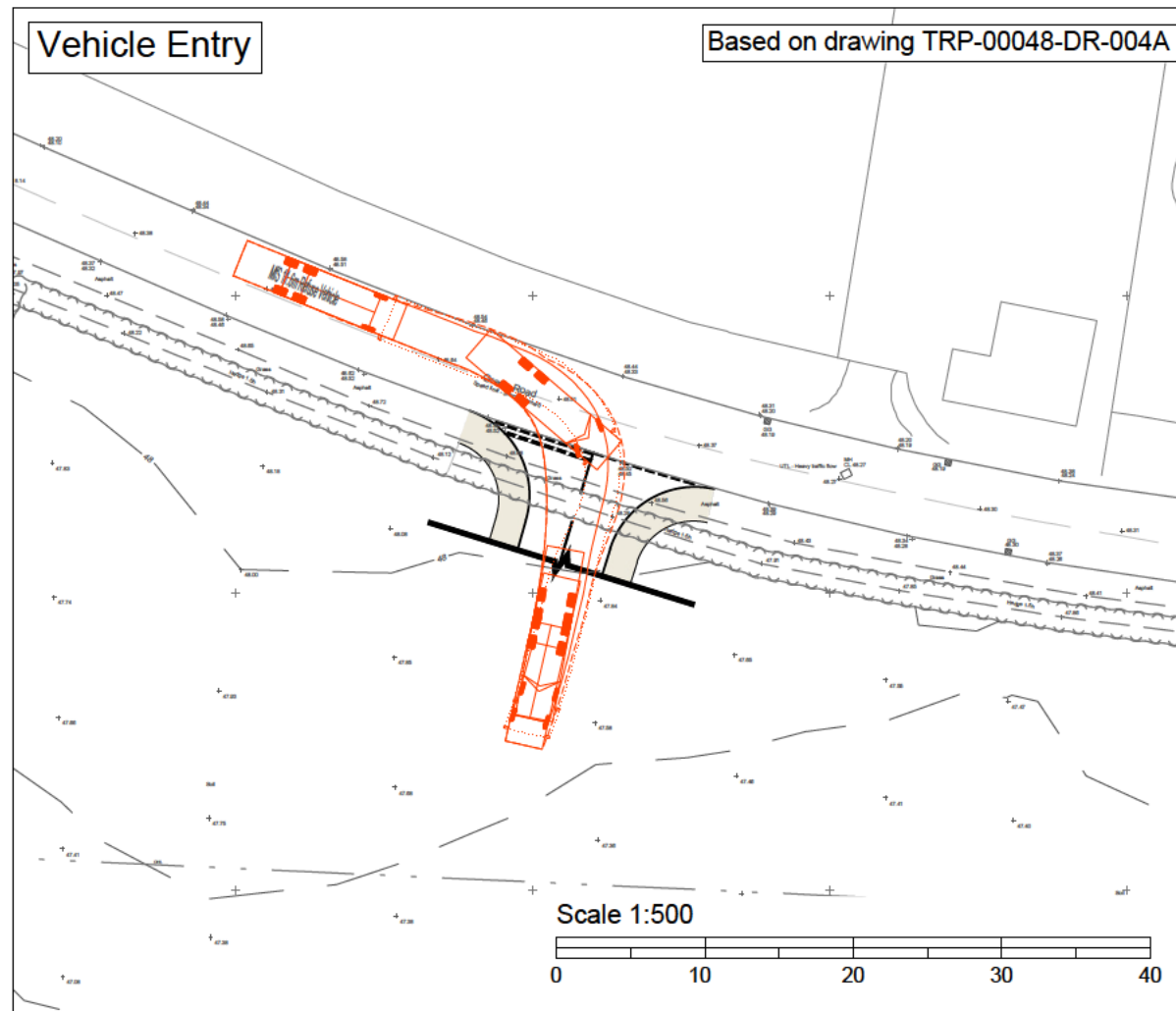
Vehicle Exit



Vehicle Exit

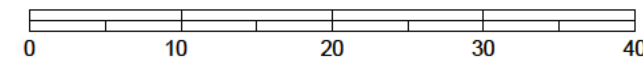


Vehicle Entry



Based on drawing TRP-00048-DR-004A

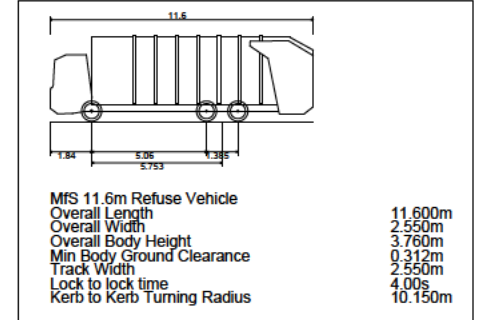
Scale 1:500



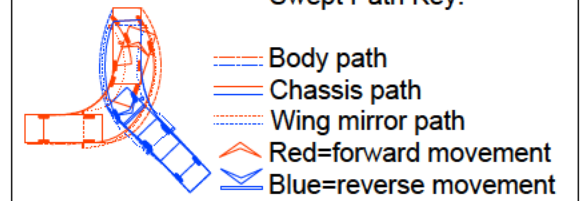
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3. This drawing is to be read in conjunction with all relevant scheme drawings.



Swept Path Key:



FOR
INFORMATION
ONLY

Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access
Refuse Collection Vehicle
Swept Path Analysis

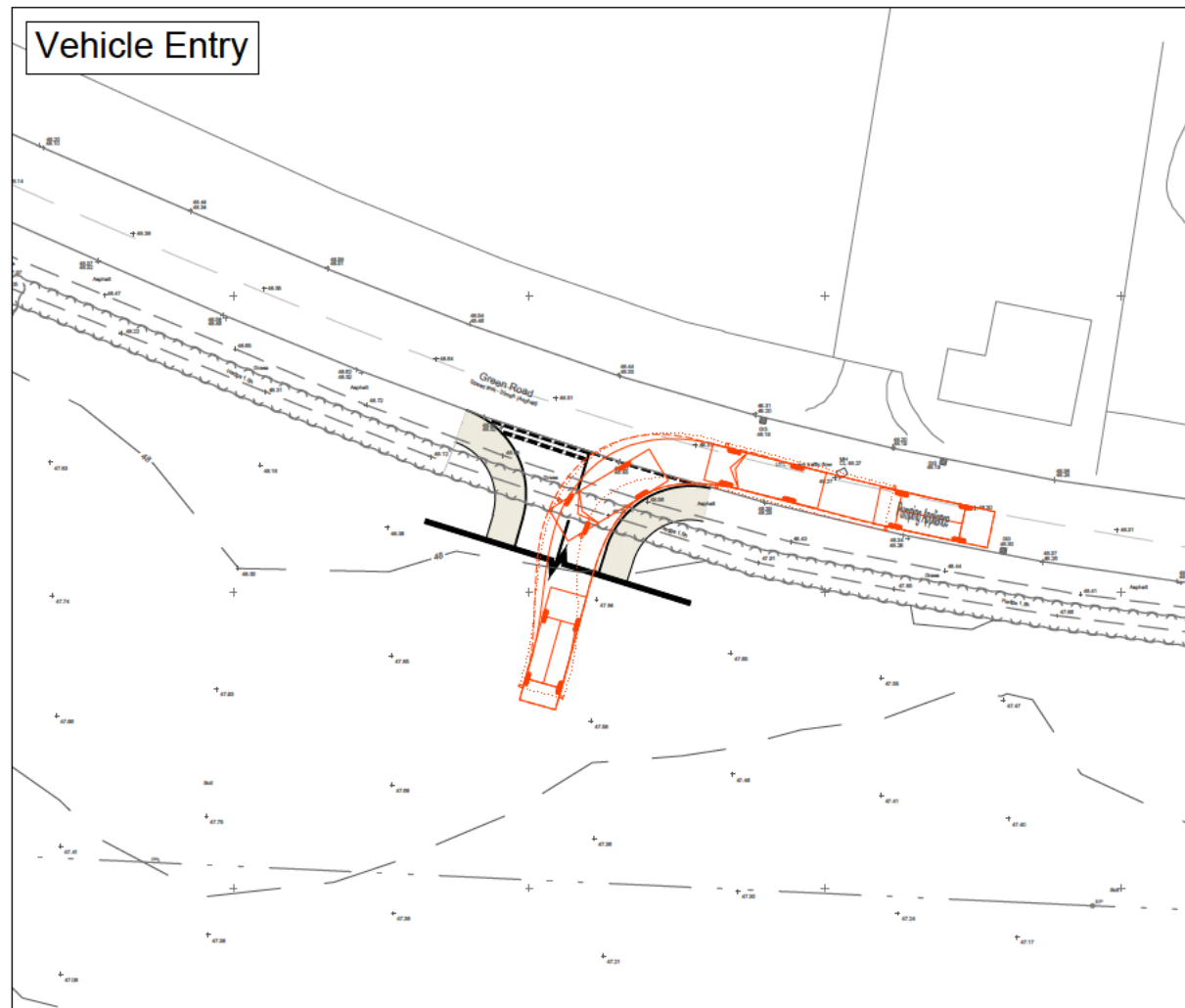
Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
TRP-00048 1:500 30/10/2024

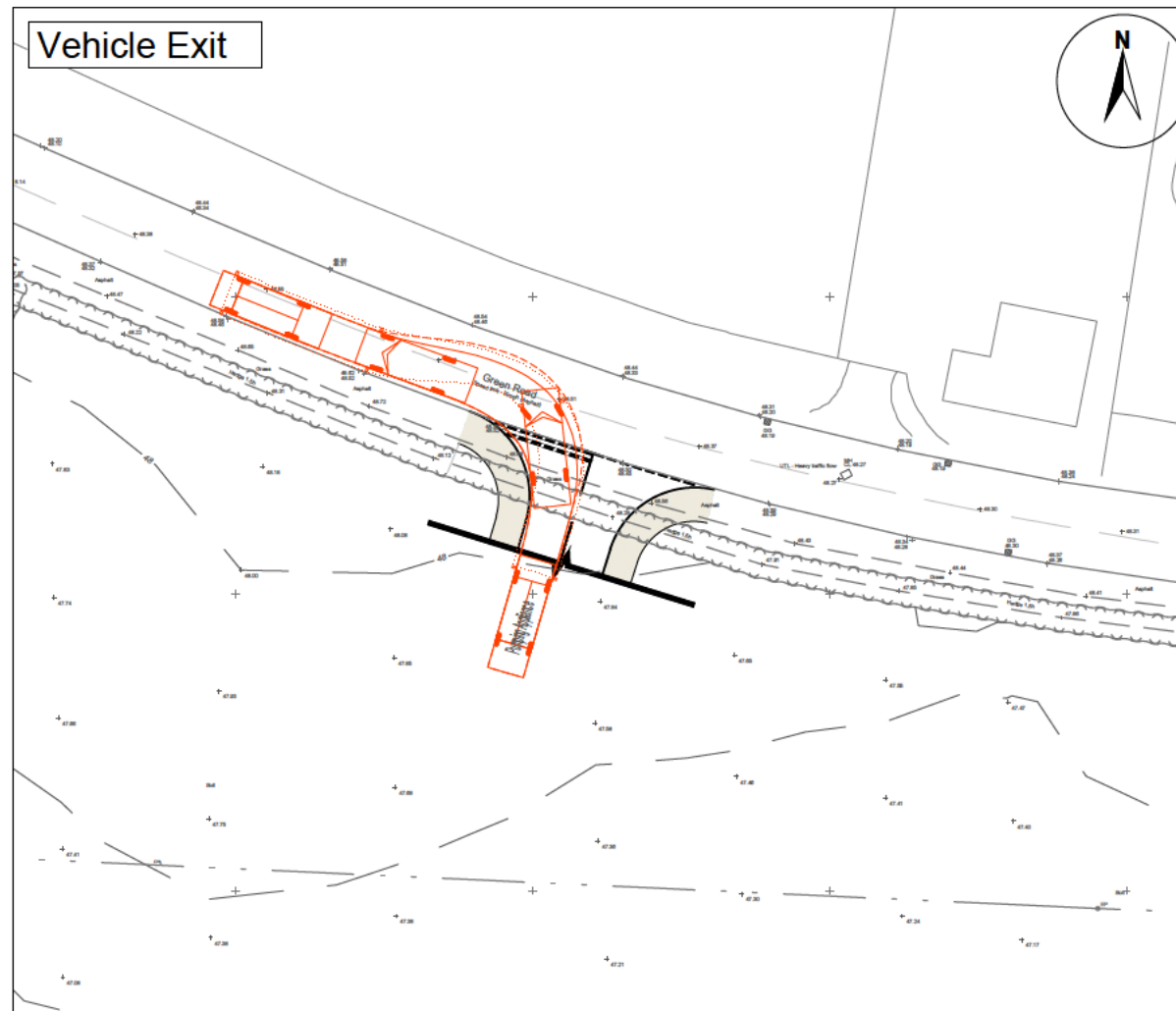
RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004

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Vehicle Entry



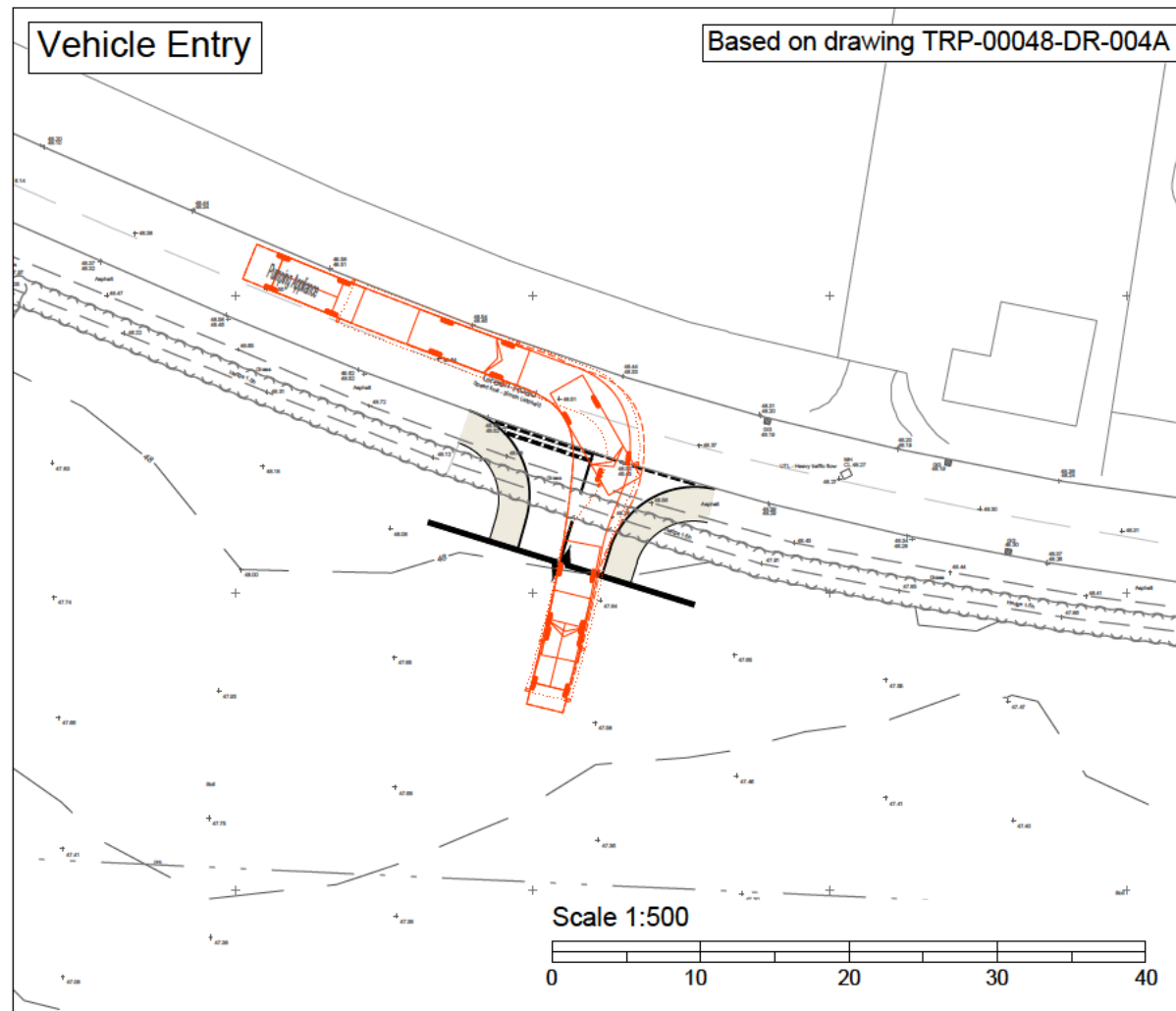
Vehicle Exit



Vehicle Exit



Vehicle Entry

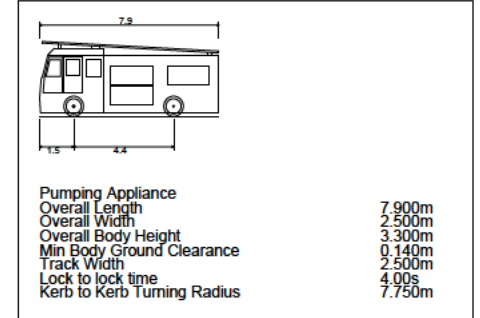


Based on drawing TRP-00048-DR-004A

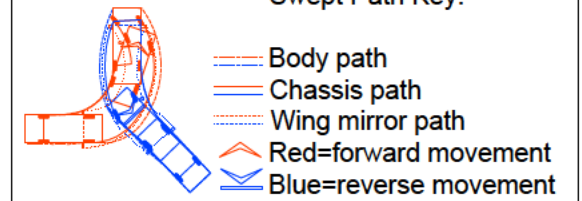
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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Swept Path Key:



FOR
INFORMATION
ONLY

Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Taylor Wimpey Strategic Land

Project Green Road, Wivelsfield Green

Title Proposed Green Road Access
Emergency Fire Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
INFORMATION AJ MSB

Project Number Scale @ A3 Date Created
TRP-00048 1:500 30/10/2024

RPS Drawing/Figure Number Rev
794-PLN-TRP-00048-DR-004

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Appendix 11 – TRICS Report

RPS 1st Floor West London

Licence No: 705125

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	100-400 DWELLS	
Actual Trip Rate Calculation Parameter Range	106-321 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 04/07/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town	7
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	10 - Selected
	Servicing vehicles Excluded	47 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	3
	5,001 to 10,000	4
Population <5 Mile ranges selected	5,001 to 25,000	6
	25,001 to 50,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	6
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	7

Calculation Reference: AUDIT-705125-241015-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days

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

RPS 1st Floor West London

Licence No: 705125

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 106 to 321 (units:)
Range Selected by User: 100 to 400 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 04/07/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	4 days

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

Selected Locations:

Edge of Town	7
--------------	---

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

Selected Location Sub Categories:

Residential Zone	6
Out of Town	1

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	10 days - Selected
Servicing vehicles Excluded	47 days - Selected

Secondary Filtering selection:**Use Class:**

C3	7 days
----	--------

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

Population within 500m Range:

All Surveys Included

RPS 1st Floor West London

Licence No: 705125

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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:

Yes	7 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	7 days
-----------------	--------

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

RPS 1st Floor West London

Licence No: 705125

LIST OF SITES relevant to selection parameters

1	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19		Survey Type: MANUAL
2	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 297 Survey date: FRIDAY 20/09/19		Survey Type: DIRECTIONAL ATC COUNT
3	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 22/09/22		Survey Type: DIRECTIONAL ATC COUNT
4	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 164 Survey date: WEDNESDAY 21/09/22		Survey Type: DIRECTIONAL ATC COUNT
5	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 143 Survey date: THURSDAY 29/09/22		Survey Type: MANUAL
6	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL
7	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 300 Survey date: WEDNESDAY 21/09/22		Survey Type: DIRECTIONAL ATC COUNT

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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
KC-03-A-10	09/05/23	Access to good train station / services
NF-03-A-16	20/10/15	Access to high frequency of bus services

RPS 1st Floor West London

Licence No: 705125

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	228	0.080	7	228	0.286	7	228	0.366
08:00 - 09:00	7	228	0.121	7	228	0.334	7	228	0.455
09:00 - 10:00	7	228	0.130	7	228	0.150	7	228	0.280
10:00 - 11:00	7	228	0.116	7	228	0.144	7	228	0.260
11:00 - 12:00	7	228	0.135	7	228	0.126	7	228	0.261
12:00 - 13:00	7	228	0.122	7	228	0.132	7	228	0.254
13:00 - 14:00	7	228	0.145	7	228	0.142	7	228	0.287
14:00 - 15:00	7	228	0.148	7	228	0.181	7	228	0.329
15:00 - 16:00	7	228	0.259	7	228	0.161	7	228	0.420
16:00 - 17:00	7	228	0.261	7	228	0.159	7	228	0.420
17:00 - 18:00	7	228	0.334	7	228	0.172	7	228	0.506
18:00 - 19:00	7	228	0.267	7	228	0.173	7	228	0.440
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.118			2.160			4.278

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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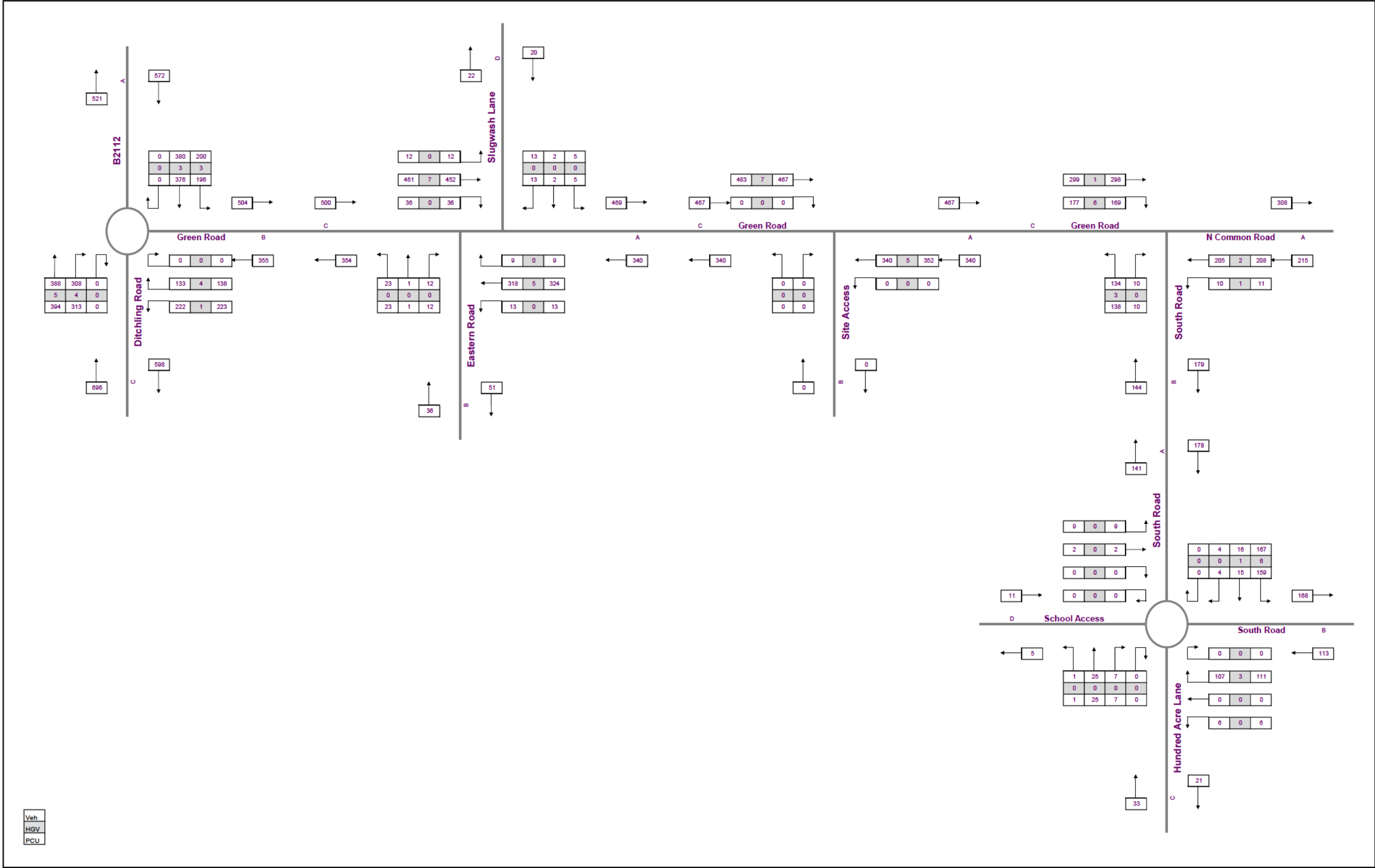
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

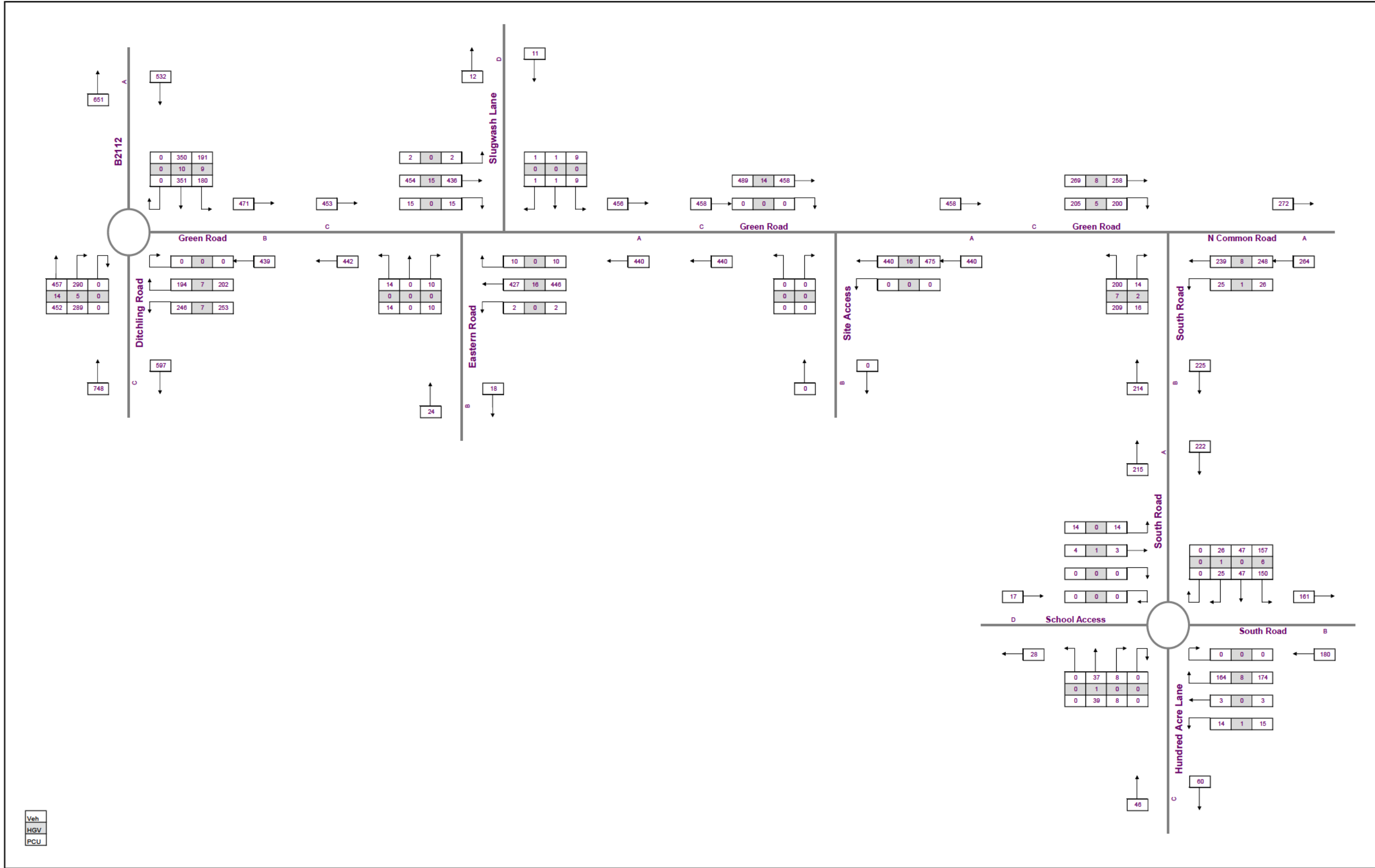
Parameter summary

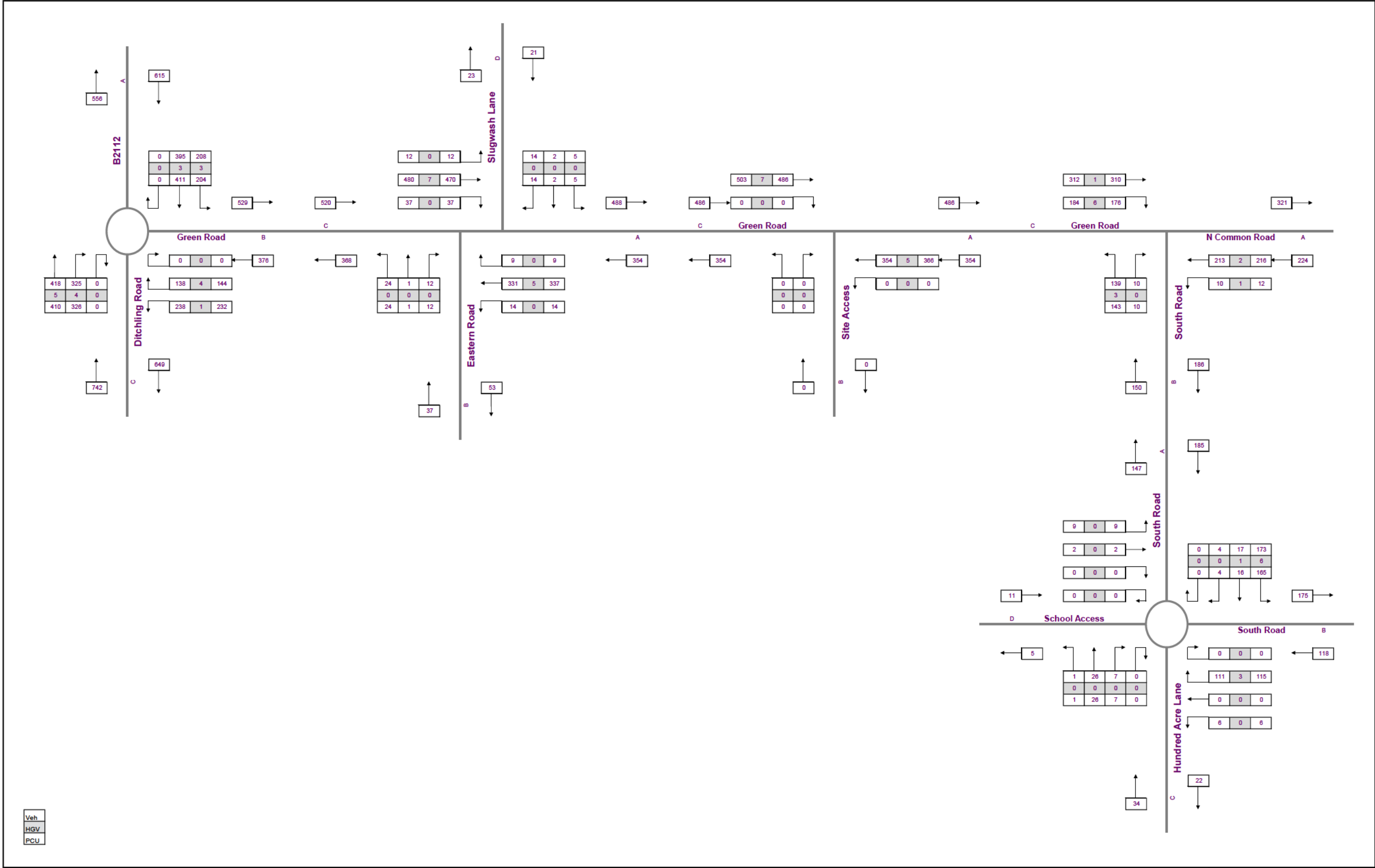
Trip rate parameter range selected: 106 - 321 (units:)
 Survey date range: 01/01/15 - 04/07/23
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 17
 Surveys manually removed from selection: 0

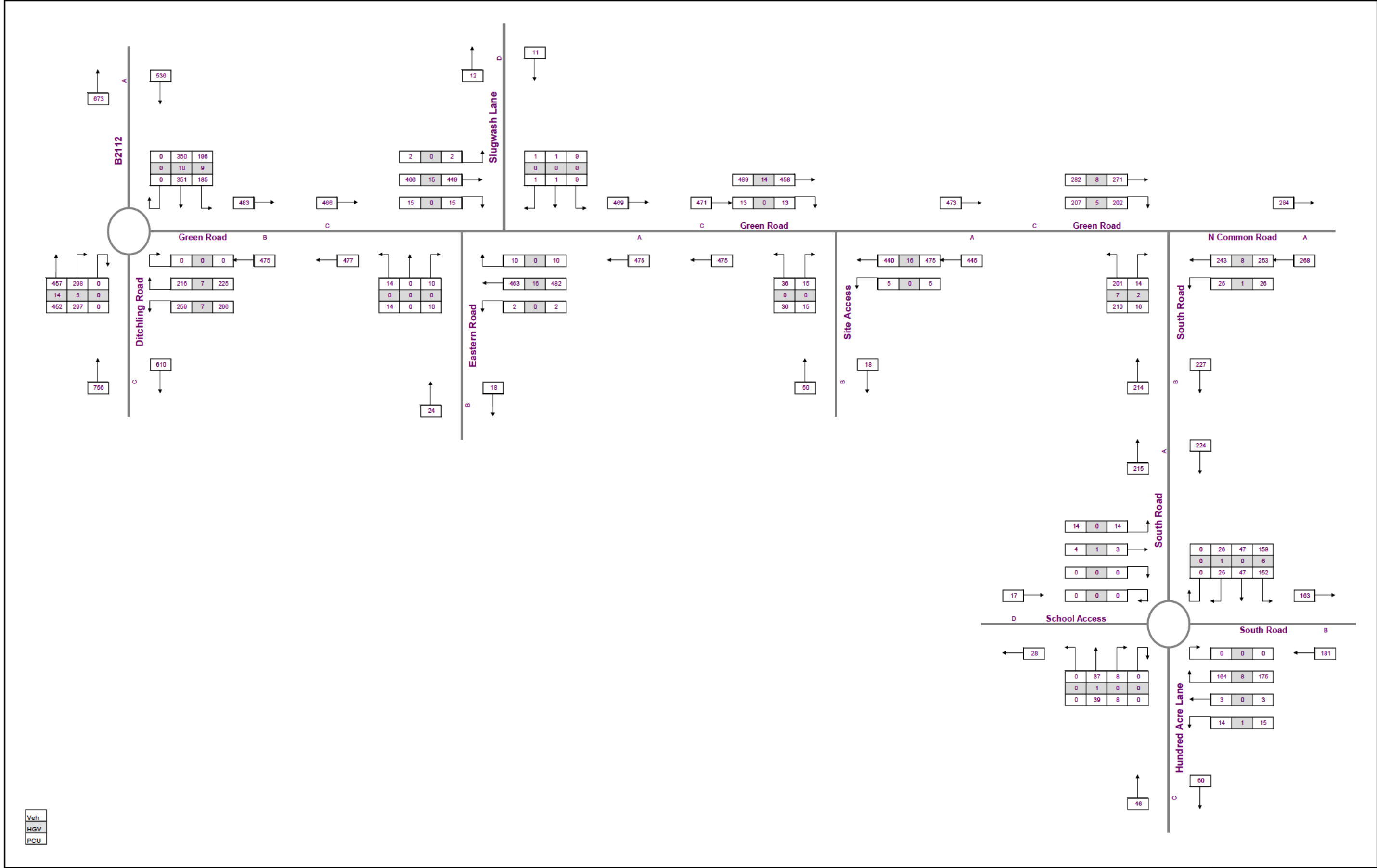
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

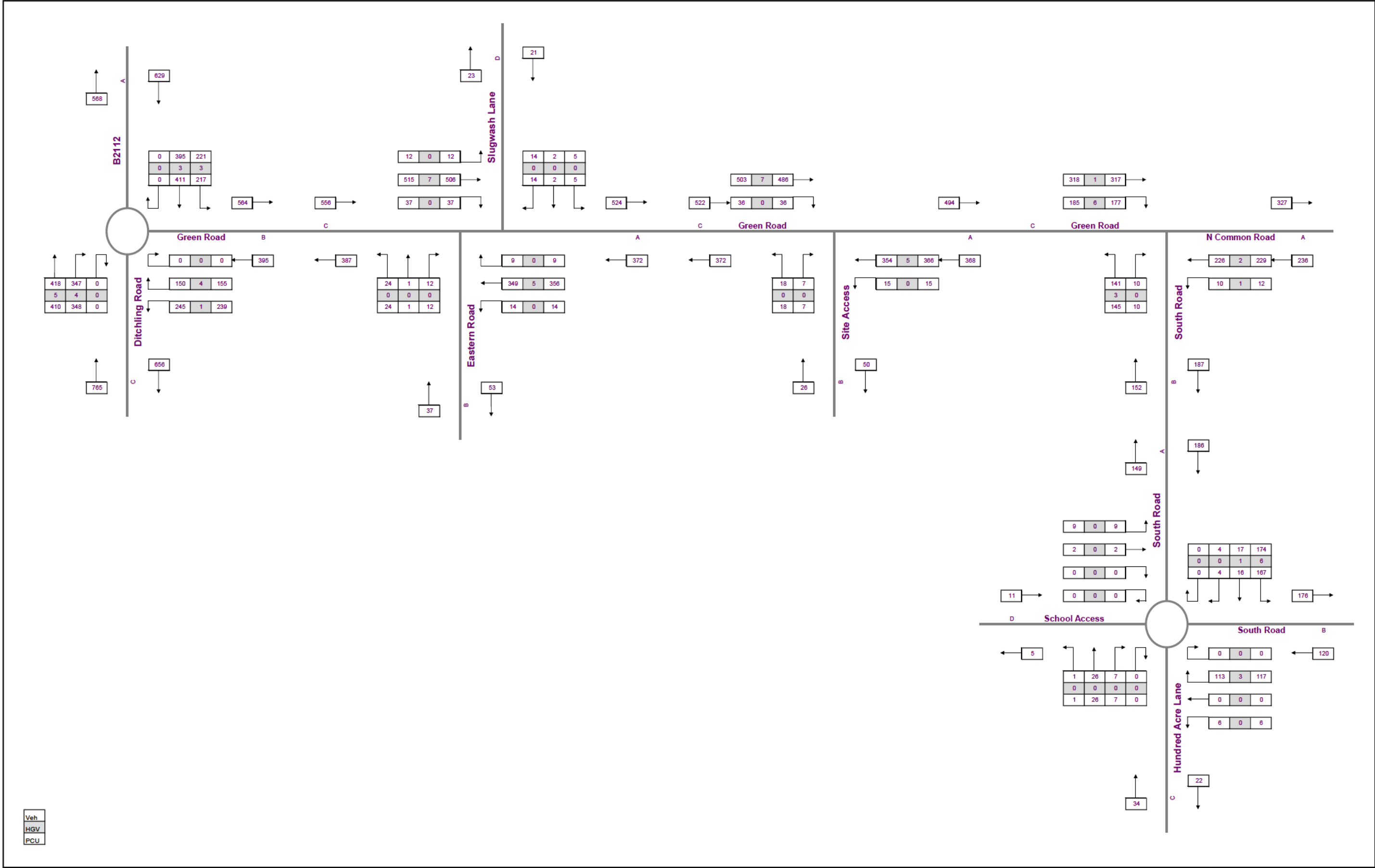
Appendix 12 – Traffic Flow Diagrams











Appendix 13 – Junctions 10 Reports

Junctions 10													
ARCADY 10 - Roundabout Module													
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021													
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com													
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: AdvMode_Green Road - Ditchling Road - B2112 Mini Roundabout.j10

Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\794-PLN-TRP-00048 - Green Road, Wivelsfield
Green\Transport\Arcady

Report generation date: 18/10/2024 10:28:04

»2024 Base, AM
»2024 Base, PM
»2029 Base + Committed, AM
»2029 Base + Committed, PM
»2029 Base + Committed + Dev, AM
»2029 Base + Committed + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024 Base													
1 - B2112	D1	1.4	9.90	0.58	A	9.51	A	D2	2.0	12.36	0.66	B	9.51	A
2 - Green Road		1.6	13.44	0.61	B			D2	1.1	11.67	0.54	B		
3 - Ditchling Road		1.3	6.80	0.57	A			D2	1.2	6.06	0.54	A		
	2029 Base + Committed													
1 - B2112	D3	1.6	11.23	0.62	B	10.97	B	D4	2.5	15.02	0.72	C	11.22	B
2 - Green Road		1.9	16.06	0.66	C			D4	1.5	14.02	0.59	B		
3 - Ditchling Road		1.6	7.77	0.62	A			D4	1.4	6.64	0.58	A		
	2029 Base + Committed + Dev													
1 - B2112	D5	1.7	11.56	0.63	B	12.08	B	D6	2.9	16.52	0.74	C	12.18	B
2 - Green Road		2.4	18.74	0.71	C			D6	1.6	15.15	0.62	C		
3 - Ditchling Road		1.7	8.25	0.63	A			D6	1.5	7.08	0.60	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\BEN.MEADOR
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		500

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)	Run automatically
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15	✓
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15	✓
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15	✓
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15	✓
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15	✓
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2024 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	9.51	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.51	A

Arms

Arms

Arm	Name	Description
1	B2112	
2	Green Road	
3	Ditchling Road	

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 - B2112	3.40	3.40	4.80	2.8	15.10	14.80	1.0	✓
2 - Green Road	3.00	2.60	6.00	2.4	10.50	6.80	1.0	
3 - Ditchling Road	3.40	3.20	4.90	3.4	20.00	20.00	-1.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2112	0.525	1038
2 - Green Road	0.587	670
3 - Ditchling Road	0.938	1431

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - Green Road	Percentage		150.00

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
D1	2024 Base	AM	DIRECT	07:45	09:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000

3 - Ditchling Road		DIRECT	✓	100.000
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Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	173	324
	2 - Green Road	186	0	234
	3 - Ditchling Road	417	272	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	5	3
	2 - Green Road	4	0	3
	3 - Ditchling Road	3	2	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 - B2112	0.58	9.90	1.4	A	497	746
2 - Green Road	0.61	13.44	1.6	B	420	630
3 - Ditchling Road	0.57	6.80	1.3	A	689	1034

Main Results for each time segment

07:45 - 08:00

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 - B2112	497	124	270	862	0.577	492	597	0.0	1.3	9.598	A
2 - Green Road	420	105	321	691	0.608	414	441	0.0	1.5	12.754	B
3 - Ditchling Road	689	172	183	1221	0.564	684	551	0.0	1.3	6.647	A

08:00 - 08:15

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 - B2112	497	124	272	861	0.577	497	603	1.3	1.3	9.887	A
2 - Green Road	420	105	324	688	0.611	420	445	1.5	1.5	13.419	B
3 - Ditchling Road	689	172	186	1218	0.566	689	558	1.3	1.3	6.800	A

08:15 - 08:30

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 - B2112	497	124	272	861	0.577	497	603	1.3	1.4	9.897	A
2 - Green Road	420	105	324	688	0.611	420	445	1.5	1.5	13.436	B
3 - Ditchling Road	689	172	186	1218	0.566	689	558	1.3	1.3	6.803	A

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 - B2112	497	124	272	861	0.577	497	603	1.4	1.4	9.896	A
2 - Green Road	420	105	324	688	0.611	420	445	1.5	1.6	13.439	B
3 - Ditchling Road	689	172	186	1218	0.566	689	558	1.3	1.3	6.803	A

08:45 - 09:00

	Total	Junction	Circulating				Throughput	Start	End		Unsignalised
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Arm	Demand (Veh/hr)	Arrivals (Veh)	flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	(exit side) (Veh/hr)	queue (Veh)	queue (Veh)	Delay (s)	level of service
1 - B2112	497	124	272	861	0.577	497	603	1.4	1.4	9.898	A
2 - Green Road	420	105	324	688	0.611	420	445	1.6	1.6	13.442	B
3 - Ditchling Road	689	172	186	1218	0.566	689	558	1.3	1.3	6.803	A

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 - B2112	497	124	272	861	0.577	497	603	1.4	1.4	9.898	A
2 - Green Road	420	105	324	688	0.611	420	445	1.6	1.6	13.445	B
3 - Ditchling Road	689	172	186	1218	0.566	689	558	1.3	1.3	6.803	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2024 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	9.51	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.51	A

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
D2	2024 Base	PM	DIRECT	16:45	18:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000
3 - Ditchling Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
	From			
	1 - B2112	0	196	376
	2 - Green Road	133	0	222
	3 - Ditchling Road	388	308	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
	From			
	1 - B2112	0	2	1
	2 - Green Road	3	0	0
	3 - Ditchling Road	1	1	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 - B2112	0.66	12.36	2.0	B	572	858
2 - Green Road	0.54	11.67	1.1	B	355	532

3 - Ditchling Road	0.54	6.06	1.2	A	696	1044
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Main Results for each time segment

16:45 - 17:00

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 - B2112	572	143	306	864	0.662	564	517	0.0	1.9	11.733	B
2 - Green Road	355	89	371	668	0.532	351	499	0.0	1.1	11.202	B
3 - Ditchling Road	696	174	131	1291	0.539	691	590	0.0	1.2	5.955	A

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 - B2112	572	143	308	863	0.663	572	521	1.9	1.9	12.336	B
2 - Green Road	355	89	376	663	0.535	355	504	1.1	1.1	11.657	B
3 - Ditchling Road	696	174	133	1290	0.540	696	598	1.2	1.2	6.061	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 - B2112	572	143	308	863	0.663	572	521	1.9	1.9	12.349	B
2 - Green Road	355	89	376	663	0.535	355	504	1.1	1.1	11.667	B
3 - Ditchling Road	696	174	133	1290	0.540	696	598	1.2	1.2	6.061	A

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 - B2112	572	143	308	863	0.663	572	521	1.9	1.9	12.353	B
2 - Green Road	355	89	376	663	0.535	355	504	1.1	1.1	11.669	B
3 - Ditchling Road	696	174	133	1290	0.540	696	598	1.2	1.2	6.061	A

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 - B2112	572	143	308	863	0.663	572	521	1.9	1.9	12.356	B
2 - Green Road	355	89	376	663	0.535	355	504	1.1	1.1	11.670	B
3 - Ditchling Road	696	174	133	1290	0.540	696	598	1.2	1.2	6.061	A

18:00 - 18:15

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 - B2112	572	143	308	863	0.663	572	521	1.9	2.0	12.356	B
2 - Green Road	355	89	376	663	0.535	355	504	1.1	1.1	11.672	B
3 - Ditchling Road	696	174	133	1290	0.540	696	598	1.2	1.2	6.061	A

2029 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2029 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	10.97	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.97	B

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
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000
3 - Ditchling Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	180	351
	2 - Green Road	194	0	246
	3 - Ditchling Road	457	290	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	5	3
	2 - Green Road	4	0	3
	3 - Ditchling Road	3	2	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 - B2112	0.62	11.23	1.6	B	531	796
2 - Green Road	0.66	16.06	1.9	C	440	660

3 - Ditchling Road	0.62	7.77	1.6	A	747	1120
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Main Results for each time segment

07:45 - 08:00

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 - B2112	531	133	288	853	0.623	525	644	0.0	1.6	10.772	B
2 - Green Road	440	110	347	668	0.659	433	465	0.0	1.8	14.887	B
3 - Ditchling Road	747	187	191	1213	0.616	741	589	0.0	1.6	7.520	A

08:00 - 08:15

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 - B2112	531	133	290	852	0.624	531	651	1.6	1.6	11.217	B
2 - Green Road	440	110	351	664	0.663	440	470	1.8	1.9	16.000	C
3 - Ditchling Road	747	187	194	1210	0.617	747	597	1.6	1.6	7.762	A

08:15 - 08:30

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 - B2112	531	133	290	852	0.624	531	651	1.6	1.6	11.224	B
2 - Green Road	440	110	351	664	0.663	440	470	1.9	1.9	16.038	C
3 - Ditchling Road	747	187	194	1210	0.617	747	597	1.6	1.6	7.767	A

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 - B2112	531	133	290	852	0.624	531	651	1.6	1.6	11.226	B
2 - Green Road	440	110	351	664	0.663	440	470	1.9	1.9	16.048	C
3 - Ditchling Road	747	187	194	1210	0.617	747	597	1.6	1.6	7.767	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 - B2112	531	133	290	852	0.624	531	651	1.6	1.6	11.229	B
2 - Green Road	440	110	351	664	0.663	440	470	1.9	1.9	16.055	C
3 - Ditchling Road	747	187	194	1210	0.617	747	597	1.6	1.6	7.769	A

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 - B2112	531	133	290	852	0.624	531	651	1.6	1.6	11.229	B
2 - Green Road	440	110	351	664	0.663	440	470	1.9	1.9	16.057	C
3 - Ditchling Road	747	187	194	1210	0.617	747	597	1.6	1.6	7.769	A

2029 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2029 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	11.22	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.22	B

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
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000
3 - Ditchling Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	204	411
	2 - Green Road	138	0	238
	3 - Ditchling Road	418	325	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	2	1
	2 - Green Road	3	0	0
	3 - Ditchling Road	1	1	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 - B2112	0.72	15.02	2.5	C	615	922
2 - Green Road	0.59	14.02	1.5	B	376	564

3 - Ditchling Road	0.58	6.64	1.4	A	743	1115
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Main Results for each time segment

16:45 - 17:00

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 - B2112	615	154	323	856	0.719	605	551	0.0	2.4	13.895	B
2 - Green Road	376	94	405	638	0.589	370	523	0.0	1.4	13.179	B
3 - Ditchling Road	743	186	136	1287	0.577	738	639	0.0	1.3	6.492	A

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 - B2112	615	154	325	854	0.720	615	556	2.4	2.5	14.970	B
2 - Green Road	376	94	411	633	0.594	376	529	1.4	1.4	13.979	B
3 - Ditchling Road	743	186	138	1285	0.578	743	649	1.3	1.4	6.637	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 - B2112	615	154	325	854	0.720	615	556	2.5	2.5	15.003	C
2 - Green Road	376	94	411	633	0.594	376	529	1.4	1.4	14.004	B
3 - Ditchling Road	743	186	138	1285	0.578	743	649	1.4	1.4	6.640	A

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 - B2112	615	154	325	854	0.720	615	556	2.5	2.5	15.015	C
2 - Green Road	376	94	411	633	0.594	376	529	1.4	1.4	14.009	B
3 - Ditchling Road	743	186	138	1285	0.578	743	649	1.4	1.4	6.640	A

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 - B2112	615	154	325	854	0.720	615	556	2.5	2.5	15.021	C
2 - Green Road	376	94	411	633	0.594	376	529	1.4	1.5	14.012	B
3 - Ditchling Road	743	186	138	1285	0.578	743	649	1.4	1.4	6.640	A

18:00 - 18:15

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 - B2112	615	154	325	854	0.720	615	556	2.5	2.5	15.024	C
2 - Green Road	376	94	411	633	0.594	376	529	1.5	1.5	14.015	B
3 - Ditchling Road	743	186	138	1285	0.578	743	649	1.4	1.4	6.640	A

2029 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2029 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	12.08	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.08	B

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
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000
3 - Ditchling Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	185	351
	2 - Green Road	216	0	259
	3 - Ditchling Road	457	298	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	5	3
	2 - Green Road	3	0	3
	3 - Ditchling Road	3	2	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 - B2112	0.63	11.56	1.7	B	536	804
2 - Green Road	0.71	18.74	2.4	C	475	713

3 - Ditchling Road	0.63	8.25	1.7	A	755	1133
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Main Results for each time segment

07:45 - 08:00

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 - B2112	536	134	295	849	0.632	529	665	0.0	1.7	11.059	B
2 - Green Road	475	119	347	671	0.708	466	478	0.0	2.3	16.909	C
3 - Ditchling Road	755	189	212	1195	0.632	748	601	0.0	1.7	7.939	A

08:00 - 08:15

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 - B2112	536	134	298	847	0.633	536	673	1.7	1.7	11.547	B
2 - Green Road	475	119	351	667	0.712	475	483	2.3	2.4	18.621	C
3 - Ditchling Road	755	189	216	1192	0.634	755	610	1.7	1.7	8.237	A

08:15 - 08:30

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 - B2112	536	134	298	847	0.633	536	673	1.7	1.7	11.557	B
2 - Green Road	475	119	351	667	0.712	475	483	2.4	2.4	18.694	C
3 - Ditchling Road	755	189	216	1192	0.634	755	610	1.7	1.7	8.243	A

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 - B2112	536	134	298	847	0.633	536	673	1.7	1.7	11.559	B
2 - Green Road	475	119	351	667	0.712	475	483	2.4	2.4	18.718	C
3 - Ditchling Road	755	189	216	1192	0.634	755	610	1.7	1.7	8.245	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 - B2112	536	134	298	847	0.633	536	673	1.7	1.7	11.562	B
2 - Green Road	475	119	351	667	0.712	475	483	2.4	2.4	18.729	C
3 - Ditchling Road	755	189	216	1192	0.634	755	610	1.7	1.7	8.245	A

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 - B2112	536	134	298	847	0.633	536	673	1.7	1.7	11.562	B
2 - Green Road	475	119	351	667	0.712	475	483	2.4	2.4	18.737	C
3 - Ditchling Road	755	189	216	1191	0.634	755	610	1.7	1.7	8.247	A

2029 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2029 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Green Road / B2112 Mini Roundabout	Mini-roundabout		1, 2, 3	12.18	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.18	B

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
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	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	Scaling Factor (%)
1 - B2112		DIRECT	✓	100.000
2 - Green Road		DIRECT	✓	100.000
3 - Ditchling Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	217	411
	2 - Green Road	150	0	245
	3 - Ditchling Road	418	347	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - B2112	2 - Green Road	3 - Ditchling Road
From	1 - B2112	0	1	1
	2 - Green Road	3	0	0
	3 - Ditchling Road	1	1	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 - B2112	0.74	16.52	2.9	C	628	942
2 - Green Road	0.62	15.15	1.6	C	395	593

3 - Ditchling Road	0.60	7.08	1.5	A	765	1148
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Main Results for each time segment

16:45 - 17:00

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 - B2112	628	157	344	847	0.741	617	562	0.0	2.7	15.040	C
2 - Green Road	395	99	404	639	0.618	389	558	0.0	1.6	14.080	B
3 - Ditchling Road	765	191	148	1276	0.600	759	645	0.0	1.5	6.892	A

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 - B2112	628	157	347	846	0.743	628	568	2.7	2.8	16.432	C
2 - Green Road	395	99	411	633	0.624	395	564	1.6	1.6	15.092	C
3 - Ditchling Road	765	191	150	1274	0.601	765	656	1.5	1.5	7.073	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 - B2112	628	157	347	846	0.743	628	568	2.8	2.8	16.485	C
2 - Green Road	395	99	411	633	0.624	395	564	1.6	1.6	15.128	C
3 - Ditchling Road	765	191	150	1274	0.601	765	656	1.5	1.5	7.077	A

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 - B2112	628	157	347	846	0.743	628	568	2.8	2.8	16.503	C
2 - Green Road	395	99	411	633	0.624	395	564	1.6	1.6	15.140	C
3 - Ditchling Road	765	191	150	1274	0.601	765	656	1.5	1.5	7.077	A

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 - B2112	628	157	347	846	0.743	628	568	2.8	2.8	16.513	C
2 - Green Road	395	99	411	633	0.624	395	564	1.6	1.6	15.144	C
3 - Ditchling Road	765	191	150	1274	0.601	765	656	1.5	1.5	7.077	A

18:00 - 18:15

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 - B2112	628	157	347	846	0.743	628	568	2.8	2.9	16.518	C
2 - Green Road	395	99	411	633	0.624	395	564	1.6	1.6	15.147	C
3 - Ditchling Road	765	191	150	1274	0.601	765	656	1.5	1.5	7.077	A

Junctions 10														
PICADY 10 - Priority Intersection Module														
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021														
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Filename: Green Road - Eastern Road - Slugwash Lane Staggered Priority Junction.j10
Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\794-PLN-TRP-00048 - Green Road, Wivelsfield
Green\Transport\Picady
Report generation date: 16/10/2024 16:00:13

»2024 Base, AM
»2024 Base, PM
»2029 Base + Committed, AM
»2029 Base + Committed, PM
»2029 Base + Committed + Dev, AM
»2029 Base + Committed + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024 Base													
Stream B-C	D1	0.0	6.54	0.02	A	0.56	A	D2	0.0	6.51	0.02	A	1.06	A
Stream B-AD		0.0	10.60	0.04	B				0.1	10.41	0.06	B		
Stream A-BCD		0.0	4.59	0.03	A				0.0	4.98	0.02	A		
Stream D-A		0.0	6.52	0.02	A				0.0	7.05	0.01	A		
Stream D-BC		0.0	11.27	0.01	B				0.0	10.87	0.04	B		
Stream C-ABD		0.0	4.56	0.04	A				0.2	4.57	0.09	A		
	2029 Base + Committed													
Stream B-C	D3	0.0	6.64	0.02	A	0.57	A	D4	0.0	6.58	0.02	A	1.08	A
Stream B-AD		0.0	10.85	0.04	B				0.1	10.66	0.07	B		
Stream A-BCD		0.0	4.55	0.03	A				0.0	4.94	0.02	A		
Stream D-A		0.0	6.59	0.02	A				0.0	7.15	0.01	A		
Stream D-BC		0.0	11.53	0.01	B				0.0	11.14	0.05	B		
Stream C-ABD		0.1	4.53	0.04	A				0.2	4.55	0.09	A		
	2029 Base + Committed + Dev													
Stream B-C	D5	0.0	6.76	0.02	A	0.56	A	D6	0.0	6.64	0.02	A	1.06	A
Stream B-AD		0.0	11.23	0.04	B				0.1	10.98	0.07	B		
Stream A-BCD		0.0	4.42	0.03	A				0.0	4.90	0.02	A		
Stream D-A		0.0	6.63	0.02	A				0.0	7.28	0.01	A		
Stream D-BC		0.0	11.84	0.01	B				0.1	11.51	0.05	B		
Stream C-ABD		0.1	4.52	0.04	A				0.2	4.44	0.10	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. Junction LOS and Junction Delay are demand-weighted averages.

File summary

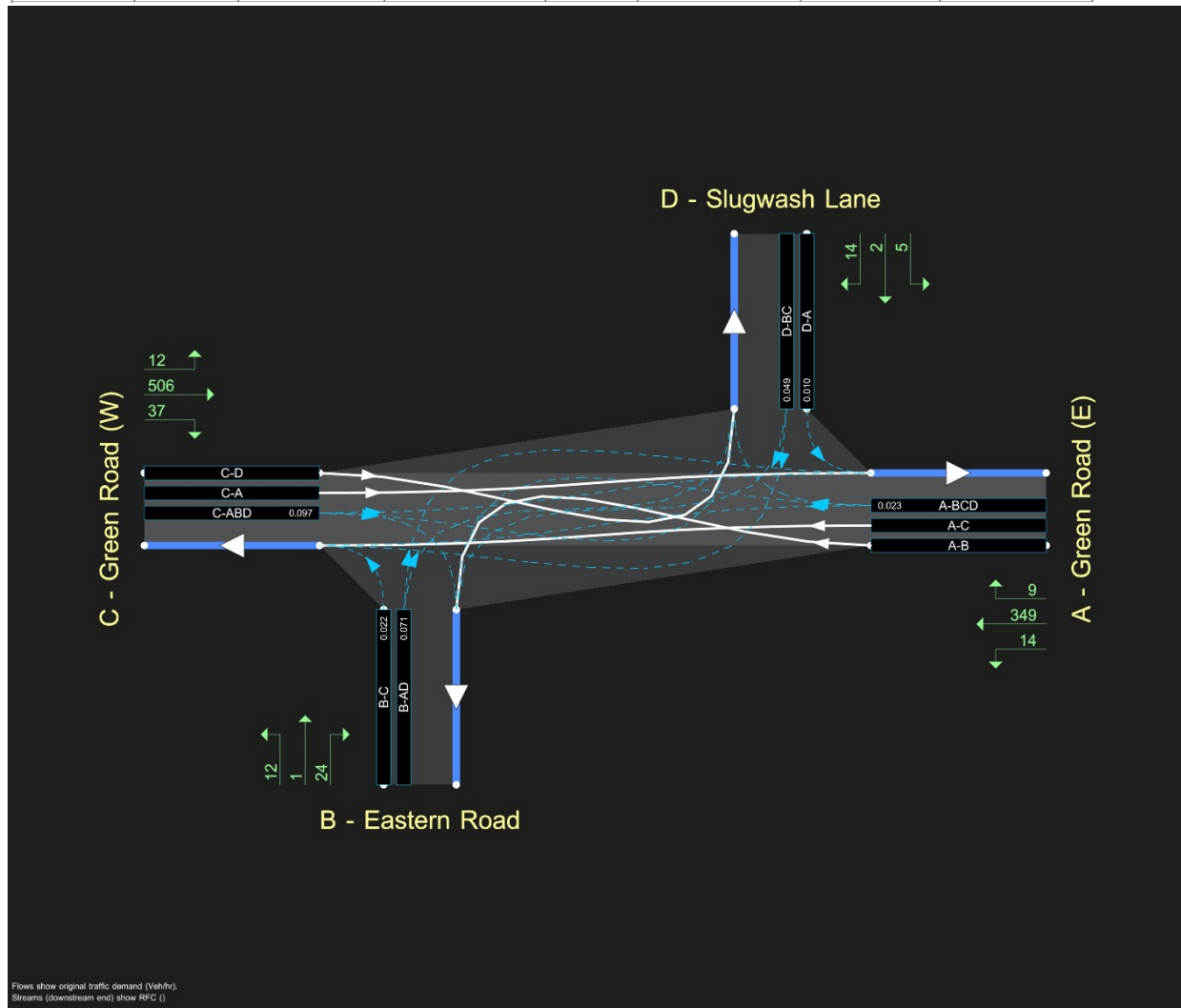
File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTBEN.MEADOR

Description	
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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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D1 - 2024 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Road (E)		Major
B	Eastern Road		Minor
C	Green Road (W)		Major
D	Slugwash Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Green Road (E)	4.70			98.1	✓	0.00
C - Green Road (W)	4.00			114.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - Eastern Road	One lane plus flare	10.00	5.70	4.10	3.40	3.10		1.00	13	30
D - Slugwash Lane	One lane plus flare	10.00	5.30	3.90	2.90	2.40		1.00	24	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	631	-	-	-	0.258	0.258	0.258	-	0.258	-	-
B-AD	552	0.109	0.276	-	-	-	0.174	0.394	0.174	0.109	0.276
B-C	690	0.115	0.291	-	-	-	-	-	-	0.115	0.291
C-B	640	0.270	0.270	-	-	-	-	-	-	0.270	0.270
D-A	687	-	-	-	0.281	0.111	0.281	-	0.111	-	-
D-BC	498	0.152	0.152	0.346	0.242	0.096	0.242	-	0.096	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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 period length (min)	Time segment length (min)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	2	410	10
	B - Eastern Road	13	0	10	0
	C - Green Road (W)	419	14	0	2
	D - Slugwash Lane	9	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	0	4	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	3	0	0	0
	D - Slugwash Lane	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.54	0.0	A
B-AD	0.04	10.60	0.0	B
A-BCD	0.03	4.59	0.0	A
A-B				
A-C				
D-A	0.02	6.52	0.0	A
D-BC	0.01	11.27	0.0	B
C-ABD	0.04	4.56	0.0	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.539	A
B-AD	13	353	0.037	13	0.0	10.593	B

A-BCD	20	805	0.025	20	0.0	4.589	A
A-B	2			2			
A-C	400			400			
D-A	9	561	0.016	9	0.0	6.521	A
D-BC	2	321	0.006	2	0.0	11.269	B
C-ABD	29	819	0.035	29	0.0	4.556	A
C-D	2			2			
C-A	404			404			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.541	A
B-AD	13	353	0.037	13	0.0	10.601	B
A-BCD	21	805	0.026	21	0.0	4.592	A
A-B	2			2			
A-C	399			399			
D-A	9	561	0.016	9	0.0	6.523	A
D-BC	2	321	0.006	2	0.0	11.270	B
C-ABD	29	819	0.035	29	0.0	4.559	A
C-D	2			2			
C-A	404			404			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.541	A
B-AD	13	353	0.037	13	0.0	10.601	B
A-BCD	21	805	0.026	21	0.0	4.592	A
A-B	2			2			
A-C	399			399			
D-A	9	561	0.016	9	0.0	6.523	A
D-BC	2	321	0.006	2	0.0	11.270	B
C-ABD	29	819	0.035	29	0.0	4.557	A
C-D	2			2			
C-A	404			404			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.541	A
B-AD	13	353	0.037	13	0.0	10.601	B
A-BCD	21	805	0.026	21	0.0	4.590	A
A-B	2			2			
A-C	399			399			
D-A	9	561	0.016	9	0.0	6.523	A
D-BC	2	321	0.006	2	0.0	11.270	B
C-ABD	29	819	0.035	29	0.0	4.557	A
C-D	2			2			
C-A	404			404			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.541	A
B-AD	13	353	0.037	13	0.0	10.601	B
A-BCD	21	805	0.026	21	0.0	4.590	A
A-B	2			2			
A-C	399			399			
D-A	9	561	0.016	9	0.0	6.523	A
D-BC	2	321	0.006	2	0.0	11.270	B
C-ABD	29	819	0.035	29	0.0	4.557	A
C-D	2			2			
C-A	404			404			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	560	0.018	10	0.0	6.541	A
B-AD	13	353	0.037	13	0.0	10.601	B
A-BCD	21	805	0.026	21	0.0	4.590	A
A-B	2			2			

A-C	399			399			
D-A	9	561	0.016	9	0.0	6.523	A
D-BC	2	321	0.006	2	0.0	11.270	B
C-ABD	29	819	0.035	29	0.0	4.557	A
C-D	2			2			
C-A	404			404			

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D2 - 2024 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

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)
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
	A - Green Road (E)	0	13	318	9
	B - Eastern Road	23	0	12	1
	C - Green Road (W)	452	36	0	12
	D - Slugwash Lane	5	2	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
	A - Green Road (E)	0	0	2	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	2	0	0	0

	D - Slugwash Lane	0	0	0	0
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.51	0.0	A
B-AD	0.06	10.41	0.1	B
A-BCD	0.02	4.98	0.0	A
A-B				
A-C				
D-A	0.01	7.05	0.0	A
D-BC	0.04	10.87	0.0	B
C-ABD	0.09	4.57	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.507	A
B-AD	24	370	0.065	24	0.1	10.382	B
A-BCD	16	739	0.022	16	0.0	4.979	A
A-B	13			13			
A-C	311			311			
D-A	5	516	0.010	5	0.0	7.046	A
D-BC	15	346	0.043	15	0.0	10.853	B
C-ABD	78	866	0.090	77	0.2	4.562	A
C-D	11			11			
C-A	412			412			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.511	A
B-AD	24	370	0.065	24	0.1	10.410	B
A-BCD	16	739	0.022	16	0.0	4.982	A
A-B	13			13			
A-C	311			311			
D-A	5	515	0.010	5	0.0	7.051	A
D-BC	15	346	0.043	15	0.0	10.869	B
C-ABD	78	866	0.090	78	0.2	4.571	A
C-D	11			11			
C-A	411			411			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.511	A
B-AD	24	370	0.065	24	0.1	10.411	B
A-BCD	16	739	0.022	16	0.0	4.982	A
A-B	13			13			
A-C	311			311			
D-A	5	515	0.010	5	0.0	7.051	A
D-BC	15	346	0.043	15	0.0	10.869	B
C-ABD	78	866	0.090	78	0.2	4.571	A
C-D	11			11			
C-A	411			411			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.511	A

B-AD	24	370	0.065	24	0.1	10.411	B
A-BCD	16	739	0.022	16	0.0	4.980	A
A-B	13			13			
A-C	311			311			
D-A	5	515	0.010	5	0.0	7.051	A
D-BC	15	346	0.043	15	0.0	10.869	B
C-ABD	78	866	0.090	78	0.2	4.573	A
C-D	11			11			
C-A	411			411			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.511	A
B-AD	24	370	0.065	24	0.1	10.411	B
A-BCD	16	739	0.022	16	0.0	4.980	A
A-B	13			13			
A-C	311			311			
D-A	5	515	0.010	5	0.0	7.051	A
D-BC	15	346	0.043	15	0.0	10.870	B
C-ABD	78	866	0.090	78	0.2	4.571	A
C-D	11			11			
C-A	411			411			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	565	0.021	12	0.0	6.511	A
B-AD	24	370	0.065	24	0.1	10.411	B
A-BCD	16	739	0.022	16	0.0	4.980	A
A-B	13			13			
A-C	311			311			
D-A	5	515	0.010	5	0.0	7.051	A
D-BC	15	346	0.043	15	0.0	10.870	B
C-ABD	78	866	0.090	78	0.2	4.573	A
C-D	11			11			
C-A	411			411			

2029 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D3 - 2029 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

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)
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	2	427	10
	B - Eastern Road	14	0	10	0
	C - Green Road (W)	436	15	0	2
	D - Slugwash Lane	9	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	0	4	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	3	0	0	0

	D - Slugwash Lane	0	0	0	0
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.64	0.0	A
B-AD	0.04	10.85	0.0	B
A-BCD	0.03	4.55	0.0	A
A-B				
A-C				
D-A	0.02	6.59	0.0	A
D-BC	0.01	11.53	0.0	B
C-ABD	0.04	4.53	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.638	A
B-AD	14	346	0.040	14	0.0	10.837	B
A-BCD	21	813	0.026	21	0.0	4.545	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.584	A
D-BC	2	314	0.006	2	0.0	11.528	B
C-ABD	32	827	0.039	32	0.1	4.524	A
C-D	2			2			
C-A	419			419			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.641	A
B-AD	14	346	0.040	14	0.0	10.848	B
A-BCD	21	813	0.026	21	0.0	4.546	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.585	A
D-BC	2	314	0.006	2	0.0	11.529	B
C-ABD	32	827	0.039	32	0.1	4.527	A
C-D	2			2			
C-A	419			419			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.642	A
B-AD	14	346	0.040	14	0.0	10.848	B
A-BCD	21	813	0.026	21	0.0	4.548	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.585	A
D-BC	2	314	0.006	2	0.0	11.531	B
C-ABD	32	827	0.039	32	0.1	4.529	A
C-D	2			2			
C-A	419			419			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.642	A

B-AD	14	346	0.040	14	0.0	10.848	B
A-BCD	21	813	0.026	21	0.0	4.548	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.588	A
D-BC	2	314	0.006	2	0.0	11.529	B
C-ABD	32	827	0.039	32	0.1	4.529	A
C-D	2			2			
C-A	419			419			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.642	A
B-AD	14	346	0.040	14	0.0	10.848	B
A-BCD	21	813	0.026	21	0.0	4.548	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.585	A
D-BC	2	314	0.006	2	0.0	11.529	B
C-ABD	32	827	0.039	32	0.1	4.527	A
C-D	2			2			
C-A	419			419			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	552	0.018	10	0.0	6.642	A
B-AD	14	346	0.040	14	0.0	10.848	B
A-BCD	21	813	0.026	21	0.0	4.548	A
A-B	2			2			
A-C	416			416			
D-A	9	556	0.016	9	0.0	6.585	A
D-BC	2	314	0.006	2	0.0	11.529	B
C-ABD	32	827	0.039	32	0.1	4.529	A
C-D	2			2			
C-A	419			419			

2029 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D4 - 2029 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	A

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)
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	14	331	9
	B - Eastern Road	24	0	12	1
	C - Green Road (W)	470	37	0	12
	D - Slugwash Lane	5	2	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	0	2	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	2	0	0	0

	D - Slugwash Lane	0	0	0	0
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.58	0.0	A
B-AD	0.07	10.66	0.1	B
A-BCD	0.02	4.94	0.0	A
A-B				
A-C				
D-A	0.01	7.15	0.0	A
D-BC	0.05	11.14	0.0	B
C-ABD	0.09	4.55	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.579	A
B-AD	25	363	0.069	25	0.1	10.635	B
A-BCD	17	745	0.022	17	0.0	4.941	A
A-B	14			14			
A-C	324			324			
D-A	5	509	0.010	5	0.0	7.147	A
D-BC	16	339	0.047	16	0.0	11.115	B
C-ABD	82	875	0.094	82	0.2	4.536	A
C-D	11			11			
C-A	426			426			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.583	A
B-AD	25	363	0.069	25	0.1	10.658	B
A-BCD	17	745	0.023	17	0.0	4.942	A
A-B	14			14			
A-C	324			324			
D-A	5	508	0.010	5	0.0	7.152	A
D-BC	16	339	0.047	16	0.0	11.136	B
C-ABD	83	876	0.095	83	0.2	4.546	A
C-D	11			11			
C-A	425			425			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.583	A
B-AD	25	363	0.069	25	0.1	10.658	B
A-BCD	17	745	0.023	17	0.0	4.942	A
A-B	14			14			
A-C	324			324			
D-A	5	508	0.010	5	0.0	7.152	A
D-BC	16	339	0.047	16	0.0	11.136	B
C-ABD	83	876	0.095	83	0.2	4.544	A
C-D	11			11			
C-A	425			425			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.583	A

B-AD	25	363	0.069	25	0.1	10.658	B
A-BCD	17	745	0.023	17	0.0	4.942	A
A-B	14			14			
A-C	324			324			
D-A	5	508	0.010	5	0.0	7.152	A
D-BC	16	339	0.047	16	0.0	11.136	B
C-ABD	83	876	0.095	83	0.2	4.546	A
C-D	11			11			
C-A	425			425			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.583	A
B-AD	25	363	0.069	25	0.1	10.658	B
A-BCD	17	745	0.023	17	0.0	4.944	A
A-B	14			14			
A-C	324			324			
D-A	5	508	0.010	5	0.0	7.152	A
D-BC	16	339	0.047	16	0.0	11.136	B
C-ABD	83	876	0.095	83	0.2	4.544	A
C-D	11			11			
C-A	425			425			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	559	0.021	12	0.0	6.583	A
B-AD	25	363	0.069	25	0.1	10.658	B
A-BCD	17	745	0.023	17	0.0	4.942	A
A-B	14			14			
A-C	324			324			
D-A	5	508	0.010	5	0.0	7.152	A
D-BC	16	339	0.047	16	0.0	11.136	B
C-ABD	83	876	0.095	83	0.2	4.544	A
C-D	11			11			
C-A	425			425			

2029 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D5 - 2029 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

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)
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	2	463	10
	B - Eastern Road	14	0	10	0
	C - Green Road (W)	449	15	0	2
	D - Slugwash Lane	9	1	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
From	A - Green Road (E)	0	0	3	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	3	0	0	0

	D - Slugwash Lane	0	0	0	0
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.76	0.0	A
B-AD	0.04	11.23	0.0	B
A-BCD	0.03	4.42	0.0	A
A-B				
A-C				
D-A	0.02	6.63	0.0	A
D-BC	0.01	11.84	0.0	B
C-ABD	0.04	4.52	0.1	A
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	543	0.018	10	0.0	6.758	A
B-AD	14	334	0.042	14	0.0	11.224	B
A-BCD	22	837	0.027	22	0.0	4.417	A
A-B	2			2			
A-C	451			451			
D-A	9	552	0.016	9	0.0	6.629	A
D-BC	2	306	0.007	2	0.0	11.840	B
C-ABD	33	830	0.040	33	0.1	4.515	A
C-D	2			2			
C-A	431			431			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	542	0.018	10	0.0	6.761	A
B-AD	14	334	0.042	14	0.0	11.235	B
A-BCD	23	837	0.027	23	0.0	4.418	A
A-B	2			2			
A-C	450			450			
D-A	9	552	0.016	9	0.0	6.631	A
D-BC	2	306	0.007	2	0.0	11.842	B
C-ABD	33	830	0.040	33	0.1	4.520	A
C-D	2			2			
C-A	431			431			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	542	0.018	10	0.0	6.761	A
B-AD	14	334	0.042	14	0.0	11.235	B
A-BCD	23	837	0.027	23	0.0	4.420	A
A-B	2			2			
A-C	450			450			
D-A	9	552	0.016	9	0.0	6.631	A
D-BC	2	306	0.007	2	0.0	11.842	B
C-ABD	33	830	0.040	33	0.1	4.520	A
C-D	2			2			
C-A	431			431			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	542	0.018	10	0.0	6.761	A

B-AD	14	334	0.042	14	0.0	11.235	B
A-BCD	23	837	0.027	23	0.0	4.420	A
A-B	2			2			
A-C	450			450			
D-A	9	552	0.016	9	0.0	6.631	A
D-BC	2	306	0.007	2	0.0	11.842	B
C-ABD	33	830	0.040	33	0.1	4.518	A
C-D	2			2			
C-A	431			431			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	542	0.018	10	0.0	6.761	A
B-AD	14	334	0.042	14	0.0	11.235	B
A-BCD	23	837	0.027	23	0.0	4.420	A
A-B	2			2			
A-C	450			450			
D-A	9	552	0.016	9	0.0	6.631	A
D-BC	2	306	0.007	2	0.0	11.842	B
C-ABD	33	830	0.040	33	0.1	4.518	A
C-D	2			2			
C-A	431			431			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10	542	0.018	10	0.0	6.761	A
B-AD	14	334	0.042	14	0.0	11.235	B
A-BCD	23	837	0.027	23	0.0	4.420	A
A-B	2			2			
A-C	450			450			
D-A	9	552	0.016	9	0.0	6.631	A
D-BC	2	306	0.007	2	0.0	11.842	B
C-ABD	33	830	0.040	33	0.1	4.520	A
C-D	2			2			
C-A	431			431			

2029 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Green Road (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Eastern Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Slugwash Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D6 - 2029 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / Slugwash Lane Staggered Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

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)
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Eastern Road		✓	100.000
C - Green Road (W)		✓	100.000
D - Slugwash Lane		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
	A - Green Road (E)	0	14	349	9
	B - Eastern Road	24	0	12	1
	C - Green Road (W)	506	37	0	12
	D - Slugwash Lane	5	2	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		A - Green Road (E)	B - Eastern Road	C - Green Road (W)	D - Slugwash Lane
	A - Green Road (E)	0	0	1	0
	B - Eastern Road	0	0	0	0
	C - Green Road (W)	1	0	0	0

	D - Slugwash Lane	0	0	0	0
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.64	0.0	A
B-AD	0.07	10.98	0.1	B
A-BCD	0.02	4.90	0.0	A
A-B				
A-C				
D-A	0.01	7.28	0.0	A
D-BC	0.05	11.51	0.1	B
C-ABD	0.10	4.44	0.2	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	555	0.022	12	0.0	6.632	A
B-AD	25	353	0.071	25	0.1	10.953	B
A-BCD	17	753	0.023	17	0.0	4.895	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.270	A
D-BC	16	329	0.049	16	0.1	11.493	B
C-ABD	87	899	0.097	87	0.2	4.431	A
C-D	11			11			
C-A	457			457			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	554	0.022	12	0.0	6.637	A
B-AD	25	353	0.071	25	0.1	10.979	B
A-BCD	17	753	0.023	17	0.0	4.897	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.276	A
D-BC	16	329	0.049	16	0.1	11.514	B
C-ABD	88	899	0.098	88	0.2	4.440	A
C-D	11			11			
C-A	456			456			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	554	0.022	12	0.0	6.637	A
B-AD	25	353	0.071	25	0.1	10.979	B
A-BCD	17	753	0.023	17	0.0	4.899	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.276	A
D-BC	16	329	0.049	16	0.1	11.514	B
C-ABD	88	899	0.098	88	0.2	4.440	A
C-D	11			11			
C-A	456			456			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	554	0.022	12	0.0	6.637	A

B-AD	25	353	0.071	25	0.1	10.979	B
A-BCD	17	753	0.023	17	0.0	4.897	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.276	A
D-BC	16	329	0.049	16	0.1	11.514	B
C-ABD	88	899	0.098	88	0.2	4.440	A
C-D	11			11			
C-A	456			456			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	554	0.022	12	0.0	6.637	A
B-AD	25	353	0.071	25	0.1	10.979	B
A-BCD	17	753	0.023	17	0.0	4.899	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.276	A
D-BC	16	329	0.049	16	0.1	11.514	B
C-ABD	88	899	0.098	88	0.2	4.442	A
C-D	11			11			
C-A	456			456			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	554	0.022	12	0.0	6.637	A
B-AD	25	353	0.071	25	0.1	10.979	B
A-BCD	17	753	0.023	17	0.0	4.899	A
A-B	14			14			
A-C	341			341			
D-A	5	500	0.010	5	0.0	7.276	A
D-BC	16	329	0.049	16	0.1	11.514	B
C-ABD	88	899	0.098	88	0.2	4.440	A
C-D	11			11			
C-A	456			456			

Junctions 10													
PICADY 10 - Priority Intersection Module													
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Filename: North Common Road - South Road - Green Road Priority T-Junction.j10

Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\794-PLN-TRP-00048 - Green Road, Wivelsfield Green\Transport\Picady

Report generation date: 16/10/2024 16:03:37

»2024 Base, AM
 »2024 Base, PM
 »2029 Base + Committed, AM
 »2029 Base + Committed, PM
 »2029 Base + Committed + Dev, AM
 »2029 Base + Committed + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024 Base													
Stream B-C	D1	0.5	8.90	0.32	A	4.88	A	D2	0.3	7.42	0.22	A	3.89	A
Stream B-A		0.0	10.68	0.04	B				0.0	8.72	0.02	A		
Stream C-AB		0.9	8.55	0.41	A				0.8	7.55	0.37	A		
	2029 Base + Committed													
Stream B-C	D3	0.5	9.16	0.34	A	5.09	A	D4	0.3	7.53	0.23	A	4.03	A
Stream B-A		0.0	10.98	0.04	B				0.0	8.88	0.02	A		
Stream C-AB		1.0	8.83	0.43	A				0.9	7.73	0.39	A		
	2029 Base + Committed + Dev													
Stream B-C	D5	0.5	9.20	0.34	A	5.11	A	D6	0.3	7.62	0.23	A	4.03	A
Stream B-A		0.0	11.11	0.04	B				0.0	9.00	0.02	A		
Stream C-AB		1.1	8.88	0.44	A				0.9	7.78	0.40	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. Junction LOS and Junction Delay are demand-weighted averages.

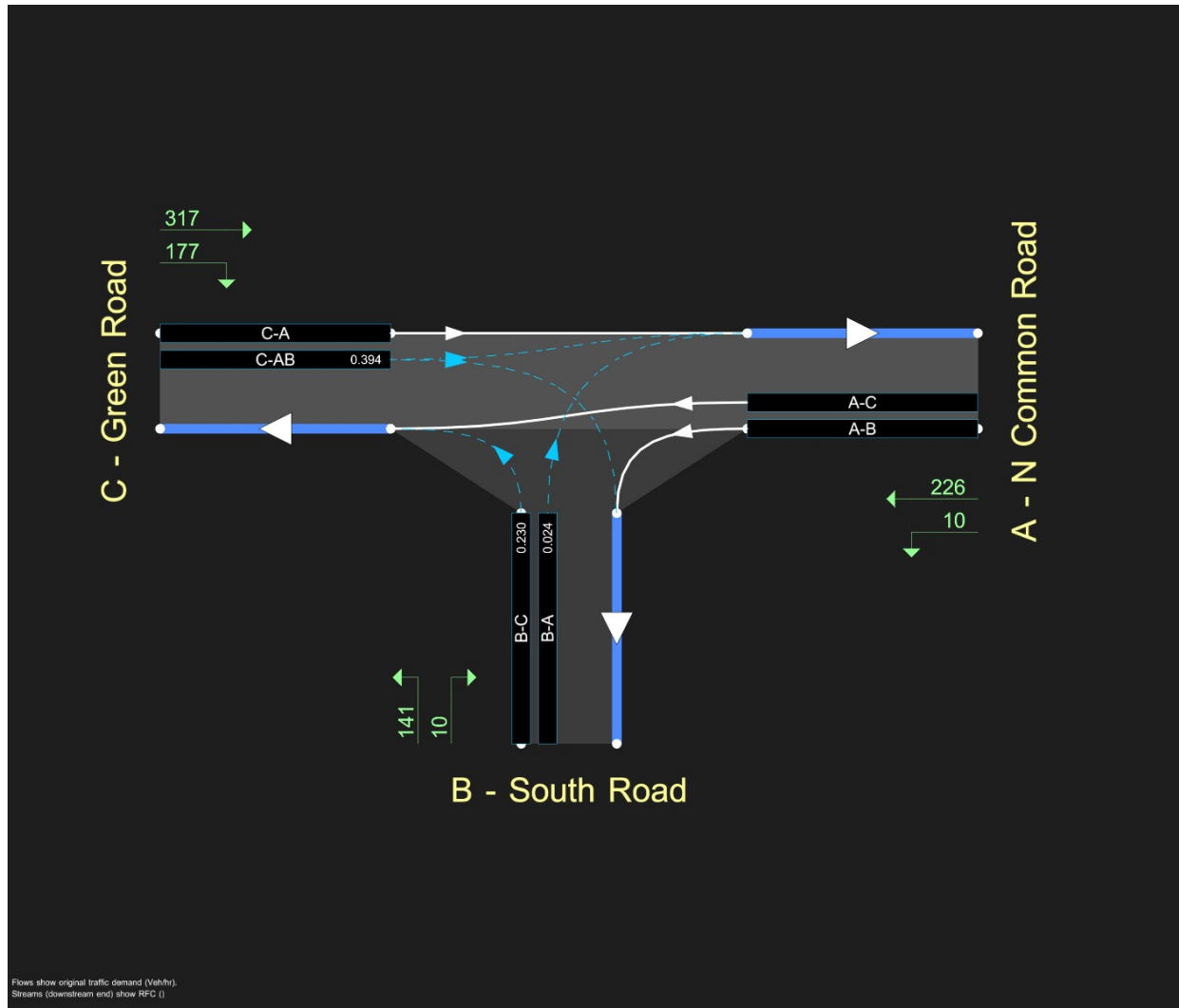
File summary

File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\BEN.MEADOR
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D1 - 2024 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		4.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

Arms

Arms

Arm	Name	Description	Arm type
A	N Common Road		Major
B	South Road		Minor
C	Green Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Green Road	6.55			86.9	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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 - South Road	One lane plus flare	10.00	4.30	3.40	3.00	3.00		1.00	36	30

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	605	0.108	0.272	0.171	0.388
B-C	690	0.103	0.261	-	-
C-B	624	0.236	0.236	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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 period length (min)	Time segment length (min)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
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HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - N Common Road	B - South Road	C - Green Road
	A - N Common Road	0	24	229
	B - South Road	13	0	192
	C - Green Road	248	192	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - N Common Road	B - South Road	C - Green Road
	A - N Common Road	0	4	3
	B - South Road	15	0	4
	C - Green Road	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.32	8.90	0.5	A
B-A	0.04	10.68	0.0	B
C-AB	0.41	8.55	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	597	0.322	190	0.5	8.818	A
B-A	13	352	0.037	13	0.0	10.625	B
C-AB	294	717	0.410	290	0.9	8.399	A
C-A	146			146			
A-B	24			24			
A-C	229			229			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	596	0.322	192	0.5	8.900	A
B-A	13	350	0.037	13	0.0	10.675	B
C-AB	295	718	0.411	295	0.9	8.549	A
C-A	145			145			
A-B	24			24			
A-C	229			229			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-C	192	596	0.322	192	0.5	8.900	A
B-A	13	350	0.037	13	0.0	10.676	B
C-AB	295	718	0.411	295	0.9	8.549	A
C-A	145			145			
A-B	24			24			
A-C	229			229			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	596	0.322	192	0.5	8.900	A
B-A	13	350	0.037	13	0.0	10.676	B
C-AB	295	718	0.411	295	0.9	8.551	A
C-A	145			145			
A-B	24			24			
A-C	229			229			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	596	0.322	192	0.5	8.900	A
B-A	13	350	0.037	13	0.0	10.676	B
C-AB	295	718	0.411	295	0.9	8.552	A
C-A	145			145			
A-B	24			24			
A-C	229			229			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	192	596	0.322	192	0.5	8.900	A
B-A	13	350	0.037	13	0.0	10.676	B
C-AB	295	718	0.411	295	0.9	8.550	A
C-A	145			145			
A-B	24			24			
A-C	229			229			

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D2 - 2024 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	A

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)
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	205
	B - South Road	10	0	134
	C - Green Road	298	169	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	1
	B - South Road	0	0	2
	C - Green Road	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS

B-C	0.22	7.42	0.3	A
B-A	0.02	8.72	0.0	A
C-AB	0.37	7.55	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	133	0.3	7.388	A
B-A	10	424	0.024	10	0.0	8.689	A
C-AB	279	758	0.368	275	0.8	7.433	A
C-A	188			188			
A-B	10			10			
A-C	205			205			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	134	0.3	7.421	A
B-A	10	423	0.024	10	0.0	8.715	A
C-AB	280	759	0.369	280	0.8	7.547	A
C-A	187			187			
A-B	10			10			
A-C	205			205			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	134	0.3	7.421	A
B-A	10	423	0.024	10	0.0	8.715	A
C-AB	280	759	0.369	280	0.8	7.548	A
C-A	187			187			
A-B	10			10			
A-C	205			205			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	134	0.3	7.421	A
B-A	10	423	0.024	10	0.0	8.716	A
C-AB	280	759	0.369	280	0.8	7.551	A
C-A	187			187			
A-B	10			10			
A-C	205			205			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	134	0.3	7.421	A
B-A	10	423	0.024	10	0.0	8.716	A
C-AB	280	759	0.369	280	0.8	7.551	A
C-A	187			187			
A-B	10			10			
A-C	205			205			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	619	0.216	134	0.3	7.421	A
B-A	10	423	0.024	10	0.0	8.716	A
C-AB	280	759	0.369	280	0.8	7.549	A
C-A	187			187			
A-B	10			10			
A-C	205			205			

2029 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D3 - 2029 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	A

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)
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	25	239
	B - South Road	14	0	200
	C - Green Road	258	200	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	4	3
	B - South Road	15	0	4
	C - Green Road	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS

B-C	0.34	9.16	0.5	A
B-A	0.04	10.98	0.0	B
C-AB	0.43	8.83	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	198	0.5	9.063	A
B-A	14	343	0.041	14	0.0	10.922	B
C-AB	311	721	0.432	307	1.0	8.654	A
C-A	147			147			
A-B	25			25			
A-C	239			239			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	200	0.5	9.155	A
B-A	14	342	0.041	14	0.0	10.981	B
C-AB	313	722	0.433	313	1.0	8.829	A
C-A	145			145			
A-B	25			25			
A-C	239			239			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	200	0.5	9.155	A
B-A	14	342	0.041	14	0.0	10.982	B
C-AB	313	722	0.433	313	1.0	8.829	A
C-A	145			145			
A-B	25			25			
A-C	239			239			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	200	0.5	9.155	A
B-A	14	342	0.041	14	0.0	10.982	B
C-AB	313	722	0.433	313	1.0	8.832	A
C-A	145			145			
A-B	25			25			
A-C	239			239			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	200	0.5	9.155	A
B-A	14	342	0.041	14	0.0	10.982	B
C-AB	313	722	0.433	313	1.0	8.832	A
C-A	145			145			
A-B	25			25			
A-C	239			239			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	593	0.337	200	0.5	9.155	A
B-A	14	342	0.041	14	0.0	10.982	B
C-AB	313	722	0.433	313	1.0	8.831	A
C-A	145			145			
A-B	25			25			
A-C	239			239			

2029 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D4 - 2029 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

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)
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	213
	B - South Road	10	0	139
	C - Green Road	310	176	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	1
	B - South Road	0	0	2
	C - Green Road	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS

B-C	0.23	7.53	0.3	A
B-A	0.02	8.88	0.0	A
C-AB	0.39	7.73	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	138	0.3	7.495	A
B-A	10	417	0.024	10	0.0	8.850	A
C-AB	296	764	0.387	293	0.9	7.607	A
C-A	190			190			
A-B	10			10			
A-C	213			213			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	139	0.3	7.531	A
B-A	10	415	0.024	10	0.0	8.879	A
C-AB	298	765	0.389	298	0.9	7.725	A
C-A	188			188			
A-B	10			10			
A-C	213			213			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	139	0.3	7.531	A
B-A	10	415	0.024	10	0.0	8.879	A
C-AB	298	765	0.389	298	0.9	7.726	A
C-A	188			188			
A-B	10			10			
A-C	213			213			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	139	0.3	7.531	A
B-A	10	415	0.024	10	0.0	8.879	A
C-AB	298	765	0.389	298	0.9	7.728	A
C-A	188			188			
A-B	10			10			
A-C	213			213			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	139	0.3	7.531	A
B-A	10	415	0.024	10	0.0	8.880	A
C-AB	298	765	0.389	298	0.9	7.727	A
C-A	188			188			
A-B	10			10			
A-C	213			213			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	617	0.225	139	0.3	7.531	A
B-A	10	415	0.024	10	0.0	8.880	A
C-AB	298	765	0.389	298	0.9	7.727	A
C-A	188			188			
A-B	10			10			
A-C	213			213			

2029 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D5 - 2029 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		5.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.11	A

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)
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	25	243
	B - South Road	14	0	201
	C - Green Road	271	202	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	4	3
	B - South Road	15	0	4
	C - Green Road	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS

B-C	0.34	9.20	0.5	A
B-A	0.04	11.11	0.0	B
C-AB	0.44	8.88	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	199	0.5	9.110	A
B-A	14	339	0.041	14	0.0	11.049	B
C-AB	321	730	0.440	317	1.0	8.688	A
C-A	152			152			
A-B	25			25			
A-C	243			243			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	201	0.5	9.204	A
B-A	14	338	0.041	14	0.0	11.111	B
C-AB	323	731	0.442	323	1.1	8.874	A
C-A	150			150			
A-B	25			25			
A-C	243			243			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	201	0.5	9.204	A
B-A	14	338	0.041	14	0.0	11.112	B
C-AB	323	731	0.442	323	1.1	8.877	A
C-A	150			150			
A-B	25			25			
A-C	243			243			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	201	0.5	9.204	A
B-A	14	338	0.041	14	0.0	11.112	B
C-AB	323	731	0.442	323	1.1	8.876	A
C-A	150			150			
A-B	25			25			
A-C	243			243			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	201	0.5	9.204	A
B-A	14	338	0.041	14	0.0	11.112	B
C-AB	323	731	0.442	323	1.1	8.878	A
C-A	150			150			
A-B	25			25			
A-C	243			243			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	592	0.339	201	0.5	9.204	A
B-A	14	338	0.041	14	0.0	11.112	B
C-AB	323	731	0.442	323	1.1	8.878	A
C-A	150			150			
A-B	25			25			
A-C	243			243			

2029 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - South Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Profile Type	D6 - 2029 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Green Road / South Road / N Common Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

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)
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - N Common Road		✓	100.000
B - South Road		✓	100.000
C - Green Road		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	226
	B - South Road	10	0	141
	C - Green Road	317	177	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - N Common Road	B - South Road	C - Green Road
From	A - N Common Road	0	10	1
	B - South Road	0	0	2
	C - Green Road	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS

B-C	0.23	7.62	0.3	A
B-A	0.02	9.00	0.0	A
C-AB	0.40	7.78	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	140	0.3	7.581	A
B-A	10	411	0.024	10	0.0	8.969	A
C-AB	302	767	0.394	298	0.9	7.658	A
C-A	192			192			
A-B	10			10			
A-C	226			226			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	141	0.3	7.617	A
B-A	10	410	0.024	10	0.0	9.000	A
C-AB	303	768	0.395	303	0.9	7.782	A
C-A	191			191			
A-B	10			10			
A-C	226			226			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	141	0.3	7.617	A
B-A	10	410	0.024	10	0.0	9.000	A
C-AB	303	768	0.395	303	0.9	7.782	A
C-A	191			191			
A-B	10			10			
A-C	226			226			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	141	0.3	7.617	A
B-A	10	410	0.024	10	0.0	9.000	A
C-AB	303	768	0.395	303	0.9	7.785	A
C-A	191			191			
A-B	10			10			
A-C	226			226			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	141	0.3	7.617	A
B-A	10	410	0.024	10	0.0	9.000	A
C-AB	303	768	0.395	303	0.9	7.785	A
C-A	191			191			
A-B	10			10			
A-C	226			226			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	614	0.230	141	0.3	7.617	A
B-A	10	410	0.024	10	0.0	9.000	A
C-AB	303	768	0.395	303	0.9	7.783	A
C-A	191			191			
A-B	10			10			
A-C	226			226			

Junctions 10													
PICADY 10 - Priority Intersection Module													
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021													
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Filename: Site Access - Green Road Priority T-Junction.j10

Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\794-PLN-TRP-00048 - Green Road, Wivelsfield
Green\Transport\Picady

Report generation date: 16/10/2024 16:07:48

»2024 Base, AM
»2024 Base, PM
»2029 Base + Committed, AM
»2029 Base + Committed, PM
»2029 Base + Committed + Dev, AM
»2029 Base + Committed + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024 Base													
Stream B-C	D1	0.0	0.00	0.00	A	0.00	A	D2	0.0	0.00	0.00	A	0.00	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2029 Base + Committed													
Stream B-C	D3	0.0	0.00	0.00	A	0.00	A	D4	0.0	0.00	0.00	A	0.00	A
Stream B-A		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
Stream C-AB		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2029 Base + Committed + Dev													
Stream B-C	D5	0.1	7.00	0.07	A	0.56	A	D6	0.0	6.41	0.03	A	0.59	A
Stream B-A		0.1	12.08	0.05	B				0.0	11.33	0.02	B		
Stream C-AB		0.0	4.37	0.03	A				0.2	4.44	0.09	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. Junction LOS and Junction Delay are demand-weighted averages.

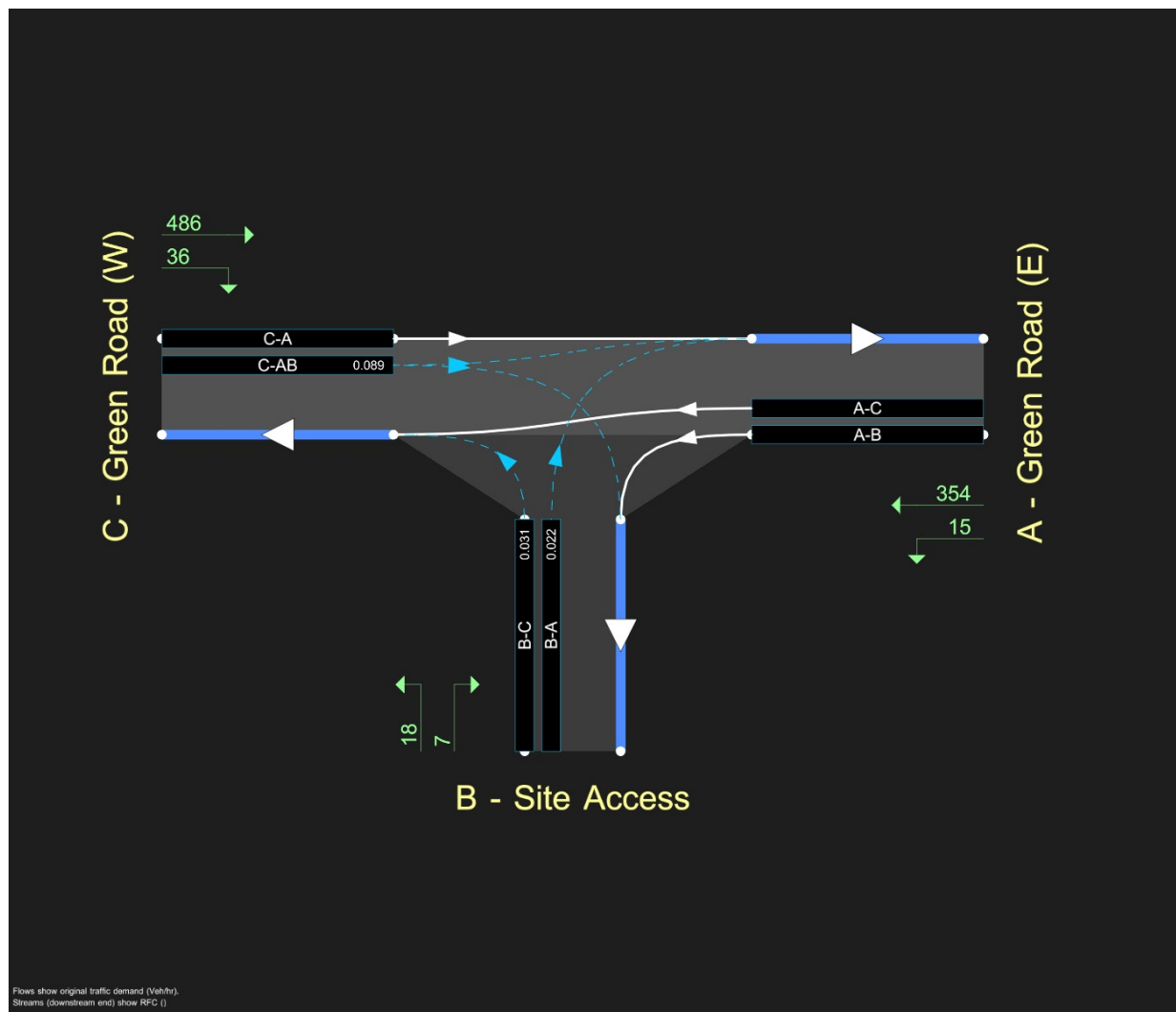
File summary

File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\BEN.MEADOR
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D1 - 2024 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Green Road (E)		Major
B	Site Access		Minor
C	Green Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Green Road (W)	5.60			136.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	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	7.50	3.00	2.90	2.90	2.80		1.00	38	56

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	521	0.097	0.244	0.154	0.349
B-C	709	0.111	0.279	-	-
C-B	653	0.257	0.257	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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 period length (min)	Time segment length (min)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
	A - Green Road (E)	0	0	422
	B - Site Access	0	0	0
	C - Green Road (W)	440	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
	A - Green Road (E)	0	0	4
	B - Site Access	0	0	0
	C - Green Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

08:15 - 08:30

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Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	586	0.000	0	0.0	0.000	A
B-A	0	344	0.000	0	0.0	0.000	A
C-AB	0	532	0.000	0	0.0	0.000	A
C-A	440			440			
A-B	0			0			
A-C	422			422			

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D2 - 2024 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	340
	B - Site Access	0	0	0
	C - Green Road (W)	467	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	1
	B - Site Access	0	0	0
	C - Green Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	340			340			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	340			340			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	340			340			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	340			340			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			
A-C	340			340			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	613	0.000	0	0.0	0.000	A
B-A	0	365	0.000	0	0.0	0.000	A
C-AB	0	562	0.000	0	0.0	0.000	A
C-A	467			467			
A-B	0			0			

A-C	340			340			
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2029 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D3 - 2029 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	440
	B - Site Access	0	0	0
	C - Green Road (W)	458	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	4
	B - Site Access	0	0	0
	C - Green Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			
A-C	440			440			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			
A-C	440			440			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			
A-C	440			440			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			
A-C	440			440			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			
A-C	440			440			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	581	0.000	0	0.0	0.000	A
B-A	0	337	0.000	0	0.0	0.000	A
C-AB	0	527	0.000	0	0.0	0.000	A
C-A	458			458			
A-B	0			0			

A-C	440			440			
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2029 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D4 - 2029 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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)
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	354
	B - Site Access	0	0	0
	C - Green Road (W)	486	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	1
	B - Site Access	0	0	0
	C - Green Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			
A-C	354			354			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			
A-C	354			354			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			
A-C	354			354			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			
A-C	354			354			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			
A-C	354			354			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	609	0.000	0	0.0	0.000	A
B-A	0	358	0.000	0	0.0	0.000	A
C-AB	0	558	0.000	0	0.0	0.000	A
C-A	486			486			
A-B	0			0			

A-C	354			354			
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2029 Base + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D5 - 2029 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

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)
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	5	440
	B - Site Access	15	0	36
	C - Green Road (W)	458	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	4
	B - Site Access	0	0	0
	C - Green Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	7.00	0.1	A
B-A	0.05	12.08	0.1	B
C-AB	0.03	4.37	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	6.994	A
B-A	15	313	0.048	15	0.0	12.064	B
C-AB	28	852	0.033	28	0.0	4.370	A
C-A	443			443			
A-B	5			5			
A-C	440			440			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	7.001	A
B-A	15	313	0.048	15	0.0	12.080	B
C-AB	28	852	0.033	28	0.0	4.370	A
C-A	443			443			
A-B	5			5			
A-C	440			440			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	7.001	A
B-A	15	313	0.048	15	0.1	12.080	B
C-AB	28	852	0.033	28	0.0	4.370	A
C-A	443			443			
A-B	5			5			
A-C	440			440			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	7.001	A
B-A	15	313	0.048	15	0.1	12.080	B
C-AB	28	852	0.033	28	0.0	4.372	A
C-A	443			443			
A-B	5			5			
A-C	440			440			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	7.001	A
B-A	15	313	0.048	15	0.1	12.080	B
C-AB	28	852	0.033	28	0.0	4.370	A
C-A	443			443			
A-B	5			5			
A-C	440			440			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	36	550	0.065	36	0.1	7.001	A
B-A	15	313	0.048	15	0.1	12.080	B
C-AB	28	852	0.033	28	0.0	4.372	A
C-A	443			443			
A-B	5			5			

A-C	440			440			
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2029 Base + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Green Road (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Profile Type	D6 - 2029 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Green Road Priority T-Junction	T-Junction	Two-way	Two-way	Two-way		0.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.59	A

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)
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Green Road (E)		✓	100.000
B - Site Access		✓	100.000
C - Green Road (W)		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	15	354
	B - Site Access	7	0	18
	C - Green Road (W)	486	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Green Road (E)	B - Site Access	C - Green Road (W)
From	A - Green Road (E)	0	0	1
	B - Site Access	0	0	0
	C - Green Road (W)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.41	0.0	A
B-A	0.02	11.33	0.0	B
C-AB	0.09	4.44	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.407	A
B-A	7	325	0.022	7	0.0	11.319	B
C-AB	79	891	0.089	79	0.2	4.430	A
C-A	443			443			
A-B	15			15			
A-C	354			354			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.410	A
B-A	7	325	0.022	7	0.0	11.329	B
C-AB	80	891	0.089	80	0.2	4.438	A
C-A	442			442			
A-B	15			15			
A-C	354			354			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.410	A
B-A	7	325	0.022	7	0.0	11.329	B
C-AB	80	891	0.089	80	0.2	4.440	A
C-A	442			442			
A-B	15			15			
A-C	354			354			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.410	A
B-A	7	325	0.022	7	0.0	11.329	B
C-AB	80	891	0.089	80	0.2	4.440	A
C-A	442			442			
A-B	15			15			
A-C	354			354			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.410	A
B-A	7	325	0.022	7	0.0	11.329	B
C-AB	80	891	0.089	80	0.2	4.438	A
C-A	442			442			
A-B	15			15			
A-C	354			354			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	580	0.031	18	0.0	6.410	A
B-A	7	325	0.022	7	0.0	11.329	B
C-AB	80	891	0.089	80	0.2	4.438	A
C-A	442			442			
A-B	15			15			

A-C	354			354			
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Junctions 10													
ARCADY 10 - Roundabout Module													
Version: 10.0.3.1598													
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Filename: South Road - Hundred Acre Lane - School Access Mini Roundabout.j10

Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\794-PLN-TRP-00048 - Green Road, Wivelsfield Green\Transport\Arcady

Report generation date: 16/10/2024 15:54:27

»2024 Base, AM
 »2024 Base, PM
 »2029 Base + Committed, AM
 »2029 Base + Committed, PM
 »2029 Base + Committed + Dev, AM
 »2029 Base + Committed + Dev, PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2024 Base													
1 - South Road (N)	D1	0.3	5.64	0.25	A	5.21	A	D2	0.3	5.40	0.21	A	4.89	A
2 - South Road (E)		0.2	4.80	0.19	A				0.1	4.18	0.12	A		
3 - Hundred Acre Lane		0.1	4.95	0.06	A				0.0	4.64	0.04	A		
4 - School Access		0.0	4.85	0.02	A				0.0	4.46	0.01	A		
	2029 Base + Committed													
1 - South Road (N)	D3	0.4	5.72	0.26	A	5.28	A	D4	0.3	5.41	0.22	A	4.90	A
2 - South Road (E)		0.2	4.86	0.20	A				0.1	4.20	0.12	A		
3 - Hundred Acre Lane		0.1	4.97	0.06	A				0.0	4.65	0.04	A		
4 - School Access		0.0	4.85	0.02	A				0.0	4.46	0.01	A		
	2029 Base + Committed + Dev													
1 - South Road (N)	D5	0.4	5.74	0.26	A	5.29	A	D6	0.3	5.47	0.22	A	4.94	A
2 - South Road (E)		0.2	4.86	0.20	A				0.1	4.22	0.12	A		
3 - Hundred Acre Lane		0.1	4.97	0.06	A				0.0	4.65	0.04	A		
4 - School Access		0.0	4.85	0.02	A				0.0	4.46	0.01	A		

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

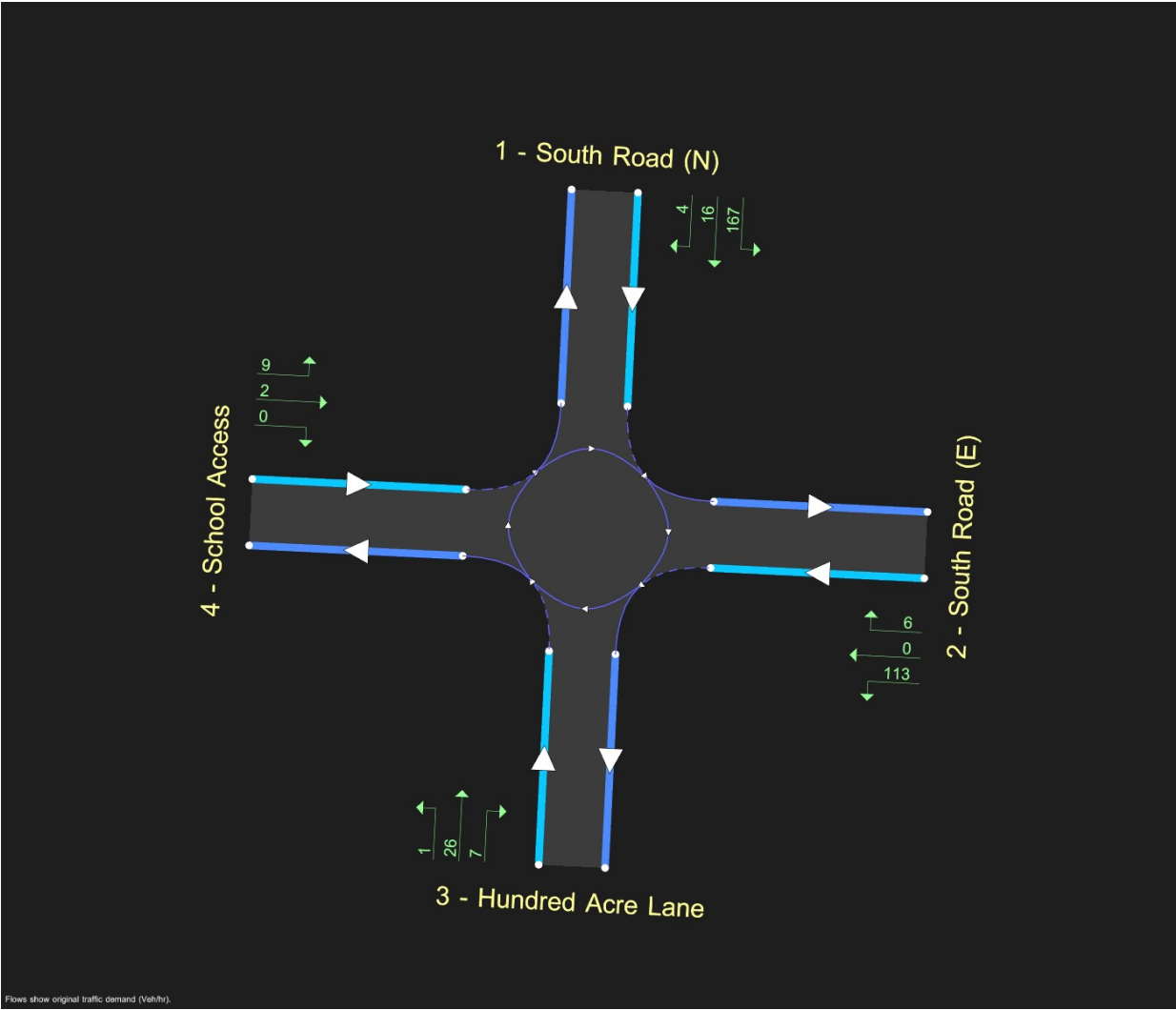
File summary

File Description

Title	
Location	
Site number	
Date	07/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\BEN.MEADOR
Description	

Units

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



Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, 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 1 and 2 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D1 - 2024 Base, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	5.21	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.21	A

Arms

Arms

Arm	Name	Description
1	South Road (N)	
2	South Road (E)	
3	Hundred Acre Lane	
4	School Access	

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 - South Road (N)	2.70	2.70	4.80	3.6	17.70	15.30	0.0	
2 - South Road (E)	2.60	2.60	4.30	3.8	16.00	12.10	0.0	
3 - Hundred Acre Lane	2.40	2.40	3.20	3.0	7.80	4.50	0.0	
4 - School Access	3.10	3.10	5.80	2.5	12.70	12.80	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - South Road (N)	0.635	886
2 - South Road (E)	0.607	1013
3 - Hundred Acre Lane	0.584	814
4 - School Access	0.625	842

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 period length (min)	Time segment length (min)
D1	2024 Base	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000

2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	144	45	24
	2 - South Road (E)	13	0	157	3
	3 - Hundred Acre Lane	36	8	0	0
	4 - School Access	13	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	0	4
	2 - South Road (E)	8	0	5	0
	3 - Hundred Acre Lane	3	0	0	0
	4 - School Access	0	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.25	5.64	0.3	A
2 - South Road (E)	0.19	4.80	0.2	A
3 - Hundred Acre Lane	0.06	4.95	0.1	A
4 - School Access	0.02	4.85	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	212	0.3	5.614	A
2 - South Road (E)	173	69	923	0.187	172	0.2	4.785	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.948	A
4 - School Access	16	57	758	0.021	16	0.0	4.851	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	213	0.3	5.637	A
2 - South Road (E)	173	69	923	0.187	173	0.2	4.798	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.951	A
4 - School Access	16	57	758	0.021	16	0.0	4.852	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	213	0.3	5.637	A
2 - South Road (E)	173	69	923	0.187	173	0.2	4.798	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.951	A
4 - School Access	16	57	758	0.021	16	0.0	4.852	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	213	0.3	5.637	A

2 - South Road (E)	173	69	923	0.187	173	0.2	4.798	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.951	A
4 - School Access	16	57	758	0.021	16	0.0	4.852	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	213	0.3	5.637	A
2 - South Road (E)	173	69	923	0.187	173	0.2	4.798	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.951	A
4 - School Access	16	57	758	0.021	16	0.0	4.854	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	213	11	852	0.250	213	0.3	5.637	A
2 - South Road (E)	173	69	923	0.187	173	0.2	4.798	A
3 - Hundred Acre Lane	44	40	771	0.057	44	0.1	4.951	A
4 - School Access	16	57	758	0.021	16	0.0	4.852	A

2024 Base, PM

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 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D2 - 2024 Base, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	4.89	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.89	A

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)
D2	2024 Base	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000
2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
From	1 - South Road (N)	0	159	15	4
	2 - South Road (E)	6	0	107	0
	3 - Hundred Acre Lane	25	7	0	1
	4 - School Access	9	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	7	0
	2 - South Road (E)	0	0	3	0
	3 - Hundred Acre Lane	0	0	0	0
	4 - School Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.21	5.40	0.3	A
2 - South Road (E)	0.12	4.18	0.1	A
3 - Hundred Acre Lane	0.04	4.64	0.0	A
4 - School Access	0.01	4.46	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	177	0.3	5.371	A
2 - South Road (E)	113	19	973	0.116	112	0.1	4.179	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.639	A
4 - School Access	11	38	818	0.013	11	0.0	4.460	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	178	0.3	5.395	A
2 - South Road (E)	113	19	973	0.116	113	0.1	4.184	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.641	A
4 - School Access	11	38	818	0.013	11	0.0	4.461	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	178	0.3	5.395	A
2 - South Road (E)	113	19	973	0.116	113	0.1	4.184	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.641	A
4 - School Access	11	38	818	0.013	11	0.0	4.461	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	178	0.3	5.395	A
2 - South Road (E)	113	19	973	0.116	113	0.1	4.184	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.641	A
4 - School Access	11	38	818	0.013	11	0.0	4.463	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	178	0.3	5.395	A
2 - South Road (E)	113	19	973	0.116	113	0.1	4.184	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.641	A
4 - School Access	11	38	818	0.013	11	0.0	4.461	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	178	9	845	0.211	178	0.3	5.395	A
2 - South Road (E)	113	19	973	0.116	113	0.1	4.184	A
3 - Hundred Acre Lane	33	10	809	0.041	33	0.0	4.641	A
4 - School Access	11	38	818	0.013	11	0.0	4.461	A

2029 Base + Committed, 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 1 and 2 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D3 - 2029 Base + Committed, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	5.28	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.28	A

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)
D3	2029 Base + Committed	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000
2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	150	47	25
	2 - South Road (E)	14	0	164	3
	3 - Hundred Acre Lane	37	8	0	0
	4 - School Access	14	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	0	4
	2 - South Road (E)	8	0	5	0
	3 - Hundred Acre Lane	3	0	0	0
	4 - School Access	0	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.26	5.72	0.4	A
2 - South Road (E)	0.20	4.86	0.2	A
3 - Hundred Acre Lane	0.06	4.97	0.1	A
4 - School Access	0.02	4.85	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	221	0.3	5.692	A
2 - South Road (E)	181	72	922	0.196	180	0.2	4.849	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.964	A
4 - School Access	17	59	759	0.022	17	0.0	4.849	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	222	0.4	5.717	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	222	0.4	5.717	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	222	0.4	5.717	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	222	0.4	5.717	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.852	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	222	11	852	0.261	222	0.4	5.717	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

2029 Base + Committed, PM

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 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D4 - 2029 Base + Committed, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	4.90	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.90	A

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)
D4	2029 Base + Committed	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000
2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	165	16	4
	2 - South Road (E)	6	0	111	0
	3 - Hundred Acre Lane	26	7	0	1
	4 - School Access	9	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	0	0
	2 - South Road (E)	0	0	3	0
	3 - Hundred Acre Lane	0	0	0	0
	4 - School Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.22	5.41	0.3	A
2 - South Road (E)	0.12	4.20	0.1	A
3 - Hundred Acre Lane	0.04	4.65	0.0	A
4 - School Access	0.01	4.46	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	184	0.3	5.396	A
2 - South Road (E)	117	20	973	0.120	116	0.1	4.199	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.645	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	185	0.3	5.413	A
2 - South Road (E)	117	20	973	0.120	117	0.1	4.204	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	185	0.3	5.413	A
2 - South Road (E)	117	20	973	0.120	117	0.1	4.204	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	185	0.3	5.413	A
2 - South Road (E)	117	20	973	0.120	117	0.1	4.204	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	185	0.3	5.413	A
2 - South Road (E)	117	20	973	0.120	117	0.1	4.204	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	185	9	850	0.218	185	0.3	5.413	A
2 - South Road (E)	117	20	973	0.120	117	0.1	4.204	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

2029 Base + Committed + Dev, 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 1 and 2 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D5 - 2029 Base + Committed + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	5.29	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.29	A

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)
D5	2029 Base + Committed + Dev	AM	DIRECT	07:45	09:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000
2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	152	47	25
	2 - South Road (E)	14	0	164	3
	3 - Hundred Acre Lane	37	8	0	0
	4 - School Access	14	3	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	0	4
	2 - South Road (E)	8	0	5	0
	3 - Hundred Acre Lane	3	0	0	0
	4 - School Access	0	33	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.26	5.74	0.4	A
2 - South Road (E)	0.20	4.86	0.2	A
3 - Hundred Acre Lane	0.06	4.97	0.1	A
4 - School Access	0.02	4.85	0.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	852	0.263	223	0.4	5.711	A
2 - South Road (E)	181	72	922	0.196	180	0.2	4.849	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.964	A
4 - School Access	17	59	759	0.022	17	0.0	4.849	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	851	0.263	224	0.4	5.736	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	851	0.263	224	0.4	5.736	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	851	0.263	224	0.4	5.736	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	851	0.263	224	0.4	5.736	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	224	11	851	0.263	224	0.4	5.736	A
2 - South Road (E)	181	72	921	0.196	181	0.2	4.862	A
3 - Hundred Acre Lane	45	42	770	0.058	45	0.1	4.967	A
4 - School Access	17	59	759	0.022	17	0.0	4.850	A

2029 Base + Committed + Dev, PM

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 1 and 2 have 87% of the total flow for the roundabout for one or more time segments]
Warning	Profile Type	D6 - 2029 Base + Committed + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	South Road / Hundred Acre Lane Mini Roundabout	Mini-roundabout		1, 2, 3, 4	4.94	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.94	A

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)
D6	2029 Base + Committed + Dev	PM	DIRECT	16:45	18:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - South Road (N)		✓	100.000
2 - South Road (E)		✓	100.000
3 - Hundred Acre Lane		✓	100.000
4 - School Access		✓	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	167	16	4
	2 - South Road (E)	6	0	113	0
	3 - Hundred Acre Lane	26	7	0	1
	4 - School Access	9	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - South Road (N)	2 - South Road (E)	3 - Hundred Acre Lane	4 - School Access
	1 - South Road (N)	0	4	7	0
	2 - South Road (E)	0	0	3	0
	3 - Hundred Acre Lane	0	0	0	0
	4 - School Access	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - South Road (N)	0.22	5.47	0.3	A
2 - South Road (E)	0.12	4.22	0.1	A
3 - Hundred Acre Lane	0.04	4.65	0.0	A
4 - School Access	0.01	4.46	0.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	186	0.3	5.452	A
2 - South Road (E)	119	20	973	0.122	118	0.1	4.212	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.645	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	187	0.3	5.470	A
2 - South Road (E)	119	20	973	0.122	119	0.1	4.217	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	187	0.3	5.470	A
2 - South Road (E)	119	20	973	0.122	119	0.1	4.217	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	187	0.3	5.470	A
2 - South Road (E)	119	20	973	0.122	119	0.1	4.217	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	187	0.3	5.470	A
2 - South Road (E)	119	20	973	0.122	119	0.1	4.217	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - South Road (N)	187	9	845	0.221	187	0.3	5.470	A
2 - South Road (E)	119	20	973	0.122	119	0.1	4.217	A
3 - Hundred Acre Lane	34	10	809	0.042	34	0.0	4.647	A
4 - School Access	11	39	817	0.013	11	0.0	4.464	A

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