



Proposed Residential Development
Land East of Knowle Lane, Cranleigh

Transport Assessment

For

Gleeson Land

Document Control Sheet
Proposed Residential Development
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1.0 Introduction

- 1.1 This Transport Assessment has been prepared on behalf of Gleeson Land (the Applicant) to accompany an outline planning application (with all matters reserved except means of access) in respect of land east of Knowle Lane, Cranleigh.
- 1.2 The application site lies to the south of Cranleigh village centre, within the administrative boundaries of Waverley Borough Council (WBC) the Local Planning Authority and Surrey County Council (SCC) the Local Highway Authority. It is accessible by the more sustainable modes of travel and benefits from close proximity to a wide range of local amenities.
- 1.3 The planning application seeks permission for up to 3 phases of residential development of up to 162 dwellings (including 30% affordable dwellings) including the creation of new vehicular access, pedestrian and cycle accesses, parking spaces, public open space, biodiversity enhancement, landscape planting, surface water attenuation, associated infrastructure and other associated works.
- 1.4 The main pedestrian/cycle access will be located at the north of the site with a connection to the Downs Link bridleway. Access to the site for vehicles is proposed via a new vehicular access onto Knowle Lane.
- 1.5 The application proposals have been subject to pre-application discussions with SCC. The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context.
- 1.6 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling, with safe and suitable access provided via the Downs Link to the east of the site, which in turn offers access towards the village centre;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Knowle Lane in accordance with relevant design guidance;
 - ▶ Appropriate provision can be made for car parking having regard to the relevant guidance;
 - ▶ Each residential dwelling will benefit from secure cycle parking;
 - ▶ Appropriate provision for servicing activity can be accommodated within the development;
 - ▶ The proposed site access onto Knowle Lane will operate well within capacity during both the morning and evening peak hours with negligible predicted queues and delays; and
 - ▶ Modelling of a number of nearby junctions during weekday peak hours demonstrates that the proposed development will not have a material impact on the operation of these junctions, and on this basis, it is considered the proposals will not interfere with the operation of the adjoining highway network.
- 1.7 Following this introduction, this Transport Statement is split into 6 sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to the application;
 - ▶ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assess existing traffic and road safety conditions;
 - ▶ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 considers the trip generating potential of the proposals by all modes;

- ▶ Section 6 assesses the likely traffic impact associated with the proposals upon the local highway network; and
- ▶ Section 7 summarises the key findings and conclusions of this report.

2.0 Policy Context

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

- ▶ National Planning Policy Framework (July 2021);
- ▶ Waverley Borough Council's Local Plan Part 1 (Strategic Policies and Sites) – February 2018;
- ▶ Waverley Borough Council's Local Plan Part 2 (Site Allocations and Development Management Policies) Pre-Submission Document – November 2020;
- ▶ Waverley Local Plan Saved Policies – April 2002;
- ▶ Waverley Borough Council's Parking Guidelines – October 2013; and,
- ▶ Surrey County Council's Document 'Vehicular and Cycle Parking Guidance' – January 2018.

National Planning Policy Framework

2.2 The current version of the National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

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

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Paragraph 105 of the NPPF states:

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

2.5 Off-street parking provision is referred to by Paragraph 107, which states that, "in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles".

2.6 Paragraph 108 of the NPPF states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) 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."*

2.8 Paragraph 111 states that "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".

Waverley Borough Council Local Plan Part 1: Strategic Policies and Sites (2018)

2.9 The Waverley Local Plan is in the process of being prepared by the Borough Council and will provide the strategy for the borough up to 2032. Part 1 of this (Strategic Policies and Sites) has already been adopted. Chapter 7 'Sustainable Transport' sets out the transportation policies that are relevant to the proposed development. Policy ST1 states that:

"The Council will work in partnership with Surrey County Council, neighbouring authorities, transport providers and other key stakeholders to ensure that:

- ▶ "are located where opportunities for sustainable transport modes can be maximised, reflecting the amount of movement generated, the nature and location of the site and recognising that solutions and measures will vary from urban to rural locations;*
- ▶ make the necessary contributions to the improvement of existing, and provision of new, transport schemes that lead to improvements in accessibility and give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra low emission vehicles;*
- ▶ include measures to encourage non-car use such as on-site cycle parking;*
- ▶ ensure development proposals are consistent with, and contribute to the implementation of the Surrey Local Transport Plan;*
- ▶ require the submission of Transport Assessments and Travel Plans and other appropriate measures in new developments that generate significant traffic volumes or have significant impact on the Strategic Road Network;*
- ▶ contribute to transport infrastructure improvements, where appropriate and viable;*
- ▶ are consistent with the objectives and actions within the Air Quality Action Plan;*

- ▶ *encourage the provision of new and improved footpaths, bridleways and cycleways, provided there would be no significant effect on SPAs and other areas of importance for nature conservation (Policies NE1 and NE3); and*
- ▶ *make appropriate provision for car parking, having regard to the type of development and its location, in accordance with local standards."*

Waverley Borough Council Local Plan Part 2: Site Allocations and Development Management Policies Pre-Submission Document (2020)

2.10 Part 2 of the emerging Local Plan (Site Allocations and Development Management Policies) has not yet been adopted. This policy document is currently subject to Inspector's examination. Part 2 of the Local Plan indicates how the borough intends to assess development proposals in the future. Policy DM9 is relevant to the proposed development and states that:

"In order to promote sustainable transport modes and patterns, development should:

a) Provide safe and convenient access for all highway users in a way which:

- i. Does not compromise pedestrian and cycle movements, or compromise access to the highway and public transport facilities and services;*
- ii. Manages vehicle speeds and does not have a severe residual cumulative impact on the capacity of the highway network;*
- iii. Does not adversely increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users; and*
- iv. Provides adequate space for delivery vehicles.*

b) Incorporate a highway design and layout that:

- i. Complies with highways standards and guidance, including adequate circulation, turning space and visibility splays,*
- ii. Achieves a permeable highway layout, connecting with the existing highway network safely and includes safe access for pedestrians and cyclists,*
- iii. Allows for effective access by service and emergency vehicles at all times,*
- iv. Where appropriate takes account of the proposed major highway improvements as identified in the Infrastructure Delivery Plan, and*
- v. Does not create a barrier to the movement of wildlife or create fragmented wildlife habitats.*

c) Meet the highest standards of accessible and inclusive design, including meeting the needs of less mobile people and those with disabilities.

d) Minimise the adverse impact of any potential HGV traffic movements, particularly on rural lanes unsuitable for HGVs.

e) Include adequate car parking spaces and secure cycle storage in accordance with the Council's parking guidelines and make appropriate provision of electric vehicle charging points..

f) Where appropriate, retain and enhance public transport infrastructure, service and interchange facilities."

Parking Standards

- 2.11 Parking Standards for developments within Waverley are set out within Waverley Borough Council's (WBC) document entitled 'Parking Guidelines', which was published in October 2013. This is a supporting document to the local plan and provides the recommended car parking and minimum cycle parking levels based on the land use of a proposed development. A summary of the recommended/minimum car parking standards and cycle parking levels for residential dwellings is outlined within Table 2.1 below.

Land Use	Locational Characteristics	Recommended Car Parking Standard	Minimum Cycle Parking Standards
Residential dwelling, 1 bedroom	Not town centre	1 space per unit	1 space per unit
Residential dwelling, 2 bedrooms	Not town centre	2 spaces per unit	1 space per unit
Residential dwelling, 3+ bedrooms	Not town centre	2.5 spaces per unit	2 spaces per unit

Table 2.1: WBC Parking Standards for Residential Land Uses

- 2.12 SCC published further guidance in November 2021 with respect to parking entitled 'Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development'. This guidance outlines the recommended car parking and minimum cycle parking levels for residential dwellings. A summary of the recommended car and cycle parking levels for the relevant residential land use is outlined within Table 2.2 below.

Land Use	Locational Characteristics	Recommended Car Parking Standard	Minimum Cycle Parking Standards
1 & 2 bed flats	Village/Rural	1 space per unit	1 space per unit
1 & 2 bed houses		1.5+ spaces per unit	1 space per unit
3 bed houses		2+ spaces per unit	2 spaces per unit
4+ bed houses		2+ spaces per unit	2 spaces per unit

Table 2.2: SCC Parking Standards for Residential Land Uses

- 2.13 SCC's standards also state that a minimum of 1 fast charge socket should be provided for every house or flat. The charge point should be a 7kw Mode 3 with Type 2 connector requiring a 230v AC 32 Amp single phase dedicated power supply.
- 2.14 WBC's standards require a greater provision of spaces than the SCC guidance. The reason for the discrepancy between WBC and SCC parking standards is explained by Waverley as follows: *"average car ownership levels in Waverley are higher than those of Surrey as a whole, but more importantly, in certain wards within the Borough levels vary greatly. For example, people residing in the Frensham, Dockenfield and Tilford ward own, on average, 1.89 cars per household, in comparison to Surrey's average of 1.46. In fact, 20 of the 29 wards have higher car ownership levels than those defined for Surrey as a whole".* The Guidelines go on to state that limited access to public transport provides restricted alternatives to the private car and thus higher parking standards are necessary to cater to the local characteristics.
- 2.15 It is noted within the SCC 'Vehicular and Cycle Parking Guidance' that *"Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m)".*

Summary

- 2.16 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.17 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, an assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 This section sets the context for the application proposals, providing information on the application site and surrounding area in respect of accessibility to more sustainable forms of travel and local amenities, baseline traffic conditions and road safety.

The Site

- 3.2 The site is currently undeveloped and is situated to the east of Knowle Lane, to the south of Cranleigh village centre. Public footpath 379 crosses the site providing a connection to the Downs Link to the east of the site. The Downs Link is a long-distance route following two disused railway lines and is suitable for walkers, cyclists and horse riders. It follows public rights of way and is surfaced along its entire route. There is also an existing pedestrian access gate located in the northern section of the site, providing a link to the Downs Link and public footpath 378.
- 3.3 A user survey of the Downs Link was undertaken to determine if the route is well used and will be appropriate for users of the site regular trips. Surveys were undertaken on Friday 6 January 2023 from 07:00 to 17:00 and Saturday 7 January from 10:00 to 16:00. The weather on the Friday was fair and on the Saturday was largely light rain or drizzle. The survey data is included at [Appendix A](#).
- 3.4 The survey showed a total of 329 people across the Friday survey period and 203 people across the Saturday survey period, indicating that the route is well used. A total of 28 people travelled northbound on the Downs Link between 07:00 and 09:30, which suggests that the route is used during commuting times. There are also increases in usage southbound on the Downs Link at school closing times. The continued use throughout the day and on the Saturday also shows that the route is popular for recreational users.
- 3.5 Surveys were also undertaken on Footpath 378, which runs parallel to the Downs Link, and footway link between the Downs Link and the residential street Northdowns to the east. These routes also showed good usage throughout both days. Footpath 378 was used by 348 people across the Friday survey period and 176 people across the Saturday survey period, whilst the link to Northdowns was used by 348 people across the Friday survey period and 195 people across the Saturday survey period.

Highway Network

- 3.6 Knowle Lane runs on a north-south axis to the west of the site. The road is subject to a 40mph speed limit at the location of the proposed site access, although this reduces to 30mph on the approach to Cranleigh village centre. To the south, Knowle Lane passes through countryside before merging with Cooks Hill and then forming a connection to the A281 Guildford Road approximately 5 kilometres to the south.
- 3.7 Knowle Lane leads north into central Cranleigh, where it forms a priority junction with High Street, which forms part of the B2128. To the east, the B2128 leads to a mini-roundabout junction with the B2127 Ewhurst Road and continues south towards a connection with the A281. To the west, the B2128 leads towards Shalford, where it forms a connection with the A281 to the south of Guildford. The A281 connects Guildford and Horsham, with links to the wider strategic road network available from both towns. The site in relation to the wider highway network is shown on Figure 3.1.

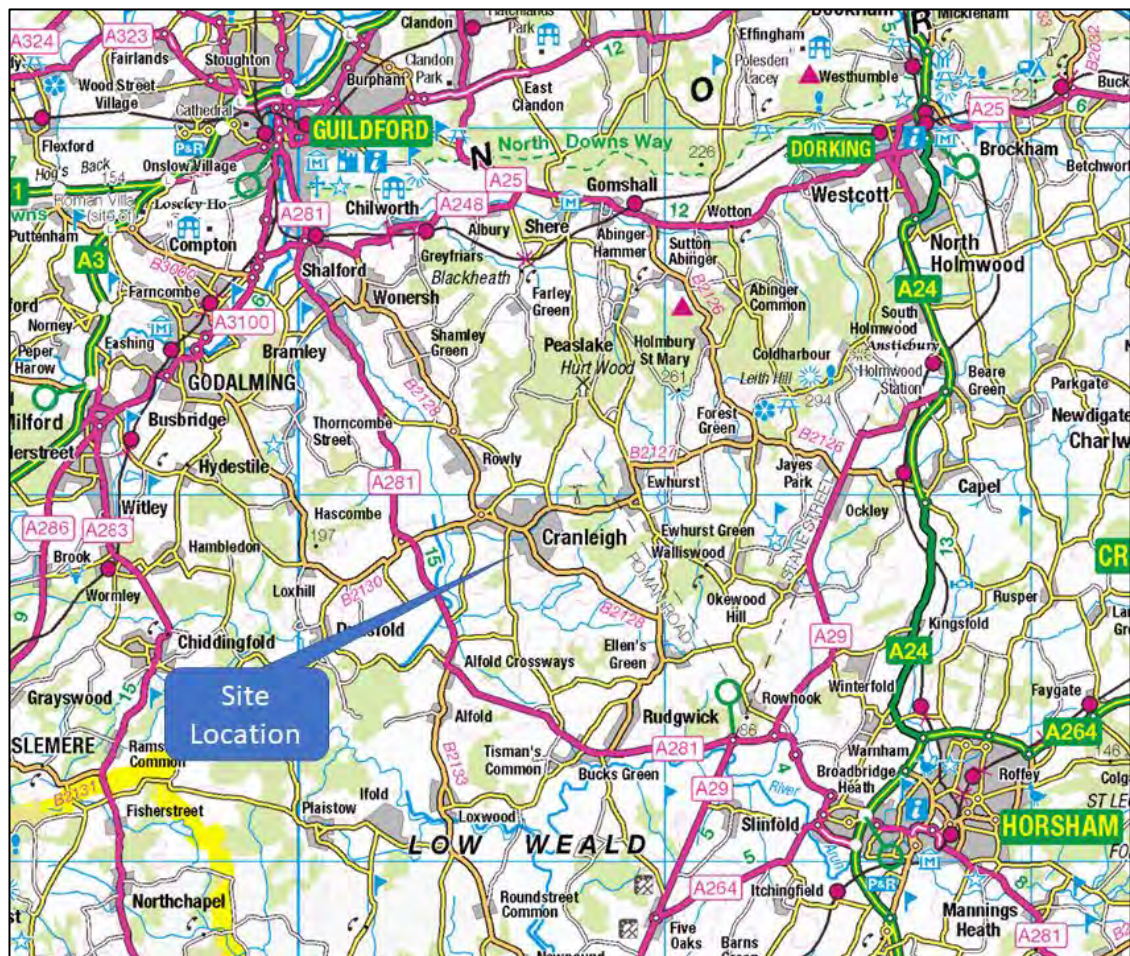


Figure 3.1: Site in Relation to the Wider Highway Network

Traffic Flows

- 3.8 When assessing the impacts of a development, such as that proposed, it is generally accepted that the critical periods in terms of traffic impact are the weekday morning (07:00-10:00) and evening (16:00-19:00) periods. It is during these periods that traffic flows associated with a development of this type and those on the adjacent highway network are likely to be at their greatest. As such, it is considered that the main focus of the traffic impact assessments associated with the proposals should be during these time periods.
- 3.9 Baseline traffic data was collected by an independent traffic surveillance company on the following days and is included at [Appendix B](#):
- ▶ Three seven day Automatic Traffic Count (ATC) surveys on Knowle Lane to the north, south and adjacent to the proposed access from 14 June 2021;
 - ▶ Seven day ATC survey on Knowle Lane from 19 November 2022;
 - ▶ Manual Classified Turning Count (MCC) of High Street/Knowle Lane junction on Thursday 17 November 2022;
 - ▶ MCC of High Street/Ewhurst Road/Horsham Road mini-roundabout junction on Thursday 17 November 2022;
 - ▶ MCC of High Street/Horseshoe Lane mini-roundabout junction on Thursday 17 November 2022; and

- ▶ MCC of High Street/Guildford Road/B2130 roundabout junction on Thursday 17 November 2022.

Access by Sustainable Transport Modes

- 3.10 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) - Planning for Walking, 2015;
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) - Planning for Cycling, 2015; and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations - Planning for Walking, 2015.
- 3.11 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot". However, MfS does not consider 800 metres to be a maximum walking distance and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, two thirds of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2014).
- 3.12 The following paragraphs outline the existing opportunities to travel to the site via more sustainable forms of transport, including on-foot, by cycle and public transport.

Walking

- 3.13 Public footpath 379 crosses the site providing a connection to the Downs Link to the east of the site. There is also an existing pedestrian access gate located in the northern section of the site, providing a link to the Downs Link and public footpath 378. The Downs Link forms part of bridleway 566 and leads north towards Cranleigh village centre, whilst footpath 378 leads directly into the centre of the village. The village centre is located roughly 800 metres (or a 10-minute walk) to the north of the site via the Downs Link.
- 3.14 Within Cranleigh village centre, lighting and footways are provided. There are also two signalised crossing points and two pedestrian refuges to aid pedestrians seeking to cross High Street.

Bus

- 3.15 The nearest bus stops to the site are located approximately 800 metres east of the centre of the site on Horsham Road. Both stops benefit from a bus stop flag with timetable information. These stops are served by route 63, as well as services to St Peter's School and Godalming College. The 63 service runs between Horsham and Guildford, with journey time approximately 40 minutes to both. A summary of the destinations served, and the approximate frequency of service 63 is provided in Table 3.1.

Service Number	Route	Approximate Frequency			
		Morning Peak	Afternoon Peak	Saturday Daytime	Sunday Daytime
63	Horsham – Broadbridge Heath – Slinfold – Bucks Green – Rudgwick – Cranleigh – Shamley Green – Wonersh – Bramley – Shalford – Guildford	Hourly	Hourly	Hourly	No service

Table 3.1: Local Bus Services

Rail

- 3.16 There are no rail services within Cranleigh itself, however, rail services can be accessed in both Guildford and Horsham via the 63 bus, with regular trains to destinations such as London, Portsmouth, Woking, Gatwick Airport, Peterborough and Southampton.

Access to Local Amenities

- 3.17 A number of key amenities are available a short walk north of the site in Cranleigh village centre, including two supermarkets, a medical practice, community hospital and schools. The village centre also benefits from other amenities likely to be frequently used by residents such as local shops, public houses, restaurants and takeaways. Further amenities are available in Guildford and Horsham, which can be reached using the 63 bus service summarised previously in this section. Plans showing local amenities and bus stops, as well as walking and cycling routes from the site are included at [Appendix C](#).

Summary

- 3.18 The information provided in this section identifies that the application site is accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. Further, the site benefits from access to a number of local amenities. In this regard, it is considered that the location of the site accords with planning policies introduced in section 2.

4.0 Development Proposals

Overview

- 4.1 The proposed development consists of up to 162 residential units, along with associated car parking, landscaping and infrastructure. Access to the site for vehicles is proposed via a new vehicular access onto Knowle Lane. The indicative site layout is included at [Appendix D](#).

Access Arrangements

Pedestrian and Cycle Access

- 4.2 The main access for pedestrians and cyclists will be at the north of the site at the location of the existing gate. The route will be 3 metres wide from which cyclists can continue on the Downs Link towards the village centre and pedestrians are able to use this route or the route of public footpath 378 to access the town centre. The proposed pedestrian and cycle access is shown on drawing 2010010-07 included at [Appendix E](#). As summarised in section 3, the Downs Link is a well-used route, for both recreational and non-recreational journeys. Cyclists will also be able to use the vehicular access and enter/exit the site via Knowle Lane.

Vehicular Access

- 4.3 It is proposed to construct a new vehicular access on Knowle Lane to the west of the site. The access road will be 5.5 metres in width with 6 metre kerb radii.
- 4.4 As referred to in section 3, a traffic speed survey was undertaken to establish the 85th percentile speed of vehicles travelling on Knowle Lane in the vicinity of the proposed access. The survey identified an 85th percentile vehicle speed of 37.9 miles per hour (mph) for vehicles travelling northbound and 41.4 mph southbound. The drawing within [Appendix F](#) illustrates that visibility splays of 2.4 by 60 metres to the south and 2.4 by 69 metres to the south are achievable within the highway, in line with visibility guidance within the Department for Transport's 'Manual for Streets' (MfS, March 2007). Drawing 2010010-09 (also included within [Appendix F](#)) shows that a driver approaching the access from the south can see a vehicle waiting to turn right into the proposed access.

Parking Provision

- 4.5 Given that the application is in outline form, car parking provision will be considered as part of a future reserved matters application, having regard to current standards, or those in operation at that stage to ensure proposed provision accords with relevant local parking guidance.
- 4.6 Notwithstanding this, an assessment of parking provision has been carried out. The indicative masterplan indicates that one-bed dwellings will be provided with one space, two- and three-bed dwellings with two spaces and four-bed dwellings with three spaces. This seeks to strike a balance between the SCC and WBC standards, providing enough parking whilst encouraging the use of more sustainable modes. In addition, 32 visitor spaces are illustrated throughout the site.

Proposed Traffic Calming Measures

- 4.7 During pre-application discussions with SCC, it was agreed to provide a traffic calming scheme on Knowle Lane between the site and Cranleigh village centre. This will take the form of a number of narrowed sections of carriageway, forcing drivers to slow or stop if another vehicle is approaching. A similar scheme has been introduced on Tuesley Lane, Milford, Surrey and is also located on a 40mph road, so the use of these features is considered to be appropriate. The traffic calming scheme is illustrated on drawing 2010010-08, included at [Appendix G](#).

Summary

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

5.0 Trip Generation

- 5.1 To the south of High Street Cranleigh, a new housing development has recently been constructed by Berkeley Homes. The site access is located approximately 165 metres south of the Knowle Lane/High Street priority junction. There are 55 houses on the site with an access point onto Knowle Lane. A manual classified turning count MCC was undertaken on Thursday 30 June 2022 to determine the volume of peak hour inbound and outbound traffic. The survey data is included at [Appendix H](#). Table 5.1 summarises the peak hour trip volumes to and from the site and the associated trip rates per dwelling based on 55 dwellings.

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Vehicular Trips	13	12	8	9
Trip Rate	0.236	0.218	0.145	0.164

Table 5.1: Berkeley Homes Development – Vehicle Trips and Associated Trip Rates

- 5.2 The data in Table 5.1 indicate that there are 25 vehicle movements to and from the existing residential site in the morning peak and 17 vehicle movements in the weekday evening peak hour. The observed trip rates have been applied to a development of 162 dwellings to determine the potential trip generation of the proposed scheme, as shown in Table 5.2.

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Vehicular Trips	38	35	23	27

Table 5.2: Predicted Trips (162 Dwellings)

- 5.3 The data in Table 5.2 indicate that there are likely to be approximately 73 vehicle movements to and from the site in the morning peak and around 50 vehicle movements in the weekday evening peak hour.

Sensitivity Test

- 5.4 During pre-application discussions with SCC, it was agreed to undertake a trip generation exercise using the TRICS database as a sensitivity test. The TRICS database was interrogated for comparable vehicular surveys of privately owned housing (use class C3) in England (excluding Greater London) in Edge of Town locations. The criteria included developments of between 100 and 250 dwellings in order to consider sites of a comparable size. The TRICS output for these sites is included at [Appendix I](#) and the trip rates and estimated trips for the proposed development are summarised in Table 5.3 below.

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Trip Rate	0.138	0.330	0.318	0.168
Vehicular Trips	22	53	52	27

Table 5.3: TRICS Privately Owned Houses – Trip Rates and Predicted Trips (162 Dwellings)

- 5.5 The sensitivity test indicates that the proposals could generate around 75 vehicle movements in the morning peak hour and around 79 vehicle movements in the evening peak hour. The morning peak movements are consistent between the two trip generation methods, although the proportion of arrivals and departures making up those movements is different. In the evening peak hour, the number of departures is consistent, however, there are some 29 more arrivals. The surveyed data has been used in any further analysis, with the TRICS values used as a sensitivity test for robustness.

- 5.6 The planning application is supported by a Travel Plan. This document aims to reduce the number of vehicles travelling to the site on a daily basis and where possible encourage residents to travel using more sustainable modes. In doing so the aim is to raise awareness of sustainable travel modes and encourage their uptake. The Travel Plan introduces measures that will be undertaken to lead to a more sustainable modal split from the development.

6.0 Highway Impact Assessment

Overview

- 6.1 This section assesses the likely traffic impact associated with the proposals upon the local highway network. The junctions to be modelled were agreed with SCC through pre-application discussions and include the following:
- ▶ The proposed site access onto Knowle Lane;
 - ▶ High Street/Knowle Lane priority junction;
 - ▶ High Street/Ewhurst Road/Horsham Road mini-roundabout junction;
 - ▶ High Street/Horseshoe Lane mini-roundabout junction; and
 - ▶ Guildford Road/B2130 roundabout junction.
- 6.2 An assessment is undertaken using trip rates observed at the Berkeley Homes residential development north of the site, with a sensitivity test also undertaken using TRICS data, as requested by SCC.

Assessment Years

- 6.1 The impact of the proposed development is to be tested five years following the submission of the planning application, i.e. 2028.
- 6.2 Traffic growth figures have been obtained from TEMPro version 7.2c for the Waverley 013 middle layer super output area (MSOA) and adjusted with reference to the National Transport Model (NTM) RTF 2018 Scenario 1 dataset. The TEMPro growth factors for the 2022 to 2028 weekday morning and evening peak periods are provided within Table 6.1 below.

Time Period	Weekday Morning Growth Factor	Weekday Evening Growth Factor
2022 – 2028	1.0313	1.0314

Table 6.1: TEMPro Growth Factors

Baseline Traffic Flows

- 6.3 As set out in section 3, manual classified traffic surveys were undertaken at the four off-site junctions on Thursday 17 November 2022 to determine the existing conditions at the junctions. An ATC was placed to the north of the proposed site access from Saturday 19 November to Friday 25 November 2022 to record the volume of northbound and southbound traffic passing the proposed junction. The existing traffic flows at the junctions to be assessed are shown on the traffic flow figures included at [Appendix J](#). The existing traffic flows have been uplifted to 2028 values using the TEMPro growth factors shown in Table 6.1. The 2028 baseline traffic flows are also shown on the traffic flow figures included at [Appendix J](#).

Traffic Distribution and Assignment

- 6.4 Development traffic has been assigned on the local highway network with reference to the 2011 Census data for 'Location of Usual Residence and Place of Work by Method of Travel to Work'. The Location of usual residence has been selected as the Waverley 013 MSOA. Car driver has been selected as the method of travel to work with place of work selected as all UK districts and all MSOAs within Waverley to assign traffic within these surrounding or nearby districts. Traffic has been assigned based on the quickest route to each district. The distribution calculation is included at [Appendix K](#). The development traffic distribution and assignment is included in the traffic flow figures at [Appendix J](#).

Junction Capacity Assessment

- 6.5 The junctions listed earlier in this section have been modelled using the Junctions 9 (PICADY) software for priority junctions or the Junctions 9 (ARCADY) software for roundabouts. The software packages express the relationship between traffic flow and the capacity of a junction as a ratio, referred to as the Ratio to Flow Capacity (RFC). Based upon these results, it also predicts the anticipated queue lengths. The potential impact of the development on the junctions has been modelled for five years following the submission of the planning application (2028) for both the weekday morning peak hour of 08:00 – 09:00, and weekday evening peak hour of 17:00 – 18:00. The detailed model output reports are included at [Appendix L](#).

Site Access Junction

- 6.6 Table 6.2 summarises the junction operation during the 2028 weekday AM and PM peak with development scenarios.

Arm	2028 AM Peak with Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Site Access	0.08	0.1	0.06	0.1
Knowle Lane South	0.01	0.0	0.00	0.0

Table 6.2: 2028 Weekday Peak Hour Development Results Summary – Site Access Junction

- 6.7 When considering the above results, it is important to note that when a RFC of 1 is recorded by PICADY, it indicates that a junction is at capacity, whilst a RFC of less than 0.85 is generally accepted as being representative of a junction operating under free flow conditions.
- 6.8 Table 6.2 indicates that the site access junction will operate within capacity during both peak periods. The maximum RFC recorded is 0.08 during the morning peak, with negligible queuing.

High Street/Knowle Lane Priority Junction

- 6.9 Table 6.3 summarises the junction operation during the 2028 weekday AM peak with and without development scenarios, with Table 6.4 providing the 2028 weekday PM peak with and without development scenarios.

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Knowle Lane	0.64	1.7	0.75	2.6
High Street West	0.24	0.3	0.31	0.4

Table 6.3: 2028 Weekday AM Development Results Summary – High Street/Knowle Lane Priority Junction

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Knowle Lane	0.49	0.9	0.55	1.2
High Street West	0.20	0.3	0.24	0.3

Table 6.4: 2028 Weekday PM Development Results Summary – High Street/Knowle Lane Priority Junction

- 6.10 Tables 6.3 and 6.4 indicate that the site access junction will operate within capacity during both peak periods, both with and without the development. The maximum RFC recorded 'with' development is 0.75 on the Knowle Lane arm during the morning peak, with an associated queue of 2.6 vehicles.

High Street/Ewhurst Road/Horsham Road Mini-Roundabout Junction

- 6.11 Table 6.5 below summarises the junction operation during the 2028 weekday AM peak with and without development scenarios, with Table 6.6 providing the 2028 weekday PM peak with and without development scenarios.

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Ewhurst Road	0.57	1.3	0.57	1.3
Horsham Road	0.60	1.5	0.60	1.5
High Street	0.63	1.7	0.63	1.7

Table 6.5: 2028 Weekday AM Development Results Summary – High Street/Ewhurst Road/Horsham Road Mini-Roundabout Junction

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Ewhurst Road	0.39	0.6	0.39	0.6
Horsham Road	0.34	0.5	0.34	0.5
High Street	0.84	4.9	0.85	4.9

Table 6.6: 2028 Weekday PM Development Results Summary – High Street/Ewhurst Road/Horsham Road Mini-Roundabout Junction

- 6.12 Tables 6.5 and 6.6 indicate that the mini-roundabout junction will operate within capacity during both peak periods, both with and without the development. The RFC values are comparable and there is no impact on queuing, showing that the development will have a negligible effect. The maximum RFC recorded 'with' development is 0.85 during the weekday evening peak hour, with a maximum queue of 4.9 vehicles.

High Street/Horseshoe Lane Mini-Roundabout Junction

- 6.13 Table 6.7 below summarises the junction operation during the 2028 weekday AM peak with and without development scenarios, with Table 6.8 providing the 2028 weekday PM peak with and without development scenarios.

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Horseshoe Lane	0.32	0.5	0.33	0.5
High Street	0.96	10.5	0.98	12.3
Guildford Road	0.78	3.3	0.81	3.8

Table 6.7: 2028 Weekday AM Development Results Summary – High Street/Horseshoe Lane Mini-Roundabout Junction

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Horseshoe Lane	0.41	0.7	0.42	0.7
High Street	0.64	1.7	0.65	1.8
Guildford Road	0.79	3.4	0.80	3.6

Table 6.8: 2028 Weekday PM Development Results Summary – High Street/Horseshoe Lane Mini-Roundabout Junction

- 6.14 Tables 6.7 and 6.8 indicate small changes in the conditions of the High Street/Horseshoe Lane mini-roundabout Junction between the 2028 without and with development scenarios. It is noted that the High Street arm is predicted to exceed the 0.85 'free-flowing conditions' threshold in the weekday AM peak, although remaining within theoretical capacity. Further, the predicted increases in queuing (1.8 vehicles) and RFC (0.02) remain small. All other arms remain within capacity.

Guildford Road/B2130 Roundabout Junction

- 6.15 Table 6.9 below summarises the junction operation during the 2028 weekday AM peak with and without development scenarios, with Table 6.10 providing the 2028 weekday PM peak with and without development scenarios.

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Guildford Road East	0.71	2.3	0.72	2.5
B2130	0.44	0.8	0.44	0.8
Guildford Road West	0.48	0.9	0.50	1.0

Table 6.9: 2028 Weekday AM Development Results Summary – Guildford Road/B2130 Roundabout Junction

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Guildford Road East	0.48	0.9	0.49	1.0
B2130	0.30	0.4	0.30	0.4
Guildford Road West	0.61	1.6	0.62	1.6

Table 6.10: 2028 Weekday PM Development Results Summary – Guildford Road/B2130 Roundabout Junction

- 6.16 Tables 6.9 and 6.10 indicate that the mini-roundabout junction will operate within capacity during both peak periods, both with and without the development. The RFC values are comparable and there is no impact on queuing, showing that the development will have a negligible effect. The maximum RFC recorded 'with' development is 0.72 during the weekday morning peak hour, with an associated queue of 2.5 vehicles.

Junction Capacity Assessment Sensitivity Test

- 6.17 As requested by SCC a sensitivity test using TRICS data has also been undertaken at each of the junctions. The same future year and peak hours have been used with the analysis also carried out using the Junctions 9 software. The detailed model outputs of the sensitivity analysis are included at [Appendix L](#), with Tables 6.11 to 6.19 providing a summary of the software output.

Arm	2028 AM Peak with Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Site Access	0.11	0.1	0.06	0.1
Knowle Lane South	0.00	0.0	0.01	0.0

Table 6.11: 2028 Weekday Peak Hour Development Results Summary – Site Access Junction (Sensitivity)

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Knowle Lane	0.64	1.7	0.78	3.0
High Street West	0.24	0.3	0.28	0.4

Table 6.12: 2028 Weekday AM Development Results Summary – High Street/Knowle Lane Priority Junction (Sensitivity)

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Knowle Lane	0.49	0.9	0.56	1.2
High Street West	0.20	0.3	0.28	0.4

Table 6.13: 2028 Weekday PM Development Results Summary – High Street/Knowle Lane Priority Junction (Sensitivity)

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Ewhurst Road	0.57	1.3	0.57	1.3
Horsham Road	0.60	1.5	0.60	1.5
High Street	0.63	1.7	0.64	1.7

Table 6.14: 2028 Weekday AM Development Results Summary – High Street/Ewhurst Road/Horsham Road Mini-Roundabout Junction (Sensitivity)

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Ewhurst Road	0.39	0.6	0.40	0.6
Horsham Road	0.34	0.5	0.35	0.5
High Street	0.84	4.9	0.85	4.9

Table 6.15: 2028 Weekday PM Development Results Summary – High Street/Ewhurst Road/Horsham Road Mini-Roundabout Junction (Sensitivity)

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Horseshoe Lane	0.32	0.5	0.32	0.5
High Street	0.96	10.5	0.99	13.4
Guildford Road	0.78	3.3	0.80	3.6

Table 6.16: 2028 Weekday AM Development Results Summary – High Street/Horseshoe Lane Mini-Roundabout Junction (Sensitivity)

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Horseshoe Lane	0.41	0.7	0.43	0.7
High Street	0.64	1.7	0.65	1.8
Guildford Road	0.79	3.4	0.82	4.0

Table 6.17: 2028 Weekday PM Development Results Summary – High Street/Horseshoe Lane Mini-Roundabout Junction (Sensitivity)

Arm	2028 AM Peak Base without Development		2028 AM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Guildford Road East	0.71	2.3	0.73	2.5
B2130	0.44	0.8	0.44	0.8
Guildford Road West	0.48	0.9	0.49	0.9

Table 6.18: 2028 Weekday AM Development Results Summary – Guildford Road/B2130 Roundabout Junction (Sensitivity)

Arm	2028 PM Peak Base without Development		2028 PM Peak with Development	
	RFC	Queue (veh)	RFC	Queue (veh)
Guildford Road East	0.48	0.9	0.49	1.0
B2130	0.30	0.4	0.31	0.4
Guildford Road West	0.61	1.6	0.64	1.7

Table 6.19: 2028 Weekday PM Development Results Summary – Guildford Road/B2130 Roundabout Junction (Sensitivity)

- 6.18 Tables 6.11 to 6.19 indicate that the sensitivity test provides similar results. The High Street arm of the High Street/Horseshoe Lane mini-roundabout junction again exceeds the 0.85 'free-flowing' conditions threshold, although remains within capacity, with little impact as a result of development traffic.

Summary

- 6.19 This section considers the impact of traffic associated with the proposed development at a number of junctions focusing on weekday network peak hours. It concludes that all junctions modelled operate within theoretical capacity in the 2028 with and without development scenarios. It is acknowledged that one arm of the High Street/Horseshoe Lane mini-roundabout junction exceeds the 0.85 'free-flowing' conditions threshold in the AM peak hour, although remains within the theoretical capacity of the junction, with small increases in queuing and RFC.
- 6.20 In the sensitivity scenario where TRICS trip rates are used in the analysis, the same arm of the High Street/Horseshoe Lane mini-roundabout junction returns an RFC above the 0.85 'free-flowing' conditions threshold, again during the weekday morning peak hour, although importantly remaining within capacity.
- 6.21 Against this background, it is considered that the proposed development will not result in any significant adverse disruption to the free-flow of traffic on the local highway network and certainly not the 'severe' impact referenced in the NPPF. In this regard it is considered that the proposed development is consistent with national and local transportation policies with respect to traffic impact.

7.0 Summary and Conclusion

Summary

- 7.1 This Transport Assessment has been prepared to accompany an outline planning application with all matters reserved except for access by Gleeson Lane for a residential development comprising up to 162 dwellings on land to the east of Knowle Lane, Cranleigh, Surrey.
- 7.2 The redevelopment of the site has been subject of pre-application discussions with Surrey County Council, the Local Highway Authority. This has sought to agree key design requirements and assessment principles related to transport and highway matters, which have been used to develop the application proposals presented in this report.
- 7.3 This Transport Statement, which has been prepared having regard to relevant guidance and taking account of pre-application discussions, demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling, with safe and suitable access provided via the Downs Link to the east of the site, which in turn offers access towards the village centre;
 - ▶ Safe and suitable vehicular access to the site can be achieved from Knowle Lane in accordance with relevant design guidance;
 - ▶ Appropriate provision can be made for car parking having regard to the relevant guidance;
 - ▶ Each residential dwelling will benefit from secure cycle parking;
 - ▶ Appropriate provision for servicing activity can be accommodated within the development;
 - ▶ Assessment of the proposed site access onto Knowle Lane indicates that the junction will operate well within their theoretical capacity during both the morning and evening peak hours with negligible predicted queues and delays; and
 - ▶ Modelling of a number of nearby junctions during weekday peak hours demonstrates that the proposed development will not have a material impact on the operation of these junctions, and on this basis, it is considered the proposals will not interfere with the operation of the adjoining highway network.

Conclusion

- 7.4 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of local highway or sustainable transport networks. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Pedestrian User Survey Results

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0097	Cranleigh	Link to Northdowns, Footpath 378 and Downs Link	51.135876, -0.486499	06/01/2023	Friday	0700-1700hrs	Dry	Dry	Dry
				07/01/2023	Saturday	1000-1600hrs	-	Rain	-



Project ID and Name: IW0097 Cranleigh
Location name: Link to Northdowns, Footpath 378 and Downs Link

Survey Date: 06/01/2023
Survey Day: Friday

		Link to Northdowns		Footpath 378		Downs Link	
Time Interval		Movement - 1 (East)	Movement - 2 (West)	Movement - 3 (North)	Movement - 4 (South)	Movement - 5 (North)	Movement - 6 (South)
07:00	07:15	1	3	2	2	0	0
07:15	07:30	1	1	0	3	2	1
07:30	07:45	2	3	3	4	0	2
07:45	08:00	2	3	3	2	3	3
0700-0800hrs - Total		6	10	8	11	5	6
08:00	08:15	5	6	6	3	4	8
08:15	08:30	5	9	9	2	7	6
08:30	08:45	0	7	7	1	1	3
08:45	09:00	3	7	7	4	3	3
0800-0900hrs - Total		13	29	29	10	15	20
09:00	09:15	0	9	7	0	6	6
09:15	09:30	3	7	6	3	2	3
09:30	09:45	4	5	5	4	3	3
09:45	10:00	2	4	3	3	2	2
0900-1000hrs - Total		9	25	21	10	13	14
10:00	10:15	6	11	12	6	5	3
10:15	10:30	4	2	2	4	9	9
10:30	10:45	4	2	3	4	5	5
10:45	11:00	5	3	3	6	8	8
1000-1100hrs - Total		19	18	20	20	27	25
11:00	11:15	1	2	3	2	4	5
11:15	11:30	4	2	2	3	4	2
11:30	11:45	3	4	5	2	4	4
11:45	12:00	6	7	6	5	4	7
1100-1200hrs - Total		14	15	16	12	16	18
12:00	12:15	2	3	3	2	2	2
12:15	12:30	3	6	5	3	3	3
12:30	12:45	9	8	6	8	5	4
12:45	13:00	7	6	8	6	5	7
1200-1300hrs - Total		21	23	22	19	15	16
13:00	13:15	6	4	5	5	4	5
13:15	13:30	3	5	6	3	3	4
13:30	13:45	1	4	4	1	4	6
13:45	14:00	1	2	2	1	5	6
1300-1400hrs - Total		11	15	17	10	16	21
14:00	14:15	2	5	5	2	6	8
14:15	14:30	4	6	7	5	3	4
14:30	14:45	5	10	11	5	6	3
14:45	15:00	3	5	5	3	3	7
1400-1500hrs - Total		14	26	28	15	18	22
15:00	15:15	6	7	8	5	2	3
15:15	15:30	4	8	8	5	4	3
15:30	15:45	3	4	4	3	6	4
15:45	16:00	5	6	5	4	2	2
1500-1600hrs - Total		18	25	25	17	14	12
16:00	16:15	4	7	6	4	3	4
16:15	16:30	3	5	6	3	7	2
16:30	16:45	5	4	4	5	3	4
16:45	17:00	4	5	6	4	4	6
1600-1700hrs - Total		16	21	22	16	17	16
0700-1700hrs - Total		141	207	208	140	156	170

Project ID and Name: IW0097 Cranleigh
Location name: Link to Northdowns, Footpath 378 and Downs Link

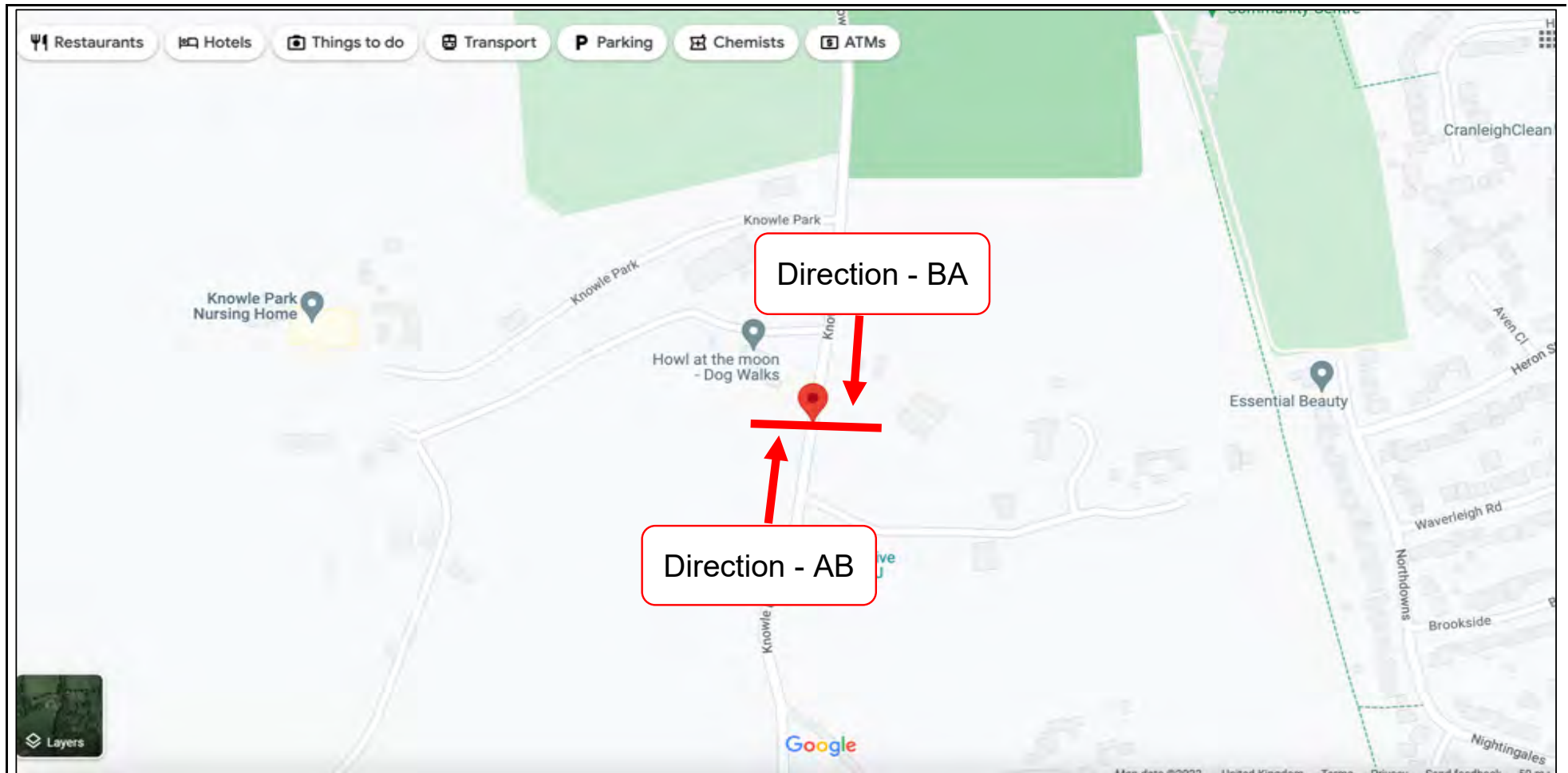
Survey Date: 07/01/2023
Survey Day: Saturday

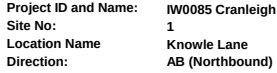
		Link to Northdowns		Footpath 378		Downs Link	
Time Interval		Movement - 1 (East)	Movement - 2 (West)	Movement - 3 (North)	Movement - 4 (South)	Movement - 5 (North)	Movement - 6 (South)
10:00	10:15	3	2	3	2	2	3
10:15	10:30	3	2	2	3	1	1
10:30	10:45	3	1	3	4	3	1
10:45	11:00	2	1	3	1	1	1
1000-1100hrs - Total		11	6	11	10	7	6
11:00	11:15	3	3	2	1	4	4
11:15	11:30	6	4	6	4	6	6
11:30	11:45	6	3	3	4	6	3
11:45	12:00	7	4	3	7	8	8
1100-1200hrs - Total		22	14	14	16	24	21
12:00	12:15	7	3	6	6	9	11
12:15	12:30	2	6	5	2	4	6
12:30	12:45	4	7	9	2	2	2
12:45	13:00	6	2	6	6	3	6
1200-1300hrs - Total		19	18	26	16	18	25
13:00	13:15	7	6	5	6	7	6
13:15	13:30	6	4	3	4	3	3
13:30	13:45	7	6	4	2	3	6
13:45	14:00	6	8	5	6	8	6
1300-1400hrs - Total		26	24	17	18	21	21
14:00	14:15	4	7	3	4	4	3
14:15	14:30	1	6	6	1	3	3
14:30	14:45	4	3	3	2	4	2
14:45	15:00	4	5	4	4	3	4
1400-1500hrs - Total		13	21	16	11	14	12
15:00	15:15	3	4	6	2	4	4
15:15	15:30	2	3	1	2	1	1
15:30	15:45	2	3	3	2	4	4
15:45	16:00	3	1	1	4	8	8
1500-1600hrs - Total		10	11	11	10	17	17
1000-1600hrs - Total		101	94	95	81	101	102

Appendix B

Baseline Traffic Survey Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0085	Cranleigh	Knowle Lane	51.135413, -0.491065	19/11/2022 - 25/11/2022	Saturday-Friday	0000-0000hrs on each day

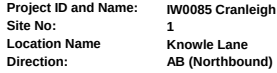


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Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

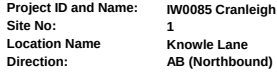
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2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	961	876	2	52	0	3	0	1	1	2	1	0	0	7	16	35.6	40.6	0	0	0	6	22	97	312	345	139	34	5	0	0	1	0	0	179
06-22	1022	930	2	58	0	3	0	1	1	2	1	0	0	8	16	35.7	40.7	0	0	0	6	23	106	323	369	150	38	6	0	0	1	0	0	195
06-00	1042	949	2	59	0	3	0	1	1	2	1	0	0	8	16	35.7	40.8	0	0	0	6	23	106	331	374	152	42	7	0	0	1	0	0	202
00-00	1047	954	2	59	0	3	0	1	1	2	1	0	0	8	16	35.7	40.8	0	0	0	6	23	106	334	376	152	42	7	0	0	1	0	0	202

[illegible]



Project ID and Name:	IW0085 Cranleigh
Site No:	1
Location Name	Knowle Lane
Direction:	AB (Northbound)

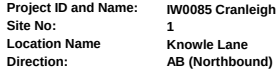
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Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

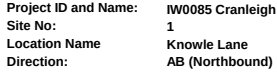
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</
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[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
07-19	1151	1035	2	101	0	2	1	2	0	0	0	0	0	2	6	35.5	40.2	0	0	1	8	17	121	339	481	154	27	2	0	1	0	0	0	1	184
06-22	1253	1128	2	110	0	2	1	2	0	0	0	0	0	2	6	35.7	40.4	0	0	1	8	18	126	367	518	180	30	3	1	1	0	0	0	215	
06-00	1268	1142	2	110	0	2	1	2	0	0	0	0	0	2	7	35.7	40.4	0	0	1	9	18	126	371	523	183	32	3	1	1	0	0	0	220	
00-00	1280	1152	2	112	0	2	1	2	0	0	0	0	0	2	7	35.7	40.4	0	0	1	9	18	126	372	530	185	34	3	1	1	0	0	0	224	

[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1122	1010	3	101	0	1	1	2	0	0	0	0	0	0	4	35.3	40.5	0	2	7	2	23	95	385	430	150	24	3	1	0	0	0	0	178
06-22	1208	1090	3	107	0	1	1	2	0	0	0	0	0	4	35.5	40.7	0	2	7	2	24	97	406	459	170	36	4	1	0	0	0	0	211	
06-00	1232	1113	3	108	0	1	1	2	0	0	0	0	0	4	35.6	40.7	0	2	7	2	24	97	409	472	174	40	4	1	0	0	0	0	219	
00-00	1247	1125	3	111	0	1	1	2	0	0	0	0	0	4	35.7	40.8	0	2	7	2	24	97	410	478	179	43	4	1	0	0	0	0	227	

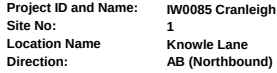
24 November 2022

[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

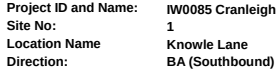
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: AB (Northbound)

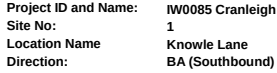
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2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	1128	1003	0	100	0	1	2	1	0	1	0	0	0	5	15	35.6	40.8	0	1	1	9	24	103	355	420	179	32	3	0	1	0	0	0	0	0	215
06-22	1209	1078	0	105	0	1	2	1	0	1	0	0	0	5	16	35.8	41	0	1	1	9	25	109	372	446	194	44	5	1	2	0	0	0	0	246	
06-00	1224	1092	0	105	0	1	2	1	0	1	0	0	0	6	16	35.8	41	0	1	1	9	25	109	379	450	197	45	5	1	2	0	0	0	0	250	
00-00	1237	1102	0	108	0	1	2	1	0	1	0	0	0	6	16	35.9	41.2	0	1	1	9	25	109	383	455	198	47	5	2	2	0	0	0	0	254	

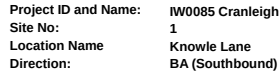
[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: BA (Southbound)

2330	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	776	720	4	40	0	0	0	0	1	0	0	0	0	0	5	6	37.6	43.7	0	0	7	4	4	57	184	274	156	62	23	5	0	0	0	0	0	246
06-22	861	798	4	46	0	0	0	0	1	0	0	0	0	0	6	6	37.6	43.7	0	0	7	4	4	62	210	304	169	68	28	5	0	0	0	0	0	270
06-00	882	819	4	46	0	0	0	0	1	0	0	0	0	0	6	6	37.6	43.8	0	0	7	4	4	63	217	309	175	69	29	5	0	0	0	0	0	278
00-00	896	829	4	49	0	0	0	0	1	0	0	0	0	0	6	7	37.6	43.8	0	0	8	4	4	65	217	312	181	71	29	5	0	0	0	0	0	286

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[illegible]

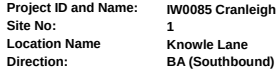
21 November 2022

[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: BA (Southbound)

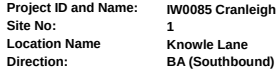
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</
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[illegible]



Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: BA (Southbound)

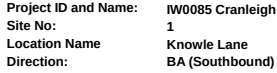
2330	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15.6	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	1026	916	2	90	1	3	1	3	0	0	0	0	0	3	7	37	42.8	0	6	7	4	15	77	239	368	219	74	15	1	1	0	0	0	0	310
06-22	1160	1047	2	93	1	3	1	3	0	0	0	0	0	3	7	37.3	43.2	0	6	7	4	17	79	265	419	250	89	21	2	1	0	0	0	363	
06-00	1183	1067	2	95	1	3	1	3	0	0	0	0	0	3	8	37.3	43.3	0	6	7	5	17	79	270	427	257	91	21	2	1	0	0	0	372	
00-00	1193	1074	2	98	1	3	1	3	0	0	0	0	0	3	8	37.3	43.3	0	6	7	5	18	80	273	428	261	91	21	2	1	0	0	0	376	

[illegible]



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Location Name Knowle Lane
Direction: BA (Southbound)

2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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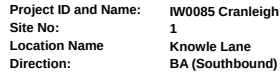
Project ID and Name: IW0085 Cranleigh
Site No: 1
Location Name Knowle Lane
Direction: BA (Southbound)

2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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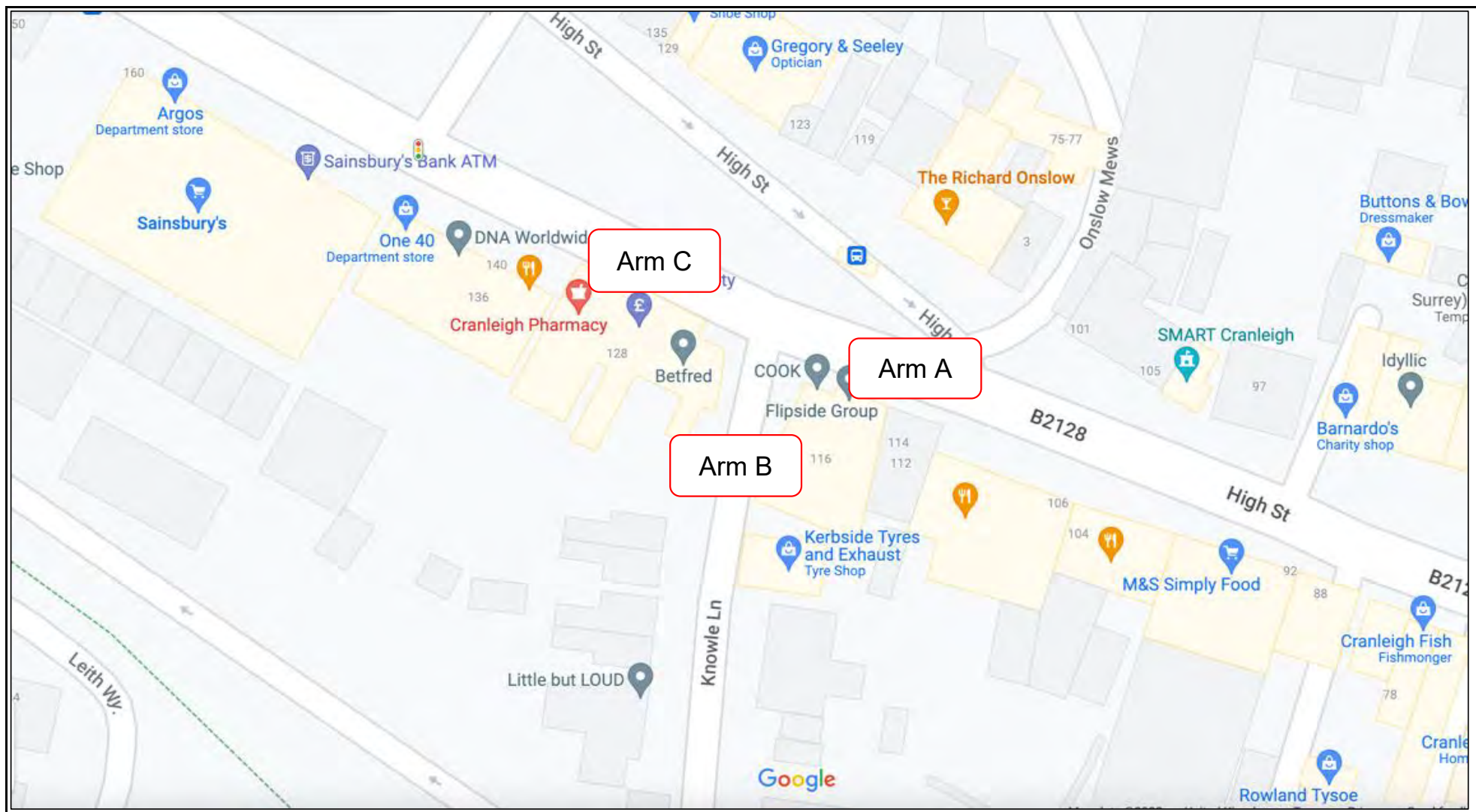
Project ID and Name:	IW0085 Cranleigh
Site No:	1
Location Name	Knowle Lane
Direction:	BA (Southbound)

25 November 2022

[illegible]

[illegible]

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0085	Cranleigh	B2128 High Street / Knowle Lane	51.141428, -0.490512	17/11/2022	Thursday	0700-1000 & 1600-1900hrs	Dry	Dry





Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

		A - B (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	3	0	0	0	0	0	0	3	3
07:15	07:30	10	0	0	0	0	0	0	10	10
07:30	07:45	12	3	0	0	0	0	0	15	15
07:45	08:00	12	2	1	0	0	0	0	15	15.5
08:00	08:15	21	0	1	1	0	0	0	23	24.8
08:15	08:30	16	3	0	0	0	0	0	19	19
08:30	08:45	17	1	1	0	0	0	0	19	19.5
08:45	09:00	30	2	1	0	0	0	0	33	33.5
09:00	09:15	26	6	0	0	0	0	0	32	32
09:15	09:30	21	2	1	0	0	0	0	24	24.5
09:30	09:45	24	3	0	0	0	0	1	28	27.2
09:45	10:00	29	3	0	0	0	0	0	32	32

16:00	16:15	16	5	0	0	0	0	0	21	21
16:15	16:30	24	4	0	0	0	0	0	28	28
16:30	16:45	20	1	0	0	0	0	0	21	21
16:45	17:00	20	2	0	0	0	0	0	22	22
17:00	17:15	18	2	0	0	0	0	0	20	20
17:15	17:30	18	3	0	0	0	0	0	21	21
17:30	17:45	21	2	0	0	0	0	0	23	23
17:45	18:00	15	3	0	0	0	0	0	18	18
18:00	18:15	12	2	0	0	0	0	0	14	14
18:15	18:30	19	1	0	0	0	0	0	20	20
18:30	18:45	15	3	0	0	0	0	0	18	18
18:45	19:00	13	0	0	0	0	1	0	14	13.4
Total (AM & PM)		432	53	5	1	0	1	1	493	495.4

		A - B (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	37	5	1	0	0	0	0	43	43.5
07:15	08:15	55	5	2	1	0	0	0	63	65.3
07:30	08:30	61	8	2	1	0	0	0	72	74.3
07:45	08:45	66	6	3	1	0	0	0	76	78.8
08:00	09:00	84	6	3	1	0	0	0	94	96.8
08:15	09:15	89	12	2	0	0	0	0	103	104
08:30	09:30	94	11	3	0	0	0	0	108	109.5
08:45	09:45	101	13	2	0	0	0	1	117	117.2
09:00	10:00	100	14	1	0	0	0	1	116	115.7
09:15	10:15	74	8	1	0	0	0	1	84	83.7
09:30	10:30	53	6	0	0	0	0	1	60	59.2
09:45	10:45	29	3	0	0	0	0	0	32	32
16:00	17:00	80	12	0	0	0	0	0	92	92
16:15	17:15	82	9	0	0	0	0	0	91	91
16:30	17:30	76	8	0	0	0	0	0	84	84
16:45	17:45	77	9	0	0	0	0	0	86	86
17:00	18:00	72	10	0	0	0	0	0	82	82
17:15	18:15	66	10	0	0	0	0	0	76	76
17:30	18:30	67	8	0	0	0	0	0	75	75
17:45	18:45	61	9	0	0	0	0	0	70	70
18:00	19:00	59	6	0	0	0	1	0	66	65.4
18:15	19:15	47	4	0	0	0	1	0	52	51.4
18:30	19:30	28	3	0	0	0	1	0	32	31.4
18:45	19:45	13	0	0	0	0	1	0	14	13.4
TOTAL		432	53	5	1	0	1	1	493	495.4

Survey Date: 17/11/2022
Survey Day: Thursday

A - C (15-minute intervals)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	76	19	1	1	1	1	0	99	101.2
07:15	07:30	116	41	1	0	2	0	2	162	162.9
07:30	07:45	133	37	2	2	2	0	0	176	181.6
07:45	08:00	143	25	1	1	2	0	0	172	175.8
08:00	08:15	123	21	2	0	1	0	1	148	149.2
08:15	08:30	123	19	1	0	0	1	0	144	143.9
08:30	08:45	96	17	3	0	3	1	1	121	124.1
08:45	09:00	130	24	4	0	0	0	0	158	160
09:00	09:15	108	18	1	0	1	0	1	129	129.7
09:15	09:30	90	23	2	1	2	0	1	119	122.5
09:30	09:45	101	13	4	1	1	0	0	120	124.3
09:45	10:00	91	20	1	0	1	1	3	117	115.5

16:00	16:15	88	23	0	0	1	0	0	112	113
16:15	16:30	104	30	1	0	1	0	0	136	137.5
16:30	16:45	112	16	1	0	0	1	0	130	129.9
16:45	17:00	82	12	2	0	2	3	0	101	102.2
17:00	17:15	80	9	0	0	3	1	0	93	95.4
17:15	17:30	94	11	0	0	1	1	1	108	107.6
17:30	17:45	99	9	2	0	1	0	0	111	113
17:45	18:00	84	7	0	0	0	0	0	91	91
18:00	18:15	88	8	1	0	1	0	1	99	99.7
18:15	18:30	96	11	0	0	3	1	1	112	113.6
18:30	18:45	78	7	1	1	2	0	0	89	92.8
18:45	19:00	76	13	0	0	1	0	0	90	91
Total		2411	433	31	7	32	11	12	2937	2977.4

A - C (rolling hour)										
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	468	122	5	4	7	1	2	609	621.5
07:15	08:15	515	124	6	3	7	0	3	658	669.5
07:30	08:30	522	102	6	3	5	1	1	640	650.5
07:45	08:45	485	82	7	1	6	2	2	585	593
08:00	09:00	472	81	10	0	4	2	2	571	577.2
08:15	09:15	457	78	9	0	4	2	2	552	557.7
08:30	09:30	424	82	10	1	6	1	3	527	536.3
08:45	09:45	429	78	11	2	4	0	2	526	536.5
09:00	10:00	390	74	8	2	5	1	5	485	492
09:15	10:15	282	56	7	2	4	1	4	356	362.3
09:30	10:30	192	33	5	1	2	1	3	237	239.8
09:45	10:45	91	20	1	0	1	1	3	117	115.5
16:00	17:00	386	81	4	0	4	4	0	479	482.6
16:15	17:15	378	67	4	0	6	5	0	460	465
16:30	17:30	368	48	3	0	6	6	1	432	435.1
16:45	17:45	355	41	4	0	7	5	1	413	418.2
17:00	18:00	357	36	2	0	5	2	1	403	407
17:15	18:15	365	35	3	0	3	1	2	409	411.3
17:30	18:30	367	35	3	0	5	1	2	413	417.3
17:45	18:45	346	33	2	1	6	1	2	391	397.1
18:00	19:00	338	39	2	1	7	1	2	390	397.1
18:15	19:15	250	31	1	1	6	1	1	291	297.4
18:30	19:30	154	20	1	1	3	0	0	179	183.8
18:45	19:45	76	13	0	0	1	0	0	90	91
TOTAL		2411	433	31	7	32	11	12	2937	2977.4



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

Survey Date: 17/11/2022
Survey Day: Thursday

B - A (15-minute intervals)										B - C (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	5	1	0	0	0	0	0	6	6	07:00 07:15	8	1	0	0	0	0	0	9	9
07:15 07:30	6	4	0	0	0	0	0	10	10	07:15 07:30	19	3	0	0	0	0	0	22	22
07:30 07:45	14	3	0	0	0	0	0	17	17	07:30 07:45	15	1	0	0	1	0	0	17	18
07:45 08:00	8	2	0	0	0	0	0	10	10	07:45 08:00	24	6	0	0	0	0	0	30	30
08:00 08:15	15	3	0	0	0	0	0	18	18	08:00 08:15	15	3	0	0	0	0	0	18	18
08:15 08:30	23	4	0	0	0	0	0	27	27	08:15 08:30	21	3	0	0	0	0	0	24	24
08:30 08:45	26	4	0	0	0	0	0	30	30	08:30 08:45	20	3	0	0	0	0	0	23	23
08:45 09:00	21	0	0	0	0	0	0	21	21	08:45 09:00	15	4	0	0	0	0	0	19	19
09:00 09:15	12	4	0	0	0	0	0	16	16	09:00 09:15	10	8	0	0	0	1	0	19	18.4
09:15 09:30	22	1	0	0	0	0	0	23	23	09:15 09:30	10	3	0	0	0	0	0	13	13
09:30 09:45	8	6	0	0	0	0	0	14	14	09:30 09:45	11	0	0	0	0	0	0	11	11
09:45 10:00	18	3	1	0	0	0	0	22	22.5	09:45 10:00	12	4	0	0	0	0	0	16	16

16:00 16:15	17	4	0	0	0	0	0	21	21	16:00 16:15	20	6	0	0	0	0	0	26	26
16:15 16:30	19	3	0	0	0	0	0	22	22	16:15 16:30	12	2	0	0	0	0	0	14	14
16:30 16:45	12	2	0	0	0	0	0	14	14	16:30 16:45	10	2	0	0	0	0	0	12	12
16:45 17:00	23	0	0	0	0	0	0	23	23	16:45 17:00	20	1	0	0	0	0	0	21	21
17:00 17:15	19	3	0	0	0	0	0	22	22	17:00 17:15	18	3	0	0	0	0	0	21	21
17:15 17:30	24	0	0	0	0	0	0	24	24	17:15 17:30	9	0	0	0	0	0	0	9	9
17:30 17:45	20	2	0	0	0	0	0	22	22	17:30 17:45	5	1	0	0	0	0	0	6	6
17:45 18:00	18	1	0	0	0	0	0	19	19	17:45 18:00	13	0	0	0	0	0	0	13	13
18:00 18:15	15	0	0	0	0	0	0	15	15	18:00 18:15	7	0	0	0	0	0	0	7	7
18:15 18:30	17	4	0	0	0	0	0	21	21	18:15 18:30	15	0	0	0	0	0	0	15	15
18:30 18:45	11	0	0	0	0	0	0	11	11	18:30 18:45	8	1	0	0	0	0	0	9	9
18:45 19:00	9	2	0	0	0	0	0	11	11	18:45 19:00	15	1	0	0	0	0	0	16	16
Total	382	56	1	0	0	0	0	439	439.5	Total	332	56	0	0	1	1	0	390	390.4

B - A (rolling hour)										B - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	33	10	0	0	0	0	0	43	43	07:00 08:00	66	11	0	0	1	0	0	78	79
07:15 08:15	43	12	0	0	0	0	0	55	55	07:15 08:15	73	13	0	0	1	0	0	87	88
07:30 08:30	60	12	0	0	0	0	0	72	72	07:30 08:30	75	13	0	0	1	0	0	89	90
07:45 08:45	72	13	0	0	0	0	0	85	85	07:45 08:45	80	15	0	0	0	0	0	95	95
08:00 09:00	85	11	0	0	0	0	0	96	96	08:00 09:00	71	13	0	0	0	0	0	84	84
08:15 09:15	82	12	0	0	0	0	0	94	94	08:15 09:15	66	18	0	0	0	1	0	85	84.4
08:30 09:30	81	9	0	0	0	0	0	90	90	08:30 09:30	55	18	0	0	0	1	0	74	73.4
08:45 09:45	63	11	0	0	0	0	0	74	74	08:45 09:45	46	15	0	0	0	1	0	62	61.4
09:00 10:00	60	14	1	0	0	0	0	75	75.5	09:00 10:00	43	15	0	0	0	1	0	59	58.4
09:15 10:15	48	10	1	0	0	0	0	59	59.5	09:15 10:15	33	7	0	0	0	0	0	40	40
09:30 10:30	26	9	1	0	0	0	0	36	36.5	09:30 10:30	23	4	0	0	0	0	0	27	27
09:45 10:45	18	3	1	0	0	0	0	22	22.5	09:45 10:45	12	4	0	0	0	0	0	16	16
16:00 17:00	71	9	0	0	0	0	0	80	80	16:00 17:00	62	11	0	0	0	0	0	73	73
16:15 17:15	73	8	0	0	0	0	0	81	81	16:15 17:15	60	8	0	0	0	0	0	68	68
16:30 17:30	78	5	0	0	0	0	0	83	83	16:30 17:30	57	6	0	0	0	0	0	63	63
16:45 17:45	86	5	0	0	0	0	0	91	91	16:45 17:45	52	5	0	0	0	0	0	57	57
17:00 18:00	81	6	0	0	0	0	0	87	87	17:00 18:00	45	4	0	0	0	0	0	49	49
17:15 18:15	77	3	0	0	0	0	0	80	80	17:15 18:15	34	1	0	0	0	0	0	35	35
17:30 18:30	70	7	0	0	0	0	0	77	77	17:30 18:30	40	1	0	0	0	0	0	41	41
17:45 18:45	61	5	0	0	0	0	0	66	66	17:45 18:45	43	1	0	0	0	0	0	44	44
18:00 19:00	52	6	0	0	0	0	0	58	58	18:00 19:00	45	2	0	0	0	0	0	47	47
18:15 19:15	37	6	0	0	0	0	0	43	43	18:15 19:15	38	2	0	0	0	0	0	40	40
18:30 19:30	20	2	0	0	0	0	0	22	22	18:30 19:30	23	2	0	0	0	0	0	25	25
18:45 19:45	9	2	0	0	0	0	0	11	11	18:45 19:45	15	1	0	0	0	0	0	16	16
TOTAL	382	56	1	0	0	0	0	439	439.5	TOTAL	332	56	0	0	1	1	0	390	390.4



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

Survey Date: 17/11/2022
Survey Day: Thursday

C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	19	7	0	0	5	0	0	31	36	07:00 07:15	6	1	0	0	0	0	0	7	7
07:15 07:30	37	24	1	0	0	0	0	62	62.5	07:15 07:30	3	3	0	0	0	0	0	6	6
07:30 07:45	55	17	0	1	2	1	0	76	78.7	07:30 07:45	7	5	0	0	0	0	0	12	12
07:45 08:00	62	22	2	0	0	0	0	86	87	07:45 08:00	20	5	0	0	0	1	0	26	25.4
08:00 08:15	53	19	2	0	0	0	0	74	75	08:00 08:15	13	3	0	0	0	0	0	16	16
08:15 08:30	82	22	2	0	0	0	1	107	107.2	08:15 08:30	19	4	0	0	0	0	0	23	23
08:30 08:45	79	17	0	0	1	0	1	98	98.2	08:30 08:45	19	7	0	0	0	0	0	26	26
08:45 09:00	99	20	2	0	0	0	0	121	122	08:45 09:00	20	4	0	0	0	0	0	24	24
09:00 09:15	62	28	2	1	0	0	0	93	95.3	09:00 09:15	25	3	1	1	0	0	0	30	31.8
09:15 09:30	58	20	2	0	0	2	0	82	81.8	09:15 09:30	17	2	0	0	0	0	0	19	19
09:30 09:45	71	20	1	1	2	0	0	95	98.8	09:30 09:45	20	6	0	0	0	0	0	26	26
09:45 10:00	74	24	2	0	1	0	1	102	103.2	09:45 10:00	10	5	1	0	0	0	0	16	16.5

16:00 16:15	121	18	1	0	2	1	0	143	144.9	16:00 16:15	17	4	0	0	0	0	0	21	21
16:15 16:30	110	19	2	0	1	0	1	133	134.2	16:15 16:30	31	2	1	0	0	0	0	34	34.5
16:30 16:45	124	16	1	1	0	0	0	142	143.8	16:30 16:45	19	2	0	0	0	0	0	21	21
16:45 17:00	134	15	3	0	1	3	1	157	156.9	16:45 17:00	21	2	0	0	0	0	0	23	23
17:00 17:15	131	21	0	0	1	3	2	158	155.6	17:00 17:15	16	3	0	0	0	0	0	19	19
17:15 17:30	107	16	2	0	0	0	0	125	126	17:15 17:30	23	0	0	0	0	0	0	23	23
17:30 17:45	137	21	1	0	0	0	1	160	159.7	17:30 17:45	20	1	0	0	0	0	0	21	21
17:45 18:00	141	13	1	0	1	0	0	156	157.5	17:45 18:00	19	2	0	0	0	0	0	21	21
18:00 18:15	104	15	1	0	3	1	1	125	127.1	18:00 18:15	19	2	0	0	0	0	0	21	21
18:15 18:30	99	9	1	1	3	1	0	114	118.2	18:15 18:30	16	0	0	0	0	0	0	16	16
18:30 18:45	97	4	1	0	0	1	0	103	102.9	18:30 18:45	12	0	0	0	0	0	0	12	12
18:45 19:00	78	4	0	0	0	2	0	84	82.8	18:45 19:00	10	0	0	0	0	0	0	10	10
Total	2134	411	30	5	23	15	9	2627	2655.3	Total	402	66	3	1	0	1	0	473	475.2

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	173	70	3	1	7	1	0	255	264.2	07:00 08:00	36	14	0	0	0	1	0	51	50.4
07:15 08:15	207	82	5	1	2	1	0	298	303.2	07:15 08:15	43	16	0	0	0	1	0	60	59.4
07:30 08:30	252	80	6	1	2	1	1	343	347.9	07:30 08:30	59	17	0	0	0	1	0	77	76.4
07:45 08:45	276	80	6	0	1	0	2	365	367.4	07:45 08:45	71	19	0	0	0	1	0	91	90.4
08:00 09:00	313	78	6	0	1	0	2	400	402.4	08:00 09:00	71	18	0	0	0	0	0	89	89
08:15 09:15	322	87	6	1	1	0	2	419	422.7	08:15 09:15	83	18	1	1	0	0	0	103	104.8
08:30 09:30	298	85	6	1	1	2	1	394	397.3	08:30 09:30	81	16	1	1	0	0	0	99	100.8
08:45 09:45	290	88	7	2	2	2	0	391	397.9	08:45 09:45	82	15	1	1	0	0	0	99	100.8
09:00 10:00	265	92	7	2	3	2	1	372	379.1	09:00 10:00	72	16	2	1	0	0	0	91	93.3
09:15 10:15	203	64	5	1	3	2	1	279	283.8	09:15 10:15	47	13	1	0	0	0	0	61	61.5
09:30 10:30	145	44	3	1	3	0	1	197	202	09:30 10:30	30	11	1	0	0	0	0	42	42.5
09:45 10:45	74	24	2	0	1	0	1	102	103.2	09:45 10:45	10	5	1	0	0	0	0	16	16.5
16:00 17:00	489	68	7	1	4	4	2	575	579.8	16:00 17:00	88	10	1	0	0	0	0	99	99.5
16:15 17:15	499	71	6	1	3	6	4	590	590.5	16:15 17:15	87	9	1	0	0	0	0	97	97.5
16:30 17:30	496	68	6	1	2	6	3	582	582.3	16:30 17:30	79	7	0	0	0	0	0	86	86
16:45 17:45	509	73	6	0	2	6	4	600	598.2	16:45 17:45	80	6	0	0	0	0	0	86	86
17:00 18:00	516	71	4	0	2	3	3	599	598.8	17:00 18:00	78	6	0	0	0	0	0	84	84
17:15 18:15	489	65	5	0	4	1	2	566	570.3	17:15 18:15	81	5	0	0	0	0	0	86	86
17:30 18:30	481	58	4	1	7	2	2	555	562.5	17:30 18:30	74	5	0	0	0	0	0	79	79
17:45 18:45	441	41	4	1	7	3	1	498	505.7	17:45 18:45	66	4	0	0	0	0	0	70	70
18:00 19:00	378	32	3	1	6	5	1	426	431	18:00 19:00	57	2	0	0	0	0	0	59	59
18:15 19:15	274	17	2	1	3	4	0	301	303.9	18:15 19:15	38	0	0	0	0	0	0	38	38
18:30 19:30	175	8	1	0	0	3	0	187	185.7	18:30 19:30	22	0	0	0	0	0	0	22	22
18:45 19:45	78	4	0	0	0	2	0	84	82.8	18:45 19:45	10	0	0	0	0	0	0	10	10
TOTAL	2134	411	30	5	23	15	9	2627	2655.3	TOTAL	402	66	3	1	0	1	0	473	475.2



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

Survey Date: 17/11/2022
Survey Day: Thursday

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	79	19	1	1	1	1	0	102	104.2	07:00 07:15	24	8	0	0	5	0	0	37	42
07:15 07:30	126	41	1	0	2	0	2	172	172.9	07:15 07:30	43	28	1	0	0	0	0	72	72.5
07:30 07:45	145	40	2	2	2	0	0	191	196.6	07:30 07:45	69	20	0	1	2	1	0	93	95.7
07:45 08:00	155	27	2	1	2	0	0	187	191.3	07:45 08:00	70	24	2	0	0	0	0	96	97
08:00 08:15	144	21	3	1	1	0	1	171	174	08:00 08:15	68	22	2	0	0	0	0	92	93
08:15 08:30	139	22	1	0	0	1	0	163	162.9	08:15 08:30	105	26	2	0	0	0	1	134	134.2
08:30 08:45	113	18	4	0	3	1	1	140	143.6	08:30 08:45	105	21	0	0	1	0	1	128	128.2
08:45 09:00	160	26	5	0	0	0	0	191	193.5	08:45 09:00	120	20	2	0	0	0	0	142	143
09:00 09:15	134	24	1	0	1	0	1	161	161.7	09:00 09:15	74	32	2	1	0	0	0	109	111.3
09:15 09:30	111	25	3	1	2	0	1	143	147	09:15 09:30	80	21	2	0	0	2	0	105	104.8
09:30 09:45	125	16	4	1	1	0	1	148	151.5	09:30 09:45	79	26	1	1	2	0	0	109	112.8
09:45 10:00	120	23	1	0	1	1	3	149	147.5	09:45 10:00	92	27	3	0	1	0	1	124	125.7

16:00 16:15	104	28	0	0	1	0	0	133	134	16:00 16:15	138	22	1	0	2	1	0	164	165.9
16:15 16:30	128	34	1	0	1	0	0	164	165.5	16:15 16:30	129	22	2	0	1	0	1	155	156.2
16:30 16:45	132	17	1	0	0	1	0	151	150.9	16:30 16:45	136	18	1	1	0	0	0	156	157.8
16:45 17:00	102	14	2	0	2	3	0	123	124.2	16:45 17:00	157	15	3	0	1	3	1	180	179.9
17:00 17:15	98	11	0	0	3	1	0	113	115.4	17:00 17:15	150	24	0	0	1	3	2	180	177.6
17:15 17:30	112	14	0	0	1	1	1	129	128.6	17:15 17:30	131	16	2	0	0	0	0	149	150
17:30 17:45	120	11	2	0	1	0	0	134	136	17:30 17:45	157	23	1	0	0	0	1	182	181.7
17:45 18:00	99	10	0	0	0	0	0	109	109	17:45 18:00	159	14	1	0	1	0	0	175	176.5
18:00 18:15	100	10	1	0	1	0	1	113	113.7	18:00 18:15	119	15	1	0	3	1	1	140	142.1
18:15 18:30	115	12	0	0	3	1	1	132	133.6	18:15 18:30	116	13	1	1	3	1	0	135	139.2
18:30 18:45	93	10	1	1	2	0	0	107	110.8	18:30 18:45	108	4	1	0	0	1	0	114	113.9
18:45 19:00	89	13	0	0	1	1	0	104	104.4	18:45 19:00	87	6	0	0	0	2	0	95	93.8
Total	2843	486	36	8	32	12	13	3430	3472.8	Total	2516	467	31	5	23	15	9	3066	3094.8

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	505	127	6	4	7	1	2	652	665	07:00 08:00	206	80	3	1	7	1	0	298	307.2
07:15 08:15	570	129	8	4	7	0	3	721	734.8	07:15 08:15	250	94	5	1	2	1	0	353	358.2
07:30 08:30	583	110	8	4	5	1	1	712	724.8	07:30 08:30	312	92	6	1	2	1	1	415	419.9
07:45 08:45	551	88	10	2	6	2	2	661	671.8	07:45 08:45	348	93	6	0	1	0	2	450	452.4
08:00 09:00	556	87	13	1	4	2	2	665	674	08:00 09:00	398	89	6	0	1	0	2	496	498.4
08:15 09:15	546	90	11	0	4	2	2	655	661.7	08:15 09:15	404	99	6	1	1	0	2	513	516.7
08:30 09:30	518	93	13	1	6	1	3	635	645.8	08:30 09:30	379	94	6	1	1	2	1	484	487.3
08:45 09:45	530	91	13	2	4	0	3	643	653.7	08:45 09:45	353	99	7	2	2	2	0	465	471.9
09:00 10:00	490	88	9	2	5	1	6	601	607.7	09:00 10:00	325	106	8	2	3	2	1	447	454.6
09:15 10:15	356	64	8	2	4	1	5	440	446	09:15 10:15	251	74	6	1	3	2	1	338	343.3
09:30 10:30	245	39	5	1	2	1	4	297	299	09:30 10:30	171	53	4	1	3	0	1	233	238.5
09:45 10:45	120	23	1	0	1	1	3	149	147.5	09:45 10:45	92	27	3	0	1	0	1	124	125.7
16:00 17:00	466	93	4	0	4	4	0	571	574.6	16:00 17:00	560	77	7	1	4	4	2	655	659.8
16:15 17:15	460	76	4	0	6	5	0	551	556	16:15 17:15	572	79	6	1	3	6	4	671	671.5
16:30 17:30	444	56	3	0	6	6	1	516	519.1	16:30 17:30	574	73	6	1	2	6	3	665	665.3
16:45 17:45	432	50	4	0	7	5	1	499	504.2	16:45 17:45	595	78	6	0	2	6	4	691	689.2
17:00 18:00	429	46	2	0	5	2	1	485	489	17:00 18:00	597	77	4	0	2	3	3	686	685.8
17:15 18:15	431	45	3	0	3	1	2	485	487.3	17:15 18:15	566	68	5	0	4	1	2	646	650.3
17:30 18:30	434	43	3	0	5	1	2	488	492.3	17:30 18:30	551	65	4	1	7	2	2	632	639.5
17:45 18:45	407	42	2	1	6	1	2	461	467.1	17:45 18:45	502	46	4	1	7	3	1	564	571.7
18:00 19:00	397	45	2	1	7	2	2	456	462.5	18:00 19:00	430	38	3	1	6	5	1	484	489
18:15 19:15	297	35	1	1	6	2	1	343	348.8	18:15 19:15	311	23	2	1	3	4	0	344	346.9
18:30 19:30	182	23	1	1	3	1	0	211	215.2	18:30 19:30	195	10	1	0	0	3	0	209	207.7
18:45 19:45	89	13	0	0	1	1	0	104	104.4	18:45 19:45	87	6	0	0	0	2	0	95	93.8
TOTAL	2843	486	36	8	32	12	13	3430	3472.8	TOTAL	2516	467	31	5	23	15	9	3066	3094.8



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

Survey Date: 17/11/2022
Survey Day: Thursday

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	13	2	0	0	0	0	0	15	15	07:00 07:15	9	1	0	0	0	0	0	10	10
07:15 07:30	25	7	0	0	0	0	0	32	32	07:15 07:30	13	3	0	0	0	0	0	16	16
07:30 07:45	29	4	0	0	1	0	0	34	35	07:30 07:45	19	8	0	0	0	0	0	27	27
07:45 08:00	32	8	0	0	0	0	0	40	40	07:45 08:00	32	7	1	0	0	1	0	41	40.9
08:00 08:15	30	6	0	0	0	0	0	36	36	08:00 08:15	34	3	1	1	0	0	0	39	40.8
08:15 08:30	44	7	0	0	0	0	0	51	51	08:15 08:30	35	7	0	0	0	0	0	42	42
08:30 08:45	46	7	0	0	0	0	0	53	53	08:30 08:45	36	8	1	0	0	0	0	45	45.5
08:45 09:00	36	4	0	0	0	0	0	40	40	08:45 09:00	50	6	1	0	0	0	0	57	57.5
09:00 09:15	22	12	0	0	0	1	0	35	34.4	09:00 09:15	51	9	1	1	0	0	0	62	63.8
09:15 09:30	32	4	0	0	0	0	0	36	36	09:15 09:30	38	4	1	0	0	0	0	43	43.5
09:30 09:45	19	6	0	0	0	0	0	25	25	09:30 09:45	44	9	0	0	0	0	1	54	53.2
09:45 10:00	30	7	1	0	0	0	0	38	38.5	09:45 10:00	39	8	1	0	0	0	0	48	48.5

16:00 16:15	37	10	0	0	0	0	0	47	47	16:00 16:15	33	9	0	0	0	0	0	42	42
16:15 16:30	31	5	0	0	0	0	0	36	36	16:15 16:30	55	6	1	0	0	0	0	62	62.5
16:30 16:45	22	4	0	0	0	0	0	26	26	16:30 16:45	39	3	0	0	0	0	0	42	42
16:45 17:00	43	1	0	0	0	0	0	44	44	16:45 17:00	41	4	0	0	0	0	0	45	45
17:00 17:15	37	6	0	0	0	0	0	43	43	17:00 17:15	34	5	0	0	0	0	0	39	39
17:15 17:30	33	0	0	0	0	0	0	33	33	17:15 17:30	41	3	0	0	0	0	0	44	44
17:30 17:45	25	3	0	0	0	0	0	28	28	17:30 17:45	41	3	0	0	0	0	0	44	44
17:45 18:00	31	1	0	0	0	0	0	32	32	17:45 18:00	34	5	0	0	0	0	0	39	39
18:00 18:15	22	0	0	0	0	0	0	22	22	18:00 18:15	31	4	0	0	0	0	0	35	35
18:15 18:30	32	4	0	0	0	0	0	36	36	18:15 18:30	35	1	0	0	0	0	0	36	36
18:30 18:45	19	1	0	0	0	0	0	20	20	18:30 18:45	27	3	0	0	0	0	0	30	30
18:45 19:00	24	3	0	0	0	0	0	27	27	18:45 19:00	23	0	0	0	0	1	0	24	23.4
Total	714	112	1	0	1	1	0	829	829.9	Total	834	119	8	2	0	2	1	966	970.6

Arm B - Entry (rolling hour)										Arm B - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	99	21	0	0	1	0	0	121	122	07:00 08:00	73	19	1	0	0	1	0	94	93.9
07:15 08:15	116	25	0	0	1	0	0	142	143	07:15 08:15	98	21	2	1	0	1	0	123	124.7
07:30 08:30	135	25	0	0	1	0	0	161	162	07:30 08:30	120	25	2	1	0	1	0	149	150.7
07:45 08:45	152	28	0	0	0	0	0	180	180	07:45 08:45	137	25	3	1	0	1	0	167	169.2
08:00 09:00	156	24	0	0	0	0	0	180	180	08:00 09:00	155	24	3	1	0	0	0	183	185.8
08:15 09:15	148	30	0	0	0	1	0	179	178.4	08:15 09:15	172	30	3	1	0	0	0	206	208.8
08:30 09:30	136	27	0	0	0	1	0	164	163.4	08:30 09:30	175	27	4	1	0	0	0	207	210.3
08:45 09:45	109	26	0	0	0	1	0	136	135.4	08:45 09:45	183	28	3	1	0	0	1	216	218
09:00 10:00	103	29	1	0	0	1	0	134	133.9	09:00 10:00	172	30	3	1	0	0	1	207	209
09:15 10:15	81	17	1	0	0	0	0	99	99.5	09:15 10:15	121	21	2	0	0	0	1	145	145.2
09:30 10:30	49	13	1	0	0	0	0	63	63.5	09:30 10:30	83	17	1	0	0	0	1	102	101.7
09:45 10:45	30	7	1	0	0	0	0	38	38.5	09:45 10:45	39	8	1	0	0	0	0	48	48.5
16:00 17:00	133	20	0	0	0	0	0	153	153	16:00 17:00	168	22	1	0	0	0	0	191	191.5
16:15 17:15	133	16	0	0	0	0	0	149	149	16:15 17:15	169	18	1	0	0	0	0	188	188.5
16:30 17:30	135	11	0	0	0	0	0	146	146	16:30 17:30	155	15	0	0	0	0	0	170	170
16:45 17:45	138	10	0	0	0	0	0	148	148	16:45 17:45	157	15	0	0	0	0	0	172	172
17:00 18:00	126	10	0	0	0	0	0	136	136	17:00 18:00	150	16	0	0	0	0	0	166	166
17:15 18:15	111	4	0	0	0	0	0	115	115	17:15 18:15	147	15	0	0	0	0	0	162	162
17:30 18:30	110	8	0	0	0	0	0	118	118	17:30 18:30	141	13	0	0	0	0	0	154	154
17:45 18:45	104	6	0	0	0	0	0	110	110	17:45 18:45	127	13	0	0	0	0	0	140	140
18:00 19:00	97	8	0	0	0	0	0	105	105	18:00 19:00	116	8	0	0	0	1	0	125	124.4
18:15 19:15	75	8	0	0	0	0	0	83	83	18:15 19:15	85	4	0	0	0	1	0	90	89.4
18:30 19:30	43	4	0	0	0	0	0	47	47	18:30 19:30	50	3	0	0	0	1	0	54	53.4
18:45 19:45	24	3	0	0	0	0	0	27	27	18:45 19:45	23	0	0	0	0	1	0	24	23.4
TOTAL	714	112	1	0	1	1	0	829	829.9	TOTAL	834	119	8	2	0	2	1	966	970.6



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

Survey Date: 17/11/2022
Survey Day: Thursday

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	25	8	0	0	5	0	0	38	43	07:00 07:15	84	20	1	1	1	0	0	108	110.2
07:15 07:30	40	27	1	0	0	0	0	68	68.5	07:15 07:30	135	44	1	0	2	0	2	184	184.9
07:30 07:45	62	22	0	1	2	1	0	88	90.7	07:30 07:45	148	38	2	2	3	0	0	193	199.6
07:45 08:00	82	27	2	0	0	1	0	112	112.4	07:45 08:00	167	31	1	1	2	0	0	202	205.8
08:00 08:15	66	22	2	0	0	0	0	90	91	08:00 08:15	138	24	2	0	1	0	1	166	167.2
08:15 08:30	101	26	2	0	0	0	1	130	130.2	08:15 08:30	144	22	1	0	0	1	0	168	167.9
08:30 08:45	98	24	0	0	1	0	1	124	124.2	08:30 08:45	116	20	3	0	3	1	1	144	147.1
08:45 09:00	119	24	2	0	0	0	0	145	146	08:45 09:00	145	28	4	0	0	0	0	177	179
09:00 09:15	87	31	3	2	0	0	0	123	127.1	09:00 09:15	118	26	1	0	1	1	1	148	148.1
09:15 09:30	75	22	2	0	0	2	0	101	100.8	09:15 09:30	100	26	2	1	2	0	1	132	135.5
09:30 09:45	91	26	1	1	2	0	0	121	124.8	09:30 09:45	112	13	4	1	1	0	0	131	135.3
09:45 10:00	84	29	3	0	1	0	1	118	119.7	09:45 10:00	103	24	1	0	1	1	3	133	131.5

16:00 16:15	138	22	1	0	2	1	0	164	165.9	16:00 16:15	108	29	0	0	1	0	0	138	139
16:15 16:30	141	21	3	0	1	0	1	167	168.7	16:15 16:30	116	32	1	0	1	0	0	150	151.5
16:30 16:45	143	18	1	1	0	0	0	163	164.8	16:30 16:45	122	18	1	0	0	1	0	142	141.9
16:45 17:00	155	17	3	0	1	3	1	180	179.9	16:45 17:00	102	13	2	0	2	3	0	122	123.2
17:00 17:15	147	24	0	0	1	3	2	177	174.6	17:00 17:15	98	12	0	0	3	1	0	114	116.4
17:15 17:30	130	16	2	0	0	0	0	148	149	17:15 17:30	103	11	0	0	1	1	1	117	116.6
17:30 17:45	157	22	1	0	0	0	1	181	180.7	17:30 17:45	104	10	2	0	1	0	0	117	119
17:45 18:00	160	15	1	0	1	0	0	177	178.5	17:45 18:00	97	7	0	0	0	0	0	104	104
18:00 18:15	123	17	1	0	3	1	1	146	148.1	18:00 18:15	95	8	1	0	1	0	1	106	106.7
18:15 18:30	115	9	1	1	3	1	0	130	134.2	18:15 18:30	111	11	0	0	3	1	1	127	128.6
18:30 18:45	109	4	1	0	0	1	0	115	114.9	18:30 18:45	86	8	1	1	2	0	0	98	101.8
18:45 19:00	88	4	0	0	0	2	0	94	92.8	18:45 19:00	91	14	0	0	1	0	0	106	107
Total	2536	477	33	6	23	16	9	3100	3130.5	Total	2743	489	31	7	33	12	12	3327	3367.8

Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	209	84	3	1	7	2	0	306	314.6	07:00 08:00	534	133	5	4	8	1	2	687	700.5
07:15 08:15	250	98	5	1	2	2	0	358	362.6	07:15 08:15	588	137	6	3	8	0	3	745	757.5
07:30 08:30	311	97	6	1	2	2	1	420	424.3	07:30 08:30	597	115	6	3	6	1	1	729	740.5
07:45 08:45	347	99	6	0	1	1	2	456	457.8	07:45 08:45	565	97	7	1	6	2	2	680	688
08:00 09:00	384	96	6	0	1	0	2	489	491.4	08:00 09:00	543	94	10	0	4	2	2	655	661.2
08:15 09:15	405	105	7	2	1	0	2	522	527.5	08:15 09:15	523	96	9	0	4	3	2	637	642.1
08:30 09:30	379	101	7	2	1	2	1	493	498.1	08:30 09:30	479	100	10	1	6	2	3	601	609.7
08:45 09:45	372	103	8	3	2	2	0	490	498.7	08:45 09:45	475	93	11	2	4	1	2	588	597.9
09:00 10:00	337	108	9	3	3	2	1	463	472.4	09:00 10:00	433	89	8	2	5	2	5	544	550.4
09:15 10:15	250	77	6	1	3	2	1	340	345.3	09:15 10:15	315	63	7	2	4	1	4	396	402.3
09:30 10:30	175	55	4	1	3	0	1	239	244.5	09:30 10:30	215	37	5	1	2	1	3	264	266.8
09:45 10:45	84	29	3	0	1	0	1	118	119.7	09:45 10:45	103	24	1	0	1	1	3	133	131.5
16:00 17:00	577	78	8	1	4	4	2	674	679.3	16:00 17:00	448	92	4	0	4	4	0	552	555.6
16:15 17:15	586	80	7	1	3	6	4	687	688	16:15 17:15	438	75	4	0	6	5	0	528	533
16:30 17:30	575	75	6	1	2	6	3	668	668.3	16:30 17:30	425	54	3	0	6	6	1	495	498.1
16:45 17:45	589	79	6	0	2	6	4	686	684.2	16:45 17:45	407	46	4	0	7	5	1	470	475.2
17:00 18:00	594	77	4	0	2	3	3	683	682.8	17:00 18:00	402	40	2	0	5	2	1	452	456
17:15 18:15	570	70	5	0	4	1	2	652	656.3	17:15 18:15	399	36	3	0	3	1	2	444	446.3
17:30 18:30	555	63	4	1	7	2	2	634	641.5	17:30 18:30	407	36	3	0	5	1	2	454	458.3
17:45 18:45	507	45	4	1	7	3	1	568	575.7	17:45 18:45	389	34	2	1	6	1	2	435	441.1
18:00 19:00	435	34	3	1	6	5	1	485	490	18:00 19:00	383	41	2	1	7	1	2	437	444.1
18:15 19:15	312	17	2	1	3	4	0	339	341.9	18:15 19:15	288	33	1	1	6	1	1	331	337.4
18:30 19:30	197	8	1	0	0	3	0	209	207.7	18:30 19:30	177	22	1	1	3	0	0	204	208.8
18:45 19:45	88	4	0	0	0	2	0	94	92.8	18:45 19:45	91	14	0	0	1	0	0	106	107
TOTAL	2536	477	33	6	23	16	9	3100	3130.5	TOTAL	2743	489	31	7	33	12	12	3327	3367.8



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / Knowle Lane

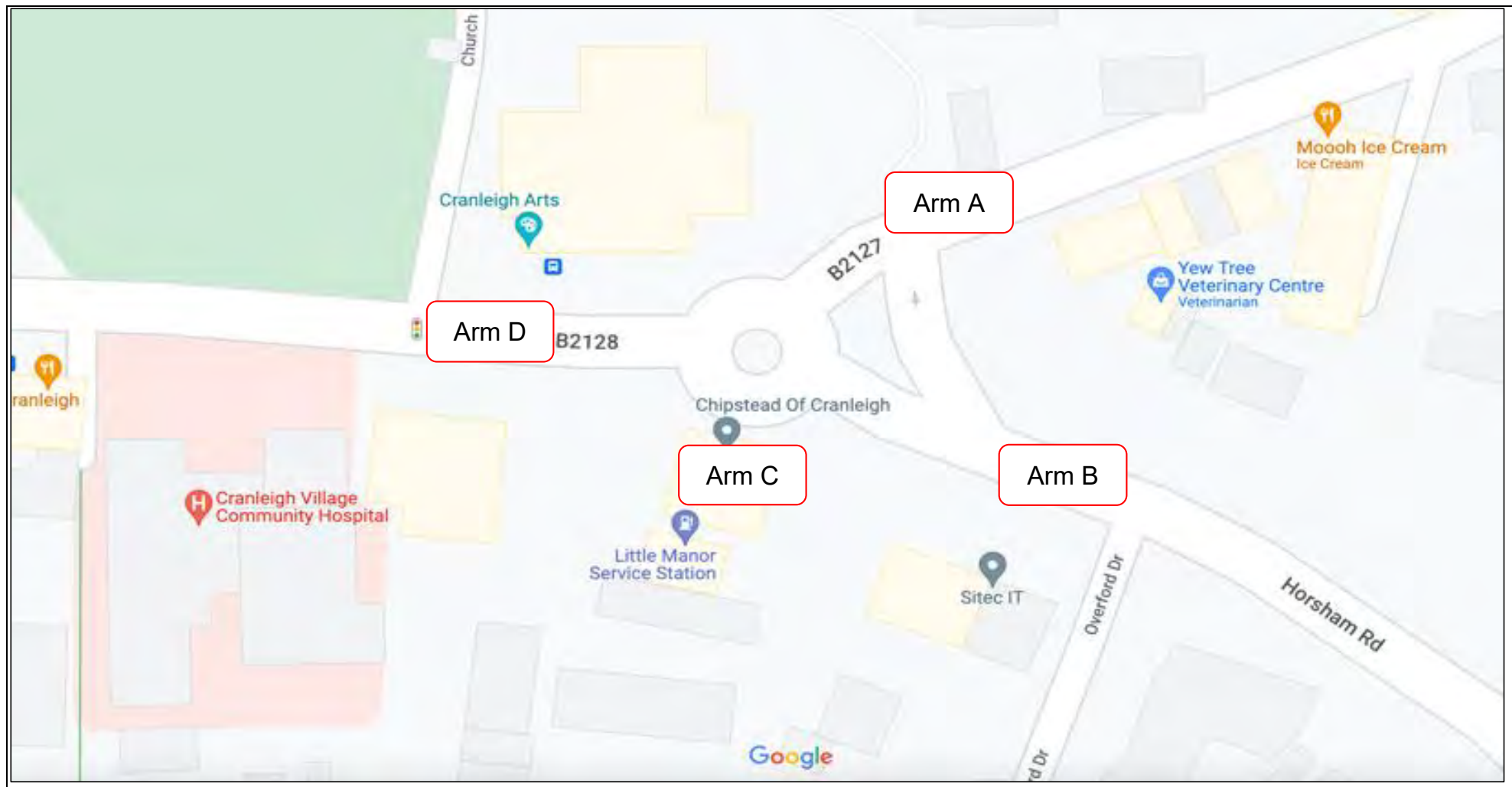
Survey Date: 17/11/2022
Survey Day: Thursday

Time Interval		All movements (15-minute intervals)							Total	PCU
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C		
07:00	07:15	117	29	1	1	6	1	0	155	162.2
07:15	07:30	191	75	2	0	2	0	2	272	273.4
07:30	07:45	236	66	2	3	5	1	0	313	322.3
07:45	08:00	269	62	4	1	2	1	0	339	343.7
08:00	08:15	240	49	5	1	1	0	1	297	301
08:15	08:30	284	55	3	0	0	1	1	344	344.1
08:30	08:45	257	49	4	0	4	1	2	317	320.8
08:45	09:00	315	54	7	0	0	0	0	376	379.5
09:00	09:15	243	67	4	2	1	1	1	319	323.2
09:15	09:30	218	51	5	1	2	2	1	280	283.8
09:30	09:45	235	48	5	2	3	0	1	294	301.3
09:45	10:00	234	59	5	0	2	1	4	305	305.7

16:00	16:15	279	60	1	0	3	1	0	344	346.9
16:15	16:30	300	60	4	0	2	0	1	367	370.2
16:30	16:45	297	39	2	1	0	1	0	340	341.7
16:45	17:00	300	32	5	0	3	6	1	347	348.1
17:00	17:15	282	41	0	0	4	4	2	333	333
17:15	17:30	275	30	2	0	1	1	1	310	310.6
17:30	17:45	302	36	3	0	1	0	1	343	344.7
17:45	18:00	290	26	1	0	1	0	0	318	319.5
18:00	18:15	245	27	2	0	4	1	2	281	283.8
18:15	18:30	262	25	1	1	6	2	1	298	303.8
18:30	18:45	221	15	2	1	2	1	0	242	245.7
18:45	19:00	201	20	0	0	1	3	0	225	224.2
Total		6093	1075	70	14	56	29	22	7359	7433.2

Time Interval		All movements (rolling hour)							Total	PCU
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C		
07:00	08:00	813	232	9	5	15	3	2	1079	1101.6
07:15	08:15	936	252	13	5	10	2	3	1221	1240.4
07:30	08:30	1029	232	14	5	8	3	2	1293	1311.1
07:45	08:45	1050	215	16	2	7	3	4	1297	1309.6
08:00	09:00	1096	207	19	1	5	2	4	1334	1345.4
08:15	09:15	1099	225	18	2	5	3	4	1356	1367.6
08:30	09:30	1033	221	20	3	7	4	4	1292	1307.3
08:45	09:45	1011	220	21	5	6	3	3	1269	1287.8
09:00	10:00	930	225	19	5	8	4	7	1198	1214
09:15	10:15	687	158	15	3	7	3	6	879	890.8
09:30	10:30	469	107	10	2	5	1	5	599	607
09:45	10:45	234	59	5	0	2	1	4	305	305.7
16:00	17:00	1176	191	12	1	8	8	2	1398	1406.9
16:15	17:15	1179	172	11	1	9	11	4	1387	1393
16:30	17:30	1154	142	9	1	8	12	4	1330	1333.4
16:45	17:45	1159	139	10	0	9	11	5	1333	1336.4
17:00	18:00	1149	133	6	0	7	5	4	1304	1307.8
17:15	18:15	1112	119	8	0	7	2	4	1252	1258.6
17:30	18:30	1099	114	7	1	12	3	4	1240	1251.8
17:45	18:45	1018	93	6	2	13	4	3	1139	1152.8
18:00	19:00	929	87	5	2	13	7	3	1046	1057.5
18:15	19:15	684	60	3	2	9	6	1	765	773.7
18:30	19:30	422	35	2	1	3	4	0	467	469.9
18:45	19:45	201	20	0	0	1	3	0	225	224.2
TOTAL		6093	1075	70	14	56	29	22	7359	7433.2

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0085	Cranleigh	B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station	51.140695, -0.485405	17/11/2022	Thursday	0700-1000 & 1600-1900hrs	Dry	Dry





Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

A - A (15-minute intervals)										A - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	5	2	0	0	0	0	0	7	7
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	6	5	0	0	0	0	0	11	11
07:30 07:45	2	0	0	0	0	0	0	2	2	07:30 07:45	9	2	0	0	0	0	0	11	11
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	13	3	0	0	0	0	0	16	16
08:00 08:15	1	0	0	0	0	0	0	1	1	08:00 08:15	11	1	0	0	0	0	0	12	12
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	9	1	0	0	0	0	0	10	10
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	4	2	0	0	0	0	0	6	6
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	14	0	0	0	0	0	0	14	14
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	20	4	0	0	0	0	0	24	24
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	16	3	0	0	0	0	0	19	19
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	9	2	0	0	1	0	0	12	13
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	6	3	0	0	0	0	0	9	9
16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	11	3	0	1	1	0	0	16	18.3
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	21	2	0	0	0	0	0	23	23
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	20	2	0	0	0	0	0	22	22
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	26	2	0	0	0	0	0	28	28
17:00 17:15	0	1	0	0	0	0	0	1	1	17:00 17:15	21	0	0	0	0	0	0	21	21
17:15 17:30	0	0	0	0	0	0	0	0	0	17:15 17:30	22	3	1	0	0	0	0	26	26.5
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	11	1	0	0	0	0	0	12	12
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	15	0	0	0	0	0	0	15	15
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	16	1	0	0	1	0	0	18	19
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	7	0	0	0	0	0	0	7	7
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	5	1	0	0	1	1	0	8	8.4
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	7	1	0	0	0	0	0	8	8
Total (AM & PM)	3	1	0	0	0	0	0	4	4	Total	304	44	1	1	4	1	0	355	360.2
A - A (rolling hour)										A - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	2	0	0	0	0	0	0	2	2	07:00 08:00	33	12	0	0	0	0	0	45	45
07:15 08:15	3	0	0	0	0	0	0	3	3	07:15 08:15	39	11	0	0	0	0	0	50	50
07:30 08:30	3	0	0	0	0	0	0	3	3	07:30 08:30	42	7	0	0	0	0	0	49	49
07:45 08:45	1	0	0	0	0	0	0	1	1	07:45 08:45	37	7	0	0	0	0	0	44	44
08:00 09:00	1	0	0	0	0	0	0	1	1	08:00 09:00	38	4	0	0	0	0	0	42	42
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	47	7	0	0	0	0	0	54	54
08:30 09:30	0	0	0	0	0	0	0	0	0	08:30 09:30	54	9	0	0	0	0	0	63	63
08:45 09:45	0	0	0	0	0	0	0	0	0	08:45 09:45	59	9	0	0	1	0	0	69	70
09:00 10:00	0	0	0	0	0	0	0	0	0	09:00 10:00	51	12	0	0	1	0	0	64	65
09:15 10:15	0	0	0	0	0	0	0	0	0	09:15 10:15	31	8	0	0	1	0	0	40	41
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	15	5	0	0	1	0	0	21	22
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	6	3	0	0	0	0	0	9	9
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	78	9	0	1	1	0	0	89	91.3
16:15 17:15	0	1	0	0	0	0	0	1	1	16:15 17:15	88	6	0	0	0	0	0	94	94
16:30 17:30	0	1	0	0	0	0	0	1	1	16:30 17:30	89	7	1	0	0	0	0	97	97.5
16:45 17:45	0	1	0	0	0	0	0	1	1	16:45 17:45	80	6	1	0	0	0	0	87	87.5
17:00 18:00	0	1	0	0	0	0	0	1	1	17:00 18:00	69	4	1	0	0	0	0	74	74.5
17:15 18:15	0	0	0	0	0	0	0	0	0	17:15 18:15	64	5	1	0	1	0	0	71	72.5
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	49	2	0	0	1	0	0	52	53
17:45 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45	43	2	0	0	2	1	0	48	49.4
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	35	3	0	0	2	1	0	41	42.4
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	19	2	0	0	1	1	0	23	23.4
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	12	2	0	0	1	1	0	16	16.4
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	7	1	0	0	0	0	0	8	8
TOTAL	3	1	0	0	0	0	0	4	4	TOTAL	304	44	1	1	4	1	0	355	360.2

Survey Date: 17/11/2022
Survey Day: Thursday

A - C (15-minute intervals)										A - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	9	1	0	0	0	0	0	10	10	07:00 07:15	49	13	0	1	1	0	0	65	66.7
07:15 07:30	3	3	0	0	0	0	0	6	6	07:15 07:30	67	23	0	0	1	0	2	93	92.4
07:30 07:45	4	2	0	0	0	0	0	6	6	07:30 07:45	84	22	2	1	2	0	2	113	115.7
07:45 08:00	6	5	0	0	0	0	0	11	11	07:45 08:00	81	24	0	0	1	0	1	107	107.2
08:00 08:15	4	0	0	0	0	0	0	4	4	08:00 08:15	83	17	2	0	0	0	0	102	103
08:15 08:30	2	1	0	0	0	0	0	3	3	08:15 08:30	83	11	0	0	1	1	0	96	96.4
08:30 08:45	6	3	0	0	0	0	0	9	9	08:30 08:45	75	13	1	0	2	1	1	93	94.1
08:45 09:00	8	0	0	0	0	0	0	8	8	08:45 09:00	116	8	4	0	0	0	1	129	130.2
09:00 09:15	5	1	0	0	0	0	0	6	6	09:00 09:15	84	11	1	0	1	0	1	98	98.7
09:15 09:30	12	1	0	0	0	0	0	13	13	09:15 09:30	74	13	2	2	1	0	1	93	96.8
09:30 09:45	7	3	0	1	0	0	0	11	12.3	09:30 09:45	79	9	0	0	1	0	1	90	90.2
09:45 10:00	8	0	0	0	0	0	0	8	8	09:45 10:00	69	16	1	0	1	0	2	89	88.9

16:00 16:15	4	2	0	0	0	0	0	6	6	16:00 16:15	66	19	1	0	1	0	1	88	88.7
16:15 16:30	7	2	0	0	0	0	0	9	9	16:15 16:30	76	17	0	0	2	0	1	96	97.2
16:30 16:45	7	3	0	0	0	0	0	10	10	16:30 16:45	71	9	0	0	0	1	0	81	80.4
16:45 17:00	6	0	0	0	0	0	0	6	6	16:45 17:00	53	8	0	0	0	2	1	64	62
17:00 17:15	4	0	0	0	0	1	0	5	4.4	17:00 17:15	64	6	0	0	2	0	0	72	74
17:15 17:30	9	0	0	0	0	0	0	9	9	17:15 17:30	75	8	0	0	0	1	0	84	83.4
17:30 17:45	5	0	0	0	0	0	0	5	5	17:30 17:45	66	5	2	0	0	0	0	73	74
17:45 18:00	5	1	0	0	0	0	0	6	6	17:45 18:00	49	4	0	0	0	0	0	53	53
18:00 18:15	7	0	0	0	0	0	0	7	7	18:00 18:15	59	4	0	0	0	0	0	63	63
18:15 18:30	5	1	0	0	1	0	0	7	8	18:15 18:30	67	4	0	0	2	1	1	75	75.6
18:30 18:45	1	0	0	0	0	0	0	1	1	18:30 18:45	54	3	1	0	1	0	0	59	60.5
18:45 19:00	2	0	0	0	0	0	0	2	2	18:45 19:00	71	5	0	0	1	1	0	78	78.4
Total	136	29	0	1	1	1	0	168	169.7	Total	1715	272	17	4	21	9	16	2054	2070.5

A - C (rolling hour)										A - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	22	11	0	0	0	0	0	33	33	07:00 08:00	281	82	2	2	5	1	5	378	382
07:15 08:15	17	10	0	0	0	0	0	27	27	07:15 08:15	315	86	4	1	4	0	5	415	418.3
07:30 08:30	16	8	0	0	0	0	0	24	24	07:30 08:30	331	74	4	1	4	1	3	418	422.3
07:45 08:45	18	9	0	0	0	0	0	27	27	07:45 08:45	322	65	3	0	4	2	2	398	400.7
08:00 09:00	20	4	0	0	0	0	0	24	24	08:00 09:00	357	49	7	0	3	2	2	420	423.7
08:15 09:15	21	5	0	0	0	0	0	26	26	08:15 09:15	358	43	6	0	4	2	3	416	419.4
08:30 09:30	31	5	0	0	0	0	0	36	36	08:30 09:30	349	45	8	2	4	1	4	413	419.8
08:45 09:45	32	5	0	1	0	0	0	38	39.3	08:45 09:45	353	41	7	2	3	0	4	410	415.9
09:00 10:00	32	5	0	1	0	0	0	38	39.3	09:00 10:00	306	49	4	2	4	0	5	370	374.6
09:15 10:15	27	4	0	1	0	0	0	32	33.3	09:15 10:15	222	38	3	2	3	0	4	272	275.9
09:30 10:30	15	3	0	1	0	0	0	19	20.3	09:30 10:30	148	25	1	0	2	0	3	179	179.1
09:45 10:45	8	0	0	0	0	0	0	8	8	09:45 10:45	69	16	1	0	1	0	2	89	88.9
16:00 17:00	24	7	0	0	0	0	0	31	31	16:00 17:00	266	53	1	0	3	3	3	329	328.3
16:15 17:15	24	5	0	0	0	1	0	30	29.4	16:15 17:15	264	40	0	0	4	3	2	313	313.6
16:30 17:30	26	3	0	0	0	1	0	30	29.4	16:30 17:30	263	31	0	0	2	4	1	301	299.8
16:45 17:45	24	0	0	0	0	1	0	25	24.4	16:45 17:45	258	27	2	0	2	3	1	293	293.4
17:00 18:00	23	1	0	0	0	1	0	25	24.4	17:00 18:00	254	23	2	0	2	1	0	282	284.4
17:15 18:15	26	1	0	0	0	0	0	27	27	17:15 18:15	249	21	2	0	0	1	0	273	273.4
17:30 18:30	22	2	0	0	1	0	0	25	26	17:30 18:30	241	17	2	0	2	1	1	264	265.6
17:45 18:45	18	2	0	0	1	0	0	21	22	17:45 18:45	229	15	1	0	3	1	1	250	252.1
18:00 19:00	15	1	0	0	1	0	0	17	18	18:00 19:00	251	16	1	0	4	2	1	275	277.5
18:15 19:15	8	1	0	0	1	0	0	10	11	18:15 19:15	192	12	1	0	4	2	1	212	214.5
18:30 19:30	3	0	0	0	0	0	0	3	3	18:30 19:30	125	8	1	0	2	1	0	137	138.9
18:45 19:45	2	0	0	0	0	0	0	2	2	18:45 19:45	71	5	0	0	1	1	0	78	78.4
TOTAL	136	29	0	1	1	1	0	168	169.7	TOTAL	1715	272	17	4	21	9	16	2054	2070.5

Survey Date: 17/11/2022
Survey Day: Thursday

B - C (15-minute intervals)										B - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	2	1	0	0	0	0	3	3	07:00	07:15	32	8	0	0	1	0	41	42
07:15	07:30	6	1	0	0	0	0	7	7	07:15	07:30	68	8	1	0	2	0	80	81.7
07:30	07:45	6	1	0	0	0	0	7	7	07:30	07:45	66	13	0	1	2	0	82	85.3
07:45	08:00	4	2	0	0	0	0	6	6	07:45	08:00	74	8	0	1	0	0	83	84.3
08:00	08:15	1	1	0	0	0	0	2	2	08:00	08:15	65	5	0	0	1	0	71	72
08:15	08:30	1	0	0	0	0	0	1	1	08:15	08:30	49	9	1	0	0	0	59	59.5
08:30	08:45	4	1	1	0	0	0	6	6.5	08:30	08:45	62	7	2	0	2	0	73	76
08:45	09:00	2	0	0	0	0	0	2	2	08:45	09:00	48	7	0	0	0	0	55	55
09:00	09:15	5	0	0	0	0	0	5	5	09:00	09:15	44	7	1	0	0	0	52	52.5
09:15	09:30	2	1	0	0	0	0	3	3	09:15	09:30	50	10	2	0	0	1	63	63.2
09:30	09:45	6	2	0	0	0	0	8	8	09:30	09:45	46	6	1	0	0	1	56	54.3
09:45	10:00	3	1	0	0	0	0	4	4	09:45	10:00	50	4	0	0	0	1	55	54.4

16:00	16:15	3	1	0	0	0	0	0	4	4	16:00	16:15	28	10	0	0	1	0	0	39	40
16:15	16:30	6	1	0	0	0	0	0	7	7	16:15	16:30	39	5	0	0	0	0	0	44	44
16:30	16:45	3	1	0	0	0	0	0	4	4	16:30	16:45	48	5	1	0	0	0	0	54	54.5
16:45	17:00	3	0	0	0	0	0	0	3	3	16:45	17:00	38	2	0	0	2	0	0	42	44
17:00	17:15	4	0	0	0	0	0	0	4	4	17:00	17:15	32	1	0	0	1	0	0	34	35
17:15	17:30	5	0	0	0	0	0	0	5	5	17:15	17:30	40	6	0	0	1	1	1	49	48.6
17:30	17:45	4	0	0	1	0	0	0	5	6.3	17:30	17:45	30	2	0	0	0	0	0	32	32
17:45	18:00	3	0	0	0	0	0	0	3	3	17:45	18:00	32	3	1	0	1	1	0	38	38.9
18:00	18:15	6	0	0	0	0	0	0	6	6	18:00	18:15	38	5	0	0	0	0	1	44	43.2
18:15	18:30	3	0	0	0	0	0	0	3	3	18:15	18:30	42	1	0	0	0	0	0	43	43
18:30	18:45	2	0	0	0	0	0	0	2	2	18:30	18:45	25	1	0	0	0	1	0	27	26.4
18:45	19:00	1	0	0	0	0	0	0	1	1	18:45	19:00	37	1	0	0	0	1	0	39	38.4
Total		85	14	1	1	0	0	0	101	102.8	Total		1083	134	10	2	14	6	6	1255	1268.2

		B - C (rolling hour)										B - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	18	5	0	0	0	0	0	23	23	07:00	08:00	240	37	1	2	5	0	1	286	293.3
07:15	08:15	17	5	0	0	0	0	0	22	22	07:15	08:15	273	34	1	2	5	0	1	316	323.3
07:30	08:30	12	4	0	0	0	0	0	16	16	07:30	08:30	254	35	1	2	3	0	0	295	301.1
07:45	08:45	10	4	1	0	0	0	0	15	15.5	07:45	08:45	250	29	3	1	3	0	0	286	291.8
08:00	09:00	8	2	1	0	0	0	0	11	11.5	08:00	09:00	224	28	3	0	3	0	0	258	262.5
08:15	09:15	12	1	1	0	0	0	0	14	14.5	08:15	09:15	203	30	4	0	2	0	0	239	243
08:30	09:30	13	2	1	0	0	0	0	16	16.5	08:30	09:30	204	31	5	0	2	0	1	243	246.7
08:45	09:45	15	3	0	0	0	0	0	18	18	08:45	09:45	188	30	4	0	0	1	3	226	225
09:00	10:00	16	4	0	0	0	0	0	20	20	09:00	10:00	190	27	4	0	0	2	3	226	224.4
09:15	10:15	11	4	0	0	0	0	0	15	15	09:15	10:15	146	20	3	0	0	2	3	174	171.9
09:30	10:30	9	3	0	0	0	0	0	12	12	09:30	10:30	96	10	1	0	0	2	2	111	108.7
09:45	10:45	3	1	0	0	0	0	0	4	4	09:45	10:45	50	4	0	0	0	1	0	55	54.4
16:00	17:00	15	3	0	0	0	0	0	18	18	16:00	17:00	153	22	1	0	3	0	0	179	182.5
16:15	17:15	16	2	0	0	0	0	0	18	18	16:15	17:15	157	13	1	0	3	0	0	174	177.5
16:30	17:30	15	1	0	0	0	0	0	16	16	16:30	17:30	158	14	1	0	4	1	1	179	182.1
16:45	17:45	16	0	0	1	0	0	0	17	18.3	16:45	17:45	140	11	0	0	4	1	1	157	159.6
17:00	18:00	16	0	0	1	0	0	0	17	18.3	17:00	18:00	134	12	1	0	3	2	1	153	154.5
17:15	18:15	18	0	0	1	0	0	0	19	20.3	17:15	18:15	140	16	1	0	2	2	2	163	162.7
17:30	18:30	16	0	0	1	0	0	0	17	18.3	17:30	18:30	142	11	1	0	1	1	1	157	157.1
17:45	18:45	14	0	0	0	0	0	0	14	14	17:45	18:45	137	10	1	0	1	2	1	152	151.5
18:00	19:00	12	0	0	0	0	0	0	12	12	18:00	19:00	142	8	0	0	0	2	1	153	151
18:15	19:15	6	0	0	0	0	0	0	6	6	18:15	19:15	104	3	0	0	0	2	0	109	107.8
18:30	19:30	3	0	0	0	0	0	0	3	3	18:30	19:30	62	2	0	0	0	2	0	66	64.8
18:45	19:45	1	0	0	0	0	0	0	1	1	18:45	19:45	37	1	0	0	0	1	0	39	38.4
TOTAL		85	14	1	1	0	0	0	101	102.8	TOTAL		1083	134	10	2	14	6	6	1255	1268.2



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	4	0	0	0	0	0	0	4	4	07:00 07:15	0	1	0	0	0	0	0	1	1
07:15 07:30	3	0	0	0	0	0	0	3	3	07:15 07:30	1	0	0	0	0	0	0	1	1
07:30 07:45	5	3	0	0	0	0	0	8	8	07:30 07:45	0	0	1	0	0	0	0	1	1.5
07:45 08:00	4	1	0	0	0	0	0	5	5	07:45 08:00	2	0	0	0	0	0	0	2	2
08:00 08:15	4	2	0	0	0	0	0	6	6	08:00 08:15	4	1	0	0	0	0	0	5	5
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	0	3	0	0	0	0	0	3	3
08:30 08:45	3	1	0	0	0	0	0	4	4	08:30 08:45	1	0	0	0	0	0	0	1	1
08:45 09:00	9	0	0	0	0	0	0	9	9	08:45 09:00	1	0	0	0	0	0	0	1	1
09:00 09:15	6	1	0	0	0	0	0	7	7	09:00 09:15	2	0	0	0	0	0	0	2	2
09:15 09:30	5	1	0	0	0	0	0	6	6	09:15 09:30	1	0	0	0	0	0	0	1	1
09:30 09:45	5	0	0	0	0	0	0	5	5	09:30 09:45	5	3	0	0	0	0	0	8	8
09:45 10:00	2	0	0	0	0	0	0	2	2	09:45 10:00	1	2	0	0	0	0	0	3	3

16:00 16:15	6	1	1	0	0	0	0	8	8.5	16:00 16:15	10	1	0	0	0	0	0	11	11
16:15 16:30	3	2	0	0	0	0	0	5	5	16:15 16:30	7	0	0	0	0	0	0	7	7
16:30 16:45	4	1	0	0	0	0	0	5	5	16:30 16:45	1	1	0	0	0	0	0	2	2
16:45 17:00	4	2	0	0	0	0	0	6	6	16:45 17:00	3	0	0	0	0	0	0	3	3
17:00 17:15	10	0	0	0	0	0	0	10	10	17:00 17:15	5	1	0	0	0	0	0	6	6
17:15 17:30	6	0	0	0	0	0	0	6	6	17:15 17:30	3	0	0	0	0	0	0	3	3
17:30 17:45	7	0	0	0	0	0	0	7	7	17:30 17:45	7	1	0	0	0	0	0	8	8
17:45 18:00	3	2	0	0	0	0	0	5	5	17:45 18:00	3	0	0	0	0	0	0	3	3
18:00 18:15	7	0	0	0	0	0	0	7	7	18:00 18:15	5	0	0	0	0	0	0	5	5
18:15 18:30	7	3	0	0	0	0	0	10	10	18:15 18:30	2	0	0	0	0	0	0	2	2
18:30 18:45	10	0	0	0	0	0	0	10	10	18:30 18:45	6	1	0	0	0	0	0	7	7
18:45 19:00	2	0	0	0	0	0	0	2	2	18:45 19:00	4	0	0	0	0	0	0	4	4
Total	119	20	1	0	0	0	0	140	140.5	Total	74	15	1	0	0	0	0	90	90.5

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	16	4	0	0	0	0	0	20	20	07:00 08:00	3	1	1	0	0	0	0	5	5.5
07:15 08:15	16	6	0	0	0	0	0	22	22	07:15 08:15	7	1	1	0	0	0	0	9	9.5
07:30 08:30	13	6	0	0	0	0	0	19	19	07:30 08:30	6	4	1	0	0	0	0	11	11.5
07:45 08:45	11	4	0	0	0	0	0	15	15	07:45 08:45	7	4	0	0	0	0	0	11	11
08:00 09:00	16	3	0	0	0	0	0	19	19	08:00 09:00	6	4	0	0	0	0	0	10	10
08:15 09:15	18	2	0	0	0	0	0	20	20	08:15 09:15	4	3	0	0	0	0	0	7	7
08:30 09:30	23	3	0	0	0	0	0	26	26	08:30 09:30	5	0	0	0	0	0	0	5	5
08:45 09:45	25	2	0	0	0	0	0	27	27	08:45 09:45	9	3	0	0	0	0	0	12	12
09:00 10:00	18	2	0	0	0	0	0	20	20	09:00 10:00	9	5	0	0	0	0	0	14	14
09:15 10:15	12	1	0	0	0	0	0	13	13	09:15 10:15	7	5	0	0	0	0	0	12	12
09:30 10:30	7	0	0	0	0	0	0	7	7	09:30 10:30	6	5	0	0	0	0	0	11	11
09:45 10:45	2	0	0	0	0	0	0	2	2	09:45 10:45	1	2	0	0	0	0	0	3	3
16:00 17:00	17	6	1	0	0	0	0	24	24.5	16:00 17:00	21	2	0	0	0	0	0	23	23
16:15 17:15	21	5	0	0	0	0	0	26	26	16:15 17:15	16	2	0	0	0	0	0	18	18
16:30 17:30	24	3	0	0	0	0	0	27	27	16:30 17:30	12	2	0	0	0	0	0	14	14
16:45 17:45	27	2	0	0	0	0	0	29	29	16:45 17:45	18	2	0	0	0	0	0	20	20
17:00 18:00	26	2	0	0	0	0	0	28	28	17:00 18:00	18	2	0	0	0	0	0	20	20
17:15 18:15	23	2	0	0	0	0	0	25	25	17:15 18:15	18	1	0	0	0	0	0	19	19
17:30 18:30	24	5	0	0	0	0	0	29	29	17:30 18:30	17	1	0	0	0	0	0	18	18
17:45 18:45	27	5	0	0	0	0	0	32	32	17:45 18:45	16	1	0	0	0	0	0	17	17
18:00 19:00	26	3	0	0	0	0	0	29	29	18:00 19:00	17	1	0	0	0	0	0	18	18
18:15 19:15	19	3	0	0	0	0	0	22	22	18:15 19:15	12	1	0	0	0	0	0	13	13
18:30 19:30	12	0	0	0	0	0	0	12	12	18:30 19:30	10	1	0	0	0	0	0	11	11
18:45 19:45	2	0	0	0	0	0	0	2	2	18:45 19:45	4	0	0	0	0	0	0	4	4
TOTAL	119	20	1	0	0	0	0	140	140.5	TOTAL	74	15	1	0	0	0	0	90	90.5

Survey Date: 17/11/2022
Survey Day: Thursday

C - C (15-minute intervals)										C - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	4	0	0	0	0	0	0	4	4
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	6	5	0	0	0	0	0	11	11
07:30 07:45	0	1	0	0	0	0	0	1	1	07:30 07:45	9	2	0	0	0	0	0	11	11
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	10	5	0	0	0	0	0	15	15
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	9	1	1	0	0	0	0	11	11.5
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	9	1	0	0	0	0	0	10	10
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	10	6	2	0	0	0	0	18	19
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	9	3	0	0	0	0	0	12	12
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	8	1	0	0	0	0	0	9	9
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	14	1	1	0	0	0	0	16	16.5
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	11	2	0	0	0	0	0	13	13
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	12	1	0	0	0	0	0	13	13

16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	3	1	0	0	0	0	0	4	4
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	14	1	0	0	0	0	0	15	15
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	12	3	0	0	0	0	0	15	15
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	9	2	0	0	0	0	0	11	11
17:00 17:15	0	0	0	0	0	0	0	0	0	17:00 17:15	11	0	0	0	0	0	0	11	11
17:15 17:30	1	0	0	0	0	0	0	1	1	17:15 17:30	12	1	0	0	0	0	0	13	13
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	5	3	0	0	0	0	0	8	8
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	10	0	0	0	0	0	0	10	10
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	8	0	0	0	0	0	0	8	8
18:15 18:30	1	0	0	0	0	0	0	1	1	18:15 18:30	10	2	0	0	1	0	0	13	14
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	5	0	0	0	0	0	0	5	5
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	4	0	0	0	0	0	0	4	4
Total	2	1	0	0	0	0	0	3	3	Total	214	41	4	0	1	0	0	260	263

C - C (rolling hour)										C - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	1	0	0	0	0	0	1	1	07:00 08:00	29	12	0	0	0	0	0	41	41
07:15 08:15	0	1	0	0	0	0	0	1	1	07:15 08:15	34	13	1	0	0	0	0	48	48.5
07:30 08:30	0	1	0	0	0	0	0	1	1	07:30 08:30	37	9	1	0	0	0	0	47	47.5
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	38	13	3	0	0	0	0	54	55.5
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	37	11	3	0	0	0	0	51	52.5
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	36	11	2	0	0	0	0	49	50
08:30 09:30	0	0	0	0	0	0	0	0	0	08:30 09:30	41	11	3	0	0	0	0	55	56.5
08:45 09:45	0	0	0	0	0	0	0	0	0	08:45 09:45	42	7	1	0	0	0	0	50	50.5
09:00 10:00	0	0	0	0	0	0	0	0	0	09:00 10:00	45	5	1	0	0	0	0	51	51.5
09:15 10:15	0	0	0	0	0	0	0	0	0	09:15 10:15	37	4	1	0	0	0	0	42	42.5
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	23	3	0	0	0	0	0	26	26
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	12	1	0	0	0	0	0	13	13
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	38	7	0	0	0	0	0	45	45
16:15 17:15	0	0	0	0	0	0	0	0	0	16:15 17:15	46	6	0	0	0	0	0	52	52
16:30 17:30	1	0	0	0	0	0	0	1	1	16:30 17:30	44	6	0	0	0	0	0	50	50
16:45 17:45	1	0	0	0	0	0	0	1	1	16:45 17:45	37	6	0	0	0	0	0	43	43
17:00 18:00	1	0	0	0	0	0	0	1	1	17:00 18:00	38	4	0	0	0	0	0	42	42
17:15 18:15	1	0	0	0	0	0	0	1	1	17:15 18:15	35	4	0	0	0	0	0	39	39
17:30 18:30	1	0	0	0	0	0	0	1	1	17:30 18:30	33	5	0	0	1	0	0	39	40
17:45 18:45	1	0	0	0	0	0	0	1	1	17:45 18:45	33	2	0	0	1	0	0	36	37
18:00 19:00	1	0	0	0	0	0	0	1	1	18:00 19:00	27	2	0	0	1	0	0	30	31
18:15 19:15	1	0	0	0	0	0	0	1	1	18:15 19:15	19	2	0	0	1	0	0	22	23
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	9	0	0	0	0	0	0	9	9
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	4	0	0	0	0	0	0	4	4
TOTAL	2	1	0	0	0	0	0	3	3	TOTAL	214	41	4	0	1	0	0	260	263



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

D - A (15-minute intervals)										D - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	14	6	0	0	1	0	0	21	22	07:00 07:15	8	3	0	0	1	0	0	12	13
07:15 07:30	34	12	1	0	3	0	0	50	53.5	07:15 07:30	21	5	1	0	0	0	0	27	27.5
07:30 07:45	46	15	0	0	3	0	0	64	67	07:30 07:45	15	4	0	1	0	1	0	21	21.7
07:45 08:00	37	16	0	0	0	0	0	53	53	07:45 08:00	32	6	0	0	1	0	0	39	40
08:00 08:15	40	19	0	0	1	0	0	60	61	08:00 08:15	27	5	1	0	0	0	0	33	33.5
08:15 08:30	66	14	0	0	0	0	0	80	80	08:15 08:30	25	7	0	0	0	0	0	32	32
08:30 08:45	95	10	0	0	3	0	0	108	111	08:30 08:45	27	9	0	0	0	0	1	37	36.2
08:45 09:00	63	9	1	0	0	0	1	74	73.7	08:45 09:00	46	5	0	0	0	0	1	52	51.2
09:00 09:15	34	12	2	1	1	0	1	51	53.5	09:00 09:15	29	12	2	0	1	0	0	44	46
09:15 09:30	43	7	2	0	0	1	0	53	53.4	09:15 09:30	37	14	0	0	0	0	0	51	51
09:30 09:45	36	13	0	1	2	0	0	52	55.3	09:30 09:45	33	9	1	0	0	0	0	43	43.5
09:45 10:00	42	8	0	0	2	0	0	52	54	09:45 10:00	36	13	2	0	0	0	0	51	52

16:00 16:15	74	13	0	0	3	1	1	92	93.6	16:00 16:15	60	8	1	0	2	1	0	72	73.9
16:15 16:30	73	17	1	0	2	0	0	93	95.5	16:15 16:30	58	9	1	0	0	0	1	69	68.7
16:30 16:45	82	11	0	1	4	0	0	98	103.3	16:30 16:45	58	5	1	0	0	0	0	64	64.5
16:45 17:00	96	10	0	0	1	3	2	112	109.6	16:45 17:00	67	7	3	0	0	0	0	77	78.5
17:00 17:15	98	14	0	0	0	1	1	114	112.6	17:00 17:15	76	8	0	0	1	1	1	87	86.6
17:15 17:30	76	8	1	0	0	1	0	86	85.9	17:15 17:30	62	4	0	0	0	0	0	66	66
17:30 17:45	104	8	0	0	1	0	0	113	114	17:30 17:45	72	4	0	0	0	0	0	76	76
17:45 18:00	110	15	0	0	1	0	0	126	127	17:45 18:00	69	5	2	0	0	1	0	77	77.4
18:00 18:15	60	5	0	0	2	0	0	67	69	18:00 18:15	76	7	1	0	0	1	0	85	84.9
18:15 18:30	67	5	0	0	4	0	0	76	80	18:15 18:30	32	4	2	0	0	0	0	38	39
18:30 18:45	69	6	0	0	0	2	0	77	75.8	18:30 18:45	50	3	0	0	0	0	0	53	53
18:45 19:00	61	6	1	0	0	1	0	69	68.9	18:45 19:00	37	1	0	0	0	1	0	39	38.4
Total	1520	259	9	3	34	10	6	1841	1872.6	Total	1053	157	18	1	6	6	4	1245	1254.5

D - A (rolling hour)										D - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	131	49	1	0	7	0	0	188	195.5	07:00 08:00	76	18	1	1	2	1	0	99	102.2
07:15 08:15	157	62	1	0	7	0	0	227	234.5	07:15 08:15	95	20	2	1	1	1	0	120	122.7
07:30 08:30	189	64	0	0	4	0	0	257	261	07:30 08:30	99	22	1	1	1	1	0	125	127.2
07:45 08:45	238	59	0	0	4	0	0	301	305	07:45 08:45	111	27	1	0	1	0	1	141	141.7
08:00 09:00	264	52	1	0	4	0	1	322	325.7	08:00 09:00	125	26	1	0	0	0	2	154	152.9
08:15 09:15	258	45	3	1	4	0	2	313	318.2	08:15 09:15	127	33	2	0	1	0	2	165	165.4
08:30 09:30	235	38	5	1	4	1	2	286	291.6	08:30 09:30	139	40	2	0	1	0	2	184	184.4
08:45 09:45	176	41	5	2	3	1	2	230	235.9	08:45 09:45	145	40	3	0	1	0	1	190	191.7
09:00 10:00	155	40	4	2	5	1	1	208	216.2	09:00 10:00	135	48	5	0	1	0	0	189	192.5
09:15 10:15	121	28	2	1	4	1	0	157	162.7	09:15 10:15	106	36	3	0	0	0	0	145	146.5
09:30 10:30	78	21	0	1	4	0	0	104	109.3	09:30 10:30	69	22	3	0	0	0	0	94	95.5
09:45 10:45	42	8	0	0	2	0	0	52	54	09:45 10:45	36	13	2	0	0	0	0	51	52
16:00 17:00	325	51	1	1	10	4	3	395	402	16:00 17:00	243	29	6	0	2	1	1	282	285.6
16:15 17:15	349	52	1	1	7	4	3	417	421	16:15 17:15	259	29	5	0	1	1	2	297	298.3
16:30 17:30	352	43	1	1	5	5	3	410	411.4	16:30 17:30	263	24	4	0	1	1	1	294	295.6
16:45 17:45	374	40	1	0	2	5	3	425	422.1	16:45 17:45	277	23	3	0	1	1	1	306	307.1
17:00 18:00	388	45	1	0	2	2	1	439	439.5	17:00 18:00	279	21	2	0	1	2	1	306	306
17:15 18:15	350	36	1	0	4	1	0	392	395.9	17:15 18:15	279	20	3	0	0	2	0	304	304.3
17:30 18:30	341	33	0	0	8	0	0	382	390	17:30 18:30	249	20	5	0	0	2	0	276	277.3
17:45 18:45	306	31	0	0	7	2	0	346	351.8	17:45 18:45	227	19	5	0	0	2	0	253	254.3
18:00 19:00	257	22	1	0	6	3	0	289	293.7	18:00 19:00	195	15	3	0	0	2	0	215	215.3
18:15 19:15	197	17	1	0	4	3	0	222	224.7	18:15 19:15	119	8	2	0	0	1	0	130	130.4
18:30 19:30	130	12	1	0	0	3	0	146	144.7	18:30 19:30	87	4	0	0	0	1	0	92	91.4
18:45 19:45	61	6	1	0	0	1	0	69	68.9	18:45 19:45	37	1	0	0	0	1	0	39	38.4
TOTAL	1520	259	9	3	34	10	6	1841	1872.6	TOTAL	1053	157	18	1	6	6	4	1245	1254.5

Survey Date: 17/11/2022
Survey Day: Thursday

D - C (15-minute intervals)										D - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	2	0	0	0	0	0	0	2	2	07:00 07:15	0	0	0	0	0	0	0	0	0
07:15 07:30	0	2	1	0	0	0	0	3	3.5	07:15 07:30	1	0	0	0	0	0	0	1	1
07:30 07:45	5	0	0	0	0	0	0	5	5	07:30 07:45	0	1	0	0	0	0	0	1	1
07:45 08:00	9	3	1	0	0	0	0	13	13.5	07:45 08:00	0	0	0	0	0	0	0	0	0
08:00 08:15	4	2	0	0	0	0	0	6	6	08:00 08:15	1	0	0	0	0	0	0	1	1
08:15 08:30	5	2	0	0	0	0	0	7	7	08:15 08:30	0	0	0	0	0	0	0	0	0
08:30 08:45	8	3	0	0	0	0	0	11	11	08:30 08:45	0	0	0	0	0	0	0	0	0
08:45 09:00	7	2	0	0	0	0	0	9	9	08:45 09:00	0	0	0	0	0	0	0	0	0
09:00 09:15	6	1	1	0	0	0	0	8	8.5	09:00 09:15	0	1	0	0	0	0	0	1	1
09:15 09:30	7	0	0	0	0	0	0	7	7	09:15 09:30	1	1	1	0	0	0	0	3	3.5
09:30 09:45	7	0	0	0	0	0	0	7	7	09:30 09:45	0	1	0	0	0	0	0	1	1
09:45 10:00	7	2	0	0	0	0	0	9	9	09:45 10:00	0	1	0	0	0	0	0	1	1

16:00 16:15	16	3	0	0	0	0	0	19	19	16:00 16:15	1	0	0	0	0	0	0	1	1
16:15 16:30	7	1	0	0	0	0	0	8	8	16:15 16:30	0	0	0	0	0	0	0	0	0
16:30 16:45	6	2	0	0	0	0	0	8	8	16:30 16:45	0	0	0	0	0	0	0	0	0
16:45 17:00	8	1	0	0	0	0	0	9	9	16:45 17:00	0	0	0	0	0	0	0	0	0
17:00 17:15	14	1	0	0	0	0	0	15	15	17:00 17:15	1	0	0	0	0	0	0	1	1
17:15 17:30	12	1	0	0	0	0	0	13	13	17:15 17:30	0	0	0	0	0	0	0	0	0
17:30 17:45	11	3	0	0	0	0	0	14	14	17:30 17:45	1	0	0	0	0	0	0	1	1
17:45 18:00	9	1	0	0	0	0	0	10	10	17:45 18:00	0	0	0	0	0	0	0	0	0
18:00 18:15	7	0	0	0	0	0	0	7	7	18:00 18:15	0	1	0	0	0	0	0	1	1
18:15 18:30	13	4	0	0	0	0	0	17	17	18:15 18:30	0	0	0	0	0	0	0	0	0
18:30 18:45	9	3	0	0	0	0	0	12	12	18:30 18:45	0	0	0	0	0	0	0	0	0
18:45 19:00	7	0	0	0	0	0	0	7	7	18:45 19:00	0	0	0	0	0	0	0	0	0
Total	186	37	3	0	0	0	0	226	227.5	Total	6	6	1	0	0	0	0	13	13.5

D - C (rolling hour)										D - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	16	5	2	0	0	0	0	23	24	07:00 08:00	1	1	0	0	0	0	0	2	2
07:15 08:15	18	7	2	0	0	0	0	27	28	07:15 08:15	2	1	0	0	0	0	0	3	3
07:30 08:30	23	7	1	0	0	0	0	31	31.5	07:30 08:30	1	1	0	0	0	0	0	2	2
07:45 08:45	26	10	1	0	0	0	0	37	37.5	07:45 08:45	1	0	0	0	0	0	0	1	1
08:00 09:00	24	9	0	0	0	0	0	33	33	08:00 09:00	1	0	0	0	0	0	0	1	1
08:15 09:15	26	8	1	0	0	0	0	35	35.5	08:15 09:15	0	1	0	0	0	0	0	1	1
08:30 09:30	28	6	1	0	0	0	0	35	35.5	08:30 09:30	1	2	1	0	0	0	0	4	4.5
08:45 09:45	27	3	1	0	0	0	0	31	31.5	08:45 09:45	1	3	1	0	0	0	0	5	5.5
09:00 10:00	27	3	1	0	0	0	0	31	31.5	09:00 10:00	1	4	1	0	0	0	0	6	6.5
09:15 10:15	21	2	0	0	0	0	0	23	23	09:15 10:15	1	3	1	0	0	0	0	5	5.5
09:30 10:30	14	2	0	0	0	0	0	16	16	09:30 10:30	0	2	0	0	0	0	0	2	2
09:45 10:45	7	2	0	0	0	0	0	9	9	09:45 10:45	0	1	0	0	0	0	0	1	1
16:00 17:00	37	7	0	0	0	0	0	44	44	16:00 17:00	1	0	0	0	0	0	0	1	1
16:15 17:15	35	5	0	0	0	0	0	40	40	16:15 17:15	1	0	0	0	0	0	0	1	1
16:30 17:30	40	5	0	0	0	0	0	45	45	16:30 17:30	1	0	0	0	0	0	0	1	1
16:45 17:45	45	6	0	0	0	0	0	51	51	16:45 17:45	2	0	0	0	0	0	0	2	2
17:00 18:00	46	6	0	0	0	0	0	52	52	17:00 18:00	2	0	0	0	0	0	0	2	2
17:15 18:15	39	5	0	0	0	0	0	44	44	17:15 18:15	1	1	0	0	0	0	0	2	2
17:30 18:30	40	8	0	0	0	0	0	48	48	17:30 18:30	1	1	0	0	0	0	0	2	2
17:45 18:45	38	8	0	0	0	0	0	46	46	17:45 18:45	0	1	0	0	0	0	0	1	1
18:00 19:00	36	7	0	0	0	0	0	43	43	18:00 19:00	0	1	0	0	0	0	0	1	1
18:15 19:15	29	7	0	0	0	0	0	36	36	18:15 19:15	0	0	0	0	0	0	0	0	0
18:30 19:30	16	3	0	0	0	0	0	19	19	18:30 19:30	0	0	0	0	0	0	0	0	0
18:45 19:45	7	0	0	0	0	0	0	7	7	18:45 19:45	0	0	0	0	0	0	0	0	0
TOTAL	186	37	3	0	0	0	0	226	227.5	TOTAL	6	6	1	0	0	0	0	13	13.5



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	63	16	0	1	1	1	0	82	83.7	07:00 07:15	20	7	0	0	1	0	0	28	29
07:15 07:30	76	31	0	0	1	0	2	110	109.4	07:15 07:30	49	13	1	0	3	0	0	66	69.5
07:30 07:45	99	26	2	1	2	0	2	132	134.7	07:30 07:45	78	19	0	0	3	0	0	100	103
07:45 08:00	100	32	0	0	1	0	1	134	134.2	07:45 08:00	67	19	0	0	1	0	0	87	88
08:00 08:15	99	18	2	0	0	0	0	119	120	08:00 08:15	74	24	0	0	1	0	0	99	100
08:15 08:30	94	13	0	0	1	1	0	109	109.4	08:15 08:30	82	15	0	0	0	0	0	97	97
08:30 08:45	85	18	1	0	2	1	1	108	109.1	08:30 08:45	124	11	0	0	4	0	1	140	143.2
08:45 09:00	138	8	4	0	0	0	1	151	152.2	08:45 09:00	79	12	1	0	0	0	1	93	92.7
09:00 09:15	109	16	1	0	1	0	1	128	128.7	09:00 09:15	53	17	3	1	1	0	1	76	79
09:15 09:30	102	17	2	2	1	0	1	125	128.8	09:15 09:30	54	8	2	0	0	1	0	65	65.4
09:30 09:45	95	14	0	1	2	0	1	113	115.5	09:30 09:45	50	17	0	1	3	0	0	71	75.3
09:45 10:00	83	19	1	0	1	0	2	106	105.9	09:45 10:00	52	9	0	0	2	0	0	63	65

16:00 16:15	81	24	1	1	2	0	1	110	113	16:00 16:15	91	19	1	0	3	1	1	116	118.1
16:15 16:30	104	21	0	0	2	0	1	128	129.2	16:15 16:30	93	22	1	0	2	0	0	118	120.5
16:30 16:45	98	14	0	0	0	1	0	113	112.4	16:30 16:45	91	14	0	1	4	0	0	110	115.3
16:45 17:00	85	10	0	0	0	2	1	98	96	16:45 17:00	111	16	0	0	1	3	2	133	130.6
17:00 17:15	89	7	0	0	2	1	0	99	100.4	17:00 17:15	119	16	0	0	0	1	1	137	135.6
17:15 17:30	106	11	1	0	0	1	0	119	118.9	17:15 17:30	94	8	1	0	1	1	0	105	105.9
17:30 17:45	82	6	2	0	0	0	0	90	91	17:30 17:45	122	9	0	0	1	1	0	133	133.4
17:45 18:00	69	5	0	0	0	0	0	74	74	17:45 18:00	115	18	0	0	1	0	0	134	135
18:00 18:15	82	5	0	0	1	0	0	88	89	18:00 18:15	78	6	0	0	2	0	0	86	88
18:15 18:30	79	5	0	0	3	1	1	89	90.6	18:15 18:30	86	8	0	0	4	0	0	98	102
18:30 18:45	60	4	1	0	2	1	0	68	69.9	18:30 18:45	88	6	0	0	0	2	0	96	94.8
18:45 19:00	80	6	0	0	1	1	0	88	88.4	18:45 19:00	68	6	1	0	0	1	0	76	75.9
Total	2158	346	18	6	26	11	16	2581	2604.4	Total	1938	319	11	3	38	11	7	2327	2362.2

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	338	105	2	2	5	1	5	458	462	07:00 08:00	214	58	1	0	8	0	0	281	289.5
07:15 08:15	374	107	4	1	4	0	5	495	498.3	07:15 08:15	268	75	1	0	8	0	0	352	360.5
07:30 08:30	392	89	4	1	4	1	3	494	498.3	07:30 08:30	301	77	0	0	5	0	0	383	388
07:45 08:45	378	81	3	0	4	2	2	470	472.7	07:45 08:45	347	69	0	0	6	0	1	423	428.2
08:00 09:00	416	57	7	0	3	2	2	487	490.7	08:00 09:00	359	62	1	0	5	0	2	429	432.9
08:15 09:15	426	55	6	0	4	2	3	496	499.4	08:15 09:15	338	55	4	1	5	0	3	406	411.9
08:30 09:30	434	59	8	2	4	1	4	512	518.8	08:30 09:30	310	48	6	1	5	1	3	374	380.3
08:45 09:45	444	55	7	3	4	0	4	517	525.2	08:45 09:45	236	54	6	2	4	1	2	305	312.4
09:00 10:00	389	66	4	3	5	0	5	472	478.9	09:00 10:00	209	51	5	2	6	1	1	275	284.7
09:15 10:15	280	50	3	3	4	0	4	344	350.2	09:15 10:15	156	34	2	1	5	1	0	199	205.7
09:30 10:30	178	33	1	1	3	0	3	219	221.4	09:30 10:30	102	26	0	1	5	0	0	134	140.3
09:45 10:45	83	19	1	0	1	0	2	106	105.9	09:45 10:45	52	9	0	0	2	0	0	63	65
16:00 17:00	368	69	1	1	4	3	3	449	450.6	16:00 17:00	386	71	2	1	10	4	3	477	484.5
16:15 17:15	376	52	0	0	4	4	2	438	438	16:15 17:15	414	68	1	1	7	4	3	498	502
16:30 17:30	378	42	1	0	2	5	1	429	427.7	16:30 17:30	415	54	1	1	6	5	3	485	487.4
16:45 17:45	362	34	3	0	2	4	1	406	406.3	16:45 17:45	446	49	1	0	3	6	3	508	505.5
17:00 18:00	346	29	3	0	2	2	0	382	384.3	17:00 18:00	450	51	1	0	3	3	1	509	509.9
17:15 18:15	339	27	3	0	1	1	0	371	372.9	17:15 18:15	409	41	1	0	5	2	0	458	462.3
17:30 18:30	312	21	2	0	4	1	1	341	344.6	17:30 18:30	401	41	0	0	8	1	0	451	458.4
17:45 18:45	290	19	1	0	6	2	1	319	323.5	17:45 18:45	367	38	0	0	7	2	0	414	419.8
18:00 19:00	301	20	1	0	7	3	1	333	337.9	18:00 19:00	320	26	1	0	6	3	0	356	360.7
18:15 19:15	219	15	1	0	6	3	1	245	248.9	18:15 19:15	242	20	1	0	4	3	0	270	272.7
18:30 19:30	140	10	1	0	3	2	0	156	158.3	18:30 19:30	156	12	1	0	0	3	0	172	170.7
18:45 19:45	80	6	0	0	1	1	0	88	88.4	18:45 19:45	68	6	1	0	0	1	0	76	75.9
TOTAL	2158	346	18	6	26	11	16	2581	2604.4	TOTAL	1938	319	11	3	38	11	7	2327	2362.2

		Arm B - Entry (15-minute intervals)											Arm B - Exit (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	36	10	0	0	1	0	0	47	48	07:00	07:15	13	6	0	0	1	0	0	20	21
07:15	07:30	86	10	1	0	2	0	1	100	101.7	07:15	07:30	28	10	1	0	0	0	0	39	39.5
07:30	07:45	97	15	0	1	2	0	0	115	118.3	07:30	07:45	24	6	1	1	0	1	0	33	34.2
07:45	08:00	104	12	0	1	1	0	0	118	120.3	07:45	08:00	47	9	0	0	1	0	0	57	58
08:00	08:15	95	9	0	0	1	0	0	105	106	08:00	08:15	42	7	1	0	0	0	0	50	50.5
08:15	08:30	66	10	1	0	0	0	0	77	77.5	08:15	08:30	34	11	0	0	0	0	0	45	45
08:30	08:45	92	8	3	0	3	0	1	107	110.7	08:30	08:45	32	11	0	0	0	0	1	44	43.2
08:45	09:00	57	10	0	0	0	0	0	67	67	08:45	09:00	61	5	0	0	0	0	1	67	66.2
09:00	09:15	62	11	2	0	0	0	0	75	76	09:00	09:15	51	16	2	0	1	0	0	70	72
09:15	09:30	58	11	2	0	0	0	1	72	72.2	09:15	09:30	54	17	0	0	0	0	0	71	71
09:30	09:45	61	12	1	0	1	1	2	78	77.3	09:30	09:45	47	14	1	0	1	0	0	63	64.5
09:45	10:00	61	6	0	0	0	1	0	68	67.4	09:45	10:00	43	18	2	0	0	0	0	63	64

16:00	16:15	42	16	0	0	1	0	0	59	60	16:00	16:15	81	12	1	1	3	1	0	99	103.2
16:15	16:30	62	9	0	0	0	0	0	71	71	16:15	16:30	86	11	1	0	0	0	1	99	98.7
16:30	16:45	56	8	1	0	0	0	0	65	65.5	16:30	16:45	79	8	1	0	0	0	0	88	88.5
16:45	17:00	52	6	0	0	2	0	0	60	62	16:45	17:00	96	9	3	0	0	0	0	108	109.5
17:00	17:15	47	2	0	0	1	0	0	50	51	17:00	17:15	102	9	0	0	1	1	1	114	113.6
17:15	17:30	57	6	0	0	2	1	1	67	67.6	17:15	17:30	87	7	1	0	0	0	0	95	95.5
17:30	17:45	45	3	0	1	0	1	0	50	50.7	17:30	17:45	90	6	0	0	0	0	0	96	96
17:45	18:00	37	4	1	0	1	1	0	44	44.9	17:45	18:00	87	5	2	0	0	1	0	95	95.4
18:00	18:15	55	6	0	0	0	0	1	62	61.2	18:00	18:15	97	8	1	0	1	1	0	108	108.9
18:15	18:30	57	1	0	0	0	0	0	58	58	18:15	18:30	41	4	2	0	0	0	0	47	48
18:30	18:45	36	1	0	0	0	1	0	38	37.4	18:30	18:45	61	5	0	0	1	1	0	68	68.4
18:45	19:00	43	1	0	0	0	1	0	45	44.4	18:45	19:00	48	2	0	0	0	1	0	51	50.4
Total		1464	187	12	3	18	7	7	1698	1716.1	Total		1431	216	20	2	10	7	4	1690	1705.2

		Arm B - Entry (rolling hour)												Arm B - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	323	47	1	2	6	0	1	380	388.3	07:00	08:00	112	31	2	1	2	1	0	149	152.7		
07:15	08:15	382	46	1	2	6	0	1	438	446.3	07:15	08:15	141	32	3	1	1	1	0	179	182.2		
07:30	08:30	362	46	1	2	4	0	0	415	422.1	07:30	08:30	147	33	2	1	1	1	0	185	187.7		
07:45	08:45	357	39	4	1	5	0	1	407	414.5	07:45	08:45	155	38	1	0	1	0	1	196	196.7		
08:00	09:00	310	37	4	0	4	0	1	356	361.2	08:00	09:00	169	34	1	0	0	0	2	206	204.9		
08:15	09:15	277	39	6	0	3	0	1	326	331.2	08:15	09:15	178	43	2	0	1	0	2	226	226.4		
08:30	09:30	269	40	7	0	3	0	2	321	325.9	08:30	09:30	198	49	2	0	1	0	2	252	252.4		
08:45	09:45	238	44	5	0	1	1	3	292	292.5	08:45	09:45	213	52	3	0	2	0	1	271	273.7		
09:00	10:00	242	40	5	0	1	2	3	293	292.9	09:00	10:00	195	65	5	0	2	0	0	267	271.5		
09:15	10:15	180	29	3	0	1	2	3	218	216.9	09:15	10:15	144	49	3	0	1	0	0	197	199.5		
09:30	10:30	122	18	1	0	1	2	2	146	144.7	09:30	10:30	90	32	3	0	1	0	0	126	128.5		
09:45	10:45	61	6	0	0	0	1	0	68	67.4	09:45	10:45	43	18	2	0	0	0	0	63	64		
16:00	17:00	212	39	1	0	3	0	0	255	258.5	16:00	17:00	342	40	6	1	3	1	1	394	399.9		
16:15	17:15	217	25	1	0	3	0	0	246	249.5	16:15	17:15	363	37	5	0	1	1	2	409	410.3		
16:30	17:30	212	22	1	0	5	1	1	242	246.1	16:30	17:30	364	33	5	0	1	1	1	405	407.1		
16:45	17:45	201	17	0	1	5	2	1	227	231.3	16:45	17:45	375	31	4	0	1	1	1	413	414.6		
17:00	18:00	186	15	1	1	4	3	1	211	214.2	17:00	18:00	366	27	3	0	1	2	1	400	400.5		
17:15	18:15	194	19	1	1	3	3	2	223	224.4	17:15	18:15	361	26	4	0	1	2	0	394	395.8		
17:30	18:30	194	14	1	1	1	2	1	214	214.8	17:30	18:30	315	23	5	0	1	2	0	346	348.3		
17:45	18:45	185	12	1	0	1	2	1	202	201.5	17:45	18:45	286	22	5	0	2	3	0	318	320.7		
18:00	19:00	191	9	0	0	0	2	1	203	201	18:00	19:00	247	19	3	0	2	3	0	274	275.7		
18:15	19:15	136	3	0	0	0	2	0	141	139.8	18:15	19:15	150	11	2	0	1	2	0	166	166.8		
18:30	19:30	79	2	0	0	0	2	0	83	81.8	18:30	19:30	109	7	0	0	1	2	0	119	118.8		
18:45	19:45	43	1	0	0	0	1	0	45	44.4	18:45	19:45	48	2	0	0	0	1	0	51	50.4		
TOTAL		1464	187	12	3	18	7	7	1698	1716.1	TOTAL		1431	216	20	2	10	7	4	1690	1705.2		

Survey Date: 17/11/2022
Survey Day: Thursday

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	8	1	0	0	0	0	9	9	07:00	07:15	13	2	0	0	0	0	15	15
07:15	07:30	10	5	0	0	0	0	15	15	07:15	07:30	9	6	1	0	0	0	16	16.5
07:30	07:45	14	6	1	0	0	0	21	21.5	07:30	07:45	15	4	0	0	0	0	19	19
07:45	08:00	16	6	0	0	0	0	22	22	07:45	08:00	19	10	1	0	0	0	30	30.5
08:00	08:15	17	4	1	0	0	0	22	22.5	08:00	08:15	9	3	0	0	0	0	12	12
08:15	08:30	9	4	0	0	0	0	13	13	08:15	08:30	8	3	0	0	0	0	11	11
08:30	08:45	14	7	2	0	0	0	23	24	08:30	08:45	18	7	1	0	0	0	26	26.5
08:45	09:00	19	3	0	0	0	0	22	22	08:45	09:00	17	2	0	0	0	0	19	19
09:00	09:15	16	2	0	0	0	0	18	18	09:00	09:15	16	2	1	0	0	0	19	19.5
09:15	09:30	20	2	1	0	0	0	23	23.5	09:15	09:30	21	2	0	0	0	0	23	23
09:30	09:45	21	5	0	0	0	0	26	26	09:30	09:45	20	5	0	1	0	0	26	27.3
09:45	10:00	15	3	0	0	0	0	18	18	09:45	10:00	18	3	0	0	0	0	21	21

16:00	16:15	19	3	1	0	0	0	0	23	23.5	16:00	16:15	23	6	0	0	0	0	0	29	29
16:15	16:30	24	3	0	0	0	0	0	27	27	16:15	16:30	20	4	0	0	0	0	0	24	24
16:30	16:45	17	5	0	0	0	0	0	22	22	16:30	16:45	16	6	0	0	0	0	0	22	22
16:45	17:00	16	4	0	0	0	0	0	20	20	16:45	17:00	17	1	0	0	0	0	0	18	18
17:00	17:15	26	1	0	0	0	0	0	27	27	17:00	17:15	22	1	0	0	0	1	0	24	23.4
17:15	17:30	22	1	0	0	0	0	0	23	23	17:15	17:30	27	1	0	0	0	0	0	28	28
17:30	17:45	19	4	0	0	0	0	0	23	23	17:30	17:45	20	3	0	1	0	0	0	24	25.3
17:45	18:00	16	2	0	0	0	0	0	18	18	17:45	18:00	17	2	0	0	0	0	0	19	19
18:00	18:15	20	0	0	0	0	0	0	20	20	18:00	18:15	20	0	0	0	0	0	0	20	20
18:15	18:30	20	5	0	0	1	0	0	26	27	18:15	18:30	22	5	0	0	1	0	0	28	29
18:30	18:45	21	1	0	0	0	0	0	22	22	18:30	18:45	12	3	0	0	0	0	0	15	15
18:45	19:00	10	0	0	0	0	0	0	10	10	18:45	19:00	10	0	0	0	0	0	0	10	10
Total		409	77	6	0	1	0	0	493	497	Total		409	81	4	2	1	1	0	498	503

		Arm C - Entry (rolling hour)												Arm C - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	48	18	1	0	0	0	0	67	67.5	07:00	08:00	56	22	2	0	0	0	0	80	81		
07:15	08:15	57	21	2	0	0	0	0	80	81	07:15	08:15	52	23	2	0	0	0	0	77	78		
07:30	08:30	56	20	2	0	0	0	0	78	79	07:30	08:30	51	20	1	0	0	0	0	72	72.5		
07:45	08:45	56	21	3	0	0	0	0	80	81.5	07:45	08:45	54	23	2	0	0	0	0	79	80		
08:00	09:00	59	18	3	0	0	0	0	80	81.5	08:00	09:00	52	15	1	0	0	0	0	68	68.5		
08:15	09:15	58	16	2	0	0	0	0	76	77	08:15	09:15	59	14	2	0	0	0	0	75	76		
08:30	09:30	69	14	3	0	0	0	0	86	87.5	08:30	09:30	72	13	2	0	0	0	0	87	88		
08:45	09:45	76	12	1	0	0	0	0	89	89.5	08:45	09:45	74	11	1	1	0	0	0	87	88.8		
09:00	10:00	72	12	1	0	0	0	0	85	85.5	09:00	10:00	75	12	1	1	0	0	0	89	90.8		
09:15	10:15	56	10	1	0	0	0	0	67	67.5	09:15	10:15	59	10	0	1	0	0	0	70	71.3		
09:30	10:30	36	8	0	0	0	0	0	44	44	09:30	10:30	38	8	0	1	0	0	0	47	48.3		
09:45	10:45	15	3	0	0	0	0	0	18	18	09:45	10:45	18	3	0	0	0	0	0	21	21		
16:00	17:00	76	15	1	0	0	0	0	92	92.5	16:00	17:00	76	17	0	0	0	0	0	93	93		
16:15	17:15	83	13	0	0	0	0	0	96	96	16:15	17:15	75	12	0	0	0	1	0	88	87.4		
16:30	17:30	81	11	0	0	0	0	0	92	92	16:30	17:30	82	9	0	0	0	1	0	92	91.4		
16:45	17:45	83	10	0	0	0	0	0	93	93	16:45	17:45	86	6	0	1	0	1	0	94	94.7		
17:00	18:00	83	8	0	0	0	0	0	91	91	17:00	18:00	86	7	0	1	0	1	0	95	95.7		
17:15	18:15	77	7	0	0	0	0	0	84	84	17:15	18:15	84	6	0	1	0	0	0	91	92.3		
17:30	18:30	75	11	0	0	1	0	0	87	88	17:30	18:30	79	10	0	1	1	0	0	91	93.3		
17:45	18:45	77	8	0	0	1	0	0	86	87	17:45	18:45	71	10	0	0	1	0	0	82	83		
18:00	19:00	71	6	0	0	1	0	0	78	79	18:00	19:00	64	8	0	0	1	0	0	73	74		
18:15	19:15	51	6	0	0	1	0	0	58	59	18:15	19:15	44	8	0	0	1	0	0	53	54		
18:30	19:30	31	1	0	0	0	0	0	32	32	18:30	19:30	22	3	0	0	0	0	0	25	25		
18:45	19:45	10	0	0	0	0	0	0	10	10	18:45	19:45	10	0	0	0	0	0	0	10	10		
TOTAL		409	77	6	0	1	0	0	493	497	TOTAL		409	81	4	2	1	1	0	498	503		



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

Survey Date: 17/11/2022
Survey Day: Thursday

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	24	9	0	0	2	0	0	35	37	07:00 07:15	85	21	0	1	2	1	0	110	112.7
07:15 07:30	56	19	3	0	3	0	0	81	85.5	07:15 07:30	142	36	1	0	3	0	3	185	186.1
07:30 07:45	66	20	0	1	3	1	0	91	94.7	07:30 07:45	159	38	2	2	4	0	2	207	213
07:45 08:00	78	25	1	0	1	0	0	105	106.5	07:45 08:00	165	37	0	1	1	0	1	205	206.5
08:00 08:15	72	26	1	0	1	0	0	100	101.5	08:00 08:15	158	23	3	0	1	0	0	185	187.5
08:15 08:30	96	23	0	0	0	0	0	119	119	08:15 08:30	141	21	1	0	1	1	0	165	165.9
08:30 08:45	130	22	0	0	3	0	1	156	158.2	08:30 08:45	147	26	5	0	4	1	1	184	189.1
08:45 09:00	116	16	1	0	0	0	2	135	133.9	08:45 09:00	173	18	4	0	0	0	1	196	197.2
09:00 09:15	69	26	5	1	2	0	1	104	109	09:00 09:15	136	20	2	0	1	0	1	160	161.2
09:15 09:30	88	22	3	0	0	1	0	114	114.9	09:15 09:30	139	25	6	2	1	0	2	175	180
09:30 09:45	76	23	1	1	2	0	0	103	106.8	09:30 09:45	136	18	1	0	1	1	3	160	158.5
09:45 10:00	85	24	2	0	2	0	0	113	116	09:45 10:00	131	22	1	0	1	1	2	158	157.3

16:00 16:15	151	24	1	0	5	2	1	184	187.5	16:00 16:15	98	30	1	0	2	0	1	132	133.7
16:15 16:30	138	27	2	0	2	0	1	170	172.2	16:15 16:30	129	23	0	0	2	0	1	155	156.2
16:30 16:45	146	18	1	1	4	0	0	170	175.8	16:30 16:45	131	17	1	0	0	1	0	150	149.9
16:45 17:00	171	18	3	0	1	3	2	198	197.1	16:45 17:00	100	12	0	0	2	2	1	117	117
17:00 17:15	189	23	0	0	1	2	2	217	215.2	17:00 17:15	108	7	0	0	3	0	0	118	121
17:15 17:30	150	13	1	0	0	1	0	165	164.9	17:15 17:30	127	15	0	0	1	2	1	146	145
17:30 17:45	188	15	0	0	1	0	0	204	205	17:30 17:45	102	10	2	0	0	0	0	114	115
17:45 18:00	188	21	2	0	1	1	0	213	214.4	17:45 18:00	91	7	1	0	1	1	0	101	101.9
18:00 18:15	143	13	1	0	2	1	0	160	161.9	18:00 18:15	105	10	0	0	0	0	1	116	115.2
18:15 18:30	112	13	2	0	4	0	0	131	136	18:15 18:30	119	7	0	0	3	1	1	131	132.6
18:30 18:45	128	12	0	0	0	2	0	142	140.8	18:30 18:45	84	4	1	0	1	1	0	91	91.9
18:45 19:00	105	7	1	0	0	2	0	115	114.3	18:45 19:00	112	6	0	0	1	2	0	121	120.8
Total	2765	459	31	4	40	16	10	3325	3368.1	Total	3018	453	32	6	36	15	22	3582	3615.2

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	224	73	4	1	9	1	0	312	323.7	07:00 08:00	551	132	3	4	10	1	6	707	718.3
07:15 08:15	272	90	5	1	8	1	0	377	388.2	07:15 08:15	624	134	6	3	9	0	6	782	793.1
07:30 08:30	312	94	2	1	5	1	0	415	421.7	07:30 08:30	623	119	6	3	7	1	3	762	772.9
07:45 08:45	376	96	2	0	5	0	1	480	485.2	07:45 08:45	611	107	9	1	7	2	2	739	749
08:00 09:00	414	87	2	0	4	0	3	510	512.6	08:00 09:00	619	88	13	0	6	2	2	730	739.7
08:15 09:15	411	87	6	1	5	0	4	514	520.1	08:15 09:15	597	85	12	0	6	2	3	705	713.4
08:30 09:30	403	86	9	1	5	1	4	509	516	08:30 09:30	595	89	17	2	6	1	5	715	727.5
08:45 09:45	349	87	10	2	4	1	3	456	464.6	08:45 09:45	584	81	13	2	3	1	7	691	696.9
09:00 10:00	318	95	11	2	6	1	1	434	446.7	09:00 10:00	542	85	10	2	4	2	8	653	657
09:15 10:15	249	69	6	1	4	1	0	330	337.7	09:15 10:15	406	65	8	2	3	2	7	493	495.8
09:30 10:30	161	47	3	1	4	0	0	216	222.8	09:30 10:30	267	40	2	0	2	2	5	318	315.8
09:45 10:45	85	24	2	0	2	0	0	113	116	09:45 10:45	131	22	1	0	1	1	2	158	157.3
16:00 17:00	606	87	7	1	12	5	4	722	732.6	16:00 17:00	458	82	2	0	6	3	3	554	556.8
16:15 17:15	644	86	6	1	8	5	5	755	760.3	16:15 17:15	468	59	1	0	7	3	2	540	544.1
16:30 17:30	656	72	5	1	6	6	4	750	753	16:30 17:30	466	51	1	0	6	5	2	531	532.9
16:45 17:45	698	69	4	0	3	6	4	784	782.2	16:45 17:45	437	44	2	0	6	4	2	495	498
17:00 18:00	715	72	3	0	3	4	2	799	799.5	17:00 18:00	428	39	3	0	5	3	1	479	482.9
17:15 18:15	669	62	4	0	4	3	0	742	746.2	17:15 18:15	425	42	3	0	2	3	2	477	477.1
17:30 18:30	631	62	5	0	8	2	0	708	717.3	17:30 18:30	417	34	3	0	4	2	2	462	464.7
17:45 18:45	571	59	5	0	7	4	0	646	653.1	17:45 18:45	399	28	2	0	5	3	2	439	441.6
18:00 19:00	488	45	4	0	6	5	0	548	553	18:00 19:00	420	27	1	0	5	4	2	459	460.5
18:15 19:15	345	32	3	0	4	4	0	388	391.1	18:15 19:15	315	17	1	0	5	4	1	343	345.3
18:30 19:30	233	19	1	0	0	4	0	257	255.1	18:30 19:30	196	10	1	0	2	3	0	212	212.7
18:45 19:45	105	7	1	0	0	2	0	115	114.3	18:45 19:45	112	6	0	0	1	2	0	121	120.8
TOTAL	2765	459	31	4	40	16	10	3325	3368.1	TOTAL	3018	453	32	6	36	15	22	3582	3615.2



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2127 Ewhurst Road / B2128 Horsham Road / Petrol Station

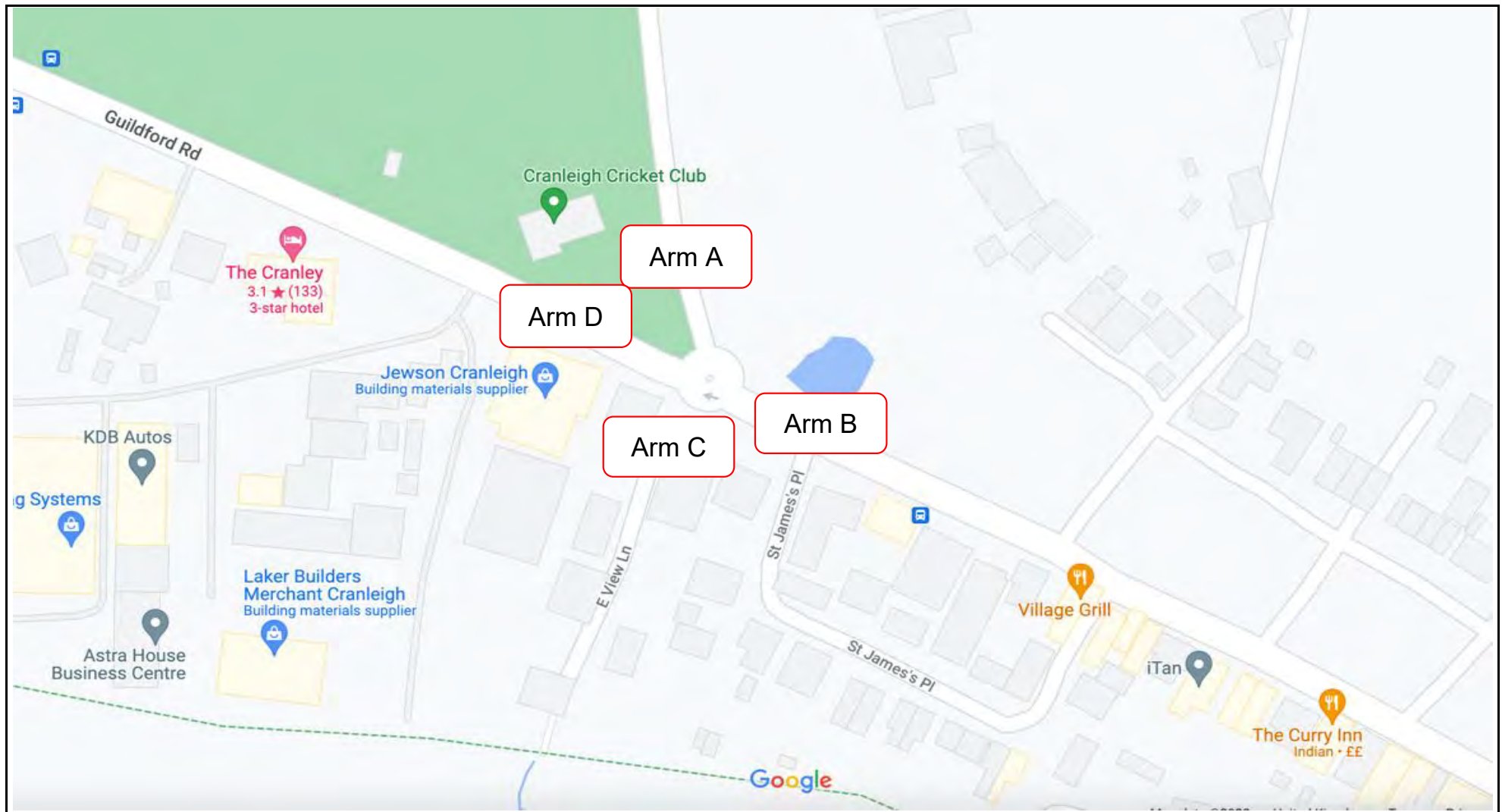
Survey Date: 17/11/2022
Survey Day: Thursday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	131	36	0	1	4	1	0	173	177.7
07:15	07:30	228	65	4	0	6	0	3	306	311.6
07:30	07:45	276	67	3	3	7	1	2	359	369.2
07:45	08:00	298	75	1	1	3	0	1	379	383
08:00	08:15	283	57	4	0	2	0	0	346	350
08:15	08:30	265	50	1	0	1	1	0	318	318.9
08:30	08:45	321	55	6	0	8	1	3	394	402
08:45	09:00	330	37	5	0	0	0	3	375	375.1
09:00	09:15	256	55	8	1	3	0	2	325	331.7
09:15	09:30	268	52	8	2	1	1	2	334	339.4
09:30	09:45	253	54	2	2	5	1	3	320	325.6
09:45	10:00	244	52	3	0	3	1	2	305	307.3

16:00	16:15	293	67	3	1	8	2	2	376	384
16:15	16:30	328	60	2	0	4	0	2	396	399.4
16:30	16:45	317	45	2	1	4	1	0	370	375.7
16:45	17:00	324	38	3	0	3	5	3	376	375.1
17:00	17:15	351	33	0	0	4	3	2	393	393.6
17:15	17:30	335	31	2	0	2	3	1	374	374.4
17:30	17:45	334	28	2	1	1	1	0	367	369.7
17:45	18:00	310	32	3	0	2	2	0	349	351.3
18:00	18:15	300	24	1	0	3	1	1	330	332.1
18:15	18:30	268	24	2	0	8	1	1	304	311.6
18:30	18:45	245	18	1	0	2	4	0	270	270.1
18:45	19:00	238	14	1	0	1	4	0	258	257.1
Total		6796	1069	67	13	85	34	33	8097	8185.6

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	933	243	8	5	20	2	6	1217	1241.5
07:15	08:15	1085	264	12	4	18	1	6	1390	1413.8
07:30	08:30	1122	249	9	4	13	2	3	1402	1421.1
07:45	08:45	1167	237	12	1	14	2	4	1437	1453.9
08:00	09:00	1199	199	16	0	11	2	6	1433	1446
08:15	09:15	1172	197	20	1	12	2	8	1412	1427.7
08:30	09:30	1175	199	27	3	12	2	10	1428	1448.2
08:45	09:45	1107	198	23	5	9	2	10	1354	1371.8
09:00	10:00	1021	213	21	5	12	3	9	1284	1304
09:15	10:15	765	158	13	4	9	3	7	959	972.3
09:30	10:30	497	106	5	2	8	2	5	625	632.9
09:45	10:45	244	52	3	0	3	1	2	305	307.3
16:00	17:00	1262	210	10	2	19	8	7	1518	1534.2
16:15	17:15	1320	176	7	1	15	9	7	1535	1543.8
16:30	17:30	1327	147	7	1	13	12	6	1513	1518.8
16:45	17:45	1344	130	7	1	10	12	6	1510	1512.8
17:00	18:00	1330	124	7	1	9	9	3	1483	1489
17:15	18:15	1279	115	8	1	8	7	2	1420	1427.5
17:30	18:30	1212	108	8	1	14	5	2	1350	1364.7
17:45	18:45	1123	98	7	0	15	8	2	1253	1265.1
18:00	19:00	1051	80	5	0	14	10	2	1162	1170.9
18:15	19:15	751	56	4	0	11	9	1	832	838.8
18:30	19:30	483	32	2	0	3	8	0	528	527.2
18:45	19:45	238	14	1	0	1	4	0	258	257.1
TOTAL		6796	1069	67	13	85	34	33	8097	8185.6

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0085	Cranleigh	B2128 High Street / B2128 Guildford Road	51.143463, -0.496491	17/11/2022	Thursday	0700-1000 & 1600-1900hrs	Dry	Dry





Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

A - A (15-minute intervals)										A - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	0	1	0	0	0	0	0	1	1
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	2	1	0	0	0	0	0	3	3
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	10	1	0	0	0	0	0	11	11
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	43	1	0	0	0	0	0	44	44
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	11	2	1	0	0	0	0	14	14.5
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	5	0	0	0	0	0	0	5	5
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	10	2	0	0	0	0	0	12	12
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	12	2	0	0	0	0	0	14	14
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	8	3	0	0	0	0	0	11	11
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	8	1	0	0	0	0	0	9	9
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	7	1	0	0	0	0	0	8	8
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	6	1	1	0	1	0	1	10	10.7
16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	25	3	0	0	2	0	0	30	32
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	16	1	0	0	0	0	0	17	17
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	15	0	0	0	0	0	0	15	15
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	22	1	0	0	0	0	2	25	23.4
17:00 17:15	0	0	0	0	0	0	0	0	0	17:00 17:15	12	0	0	0	0	0	2	14	12.4
17:15 17:30	1	0	0	0	0	0	0	1	1	17:15 17:30	20	0	0	0	0	0	0	20	20
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	17	1	0	0	0	0	0	18	18
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	16	0	0	0	0	0	0	16	16
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	19	2	0	0	0	0	0	21	21
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	15	0	0	0	0	0	0	15	15
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	13	0	0	0	0	0	0	13	13
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	7	0	0	0	0	0	0	7	7
Total (AM & PM)	1	0	0	0	0	0	0	1	1	Total	319	24	2	0	3	0	5	353	353
A - A (rolling hour)										A - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	0	0	0	0	0	0	0	0	07:00 08:00	55	4	0	0	0	0	0	59	59
07:15 08:15	0	0	0	0	0	0	0	0	0	07:15 08:15	66	5	1	0	0	0	0	72	72.5
07:30 08:30	0	0	0	0	0	0	0	0	0	07:30 08:30	69	4	1	0	0	0	0	74	74.5
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	69	5	1	0	0	0	0	75	75.5
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	38	6	1	0	0	0	0	45	45.5
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	35	7	0	0	0	0	0	42	42
08:30 09:30	0	0	0	0	0	0	0	0	0	08:30 09:30	38	8	0	0	0	0	0	46	46
08:45 09:45	0	0	0	0	0	0	0	0	0	08:45 09:45	35	7	0	0	0	0	0	42	42
09:00 10:00	0	0	0	0	0	0	0	0	0	09:00 10:00	29	6	1	0	1	0	1	38	38.7
09:15 10:15	0	0	0	0	0	0	0	0	0	09:15 10:15	21	3	1	0	1	0	1	27	27.7
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	13	2	1	0	1	0	1	18	18.7
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	6	1	1	0	1	0	1	10	10.7
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	78	5	0	0	2	0	2	87	87.4
16:15 17:15	0	0	0	0	0	0	0	0	0	16:15 17:15	65	2	0	0	0	0	4	71	67.8
16:30 17:30	1	0	0	0	0	0	0	1	1	16:30 17:30	69	1	0	0	0	0	4	74	70.8
16:45 17:45	1	0	0	0	0	0	0	1	1	16:45 17:45	71	2	0	0	0	0	4	77	73.8
17:00 18:00	1	0	0	0	0	0	0	1	1	17:00 18:00	65	1	0	0	0	0	2	68	66.4
17:15 18:15	1	0	0	0	0	0	0	1	1	17:15 18:15	72	3	0	0	0	0	0	75	75
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	67	3	0	0	0	0	0	70	70
17:45 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45	63	2	0	0	0	0	0	65	65
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	54	2	0	0	0	0	0	56	56
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	35	0	0	0	0	0	0	35	35
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	20	0	0	0	0	0	0	20	20
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	7	0	0	0	0	0	0	7	7
TOTAL	1	0	0	0	0	0	0	1	1	TOTAL	319	24	2	0	3	0	5	353	353

Survey Date: 17/11/2022
Survey Day: Thursday

A - C (15-minute intervals)											A - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0		07:00	07:15	2	1	0	0	1	0	4	5
07:15	07:30	0	0	0	0	0	0	0	0		07:15	07:30	6	1	0	0	0	0	7	7
07:30	07:45	0	0	0	0	0	0	0	0		07:30	07:45	22	1	0	0	0	0	23	23
07:45	08:00	0	0	0	0	0	0	0	0		07:45	08:00	44	1	0	0	0	0	45	45
08:00	08:15	0	0	0	0	0	0	0	0		08:00	08:15	17	1	0	0	0	0	18	18
08:15	08:30	0	0	0	0	0	0	0	0		08:15	08:30	3	2	0	0	0	0	5	5
08:30	08:45	0	0	0	0	0	0	0	0		08:30	08:45	8	1	0	0	0	0	9	9
08:45	09:00	0	0	0	0	0	0	0	0		08:45	09:00	17	1	0	0	0	0	18	18
09:00	09:15	0	0	0	0	0	0	0	0		09:00	09:15	21	4	1	0	0	0	26	26.5
09:15	09:30	0	0	0	0	0	0	0	0		09:15	09:30	14	2	1	0	0	0	17	17.5
09:30	09:45	0	0	0	0	0	0	0	0		09:30	09:45	5	2	0	0	0	0	7	7
09:45	10:00	0	0	0	0	0	0	0	0		09:45	10:00	5	0	0	0	0	0	5	5

16:00	16:15	0	0	0	0	0	0	0	0		16:00	16:15	14	0	0	0	4	0	0	18	22
16:15	16:30	0	0	0	0	0	0	0	0		16:15	16:30	14	1	0	0	0	0	0	15	15
16:30	16:45	0	0	0	0	0	0	0	0		16:30	16:45	17	0	0	0	1	0	0	18	19
16:45	17:00	0	0	0	0	0	0	0	0		16:45	17:00	30	3	0	0	0	0	0	33	33
17:00	17:15	1	0	0	0	0	0	0	1	1	17:00	17:15	15	0	0	0	1	0	0	16	17
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	21	1	0	0	0	0	0	22	22
17:30	17:45	1	0	0	0	0	0	0	1	1	17:30	17:45	13	0	0	0	0	0	0	13	13
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	12	1	0	0	0	0	0	13	13
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	17	1	0	0	0	0	0	18	18
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	12	1	0	0	0	0	0	13	13
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	8	1	0	0	0	0	0	9	9
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	7	0	0	0	0	0	0	7	7
Total		2	0	0	0	0	0	0	2	2	Total		344	26	2	0	7	0	0	379	387

		A - C (rolling hour)											A - D (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	74	4	0	0	1	0	0	79	80
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	89	4	0	0	0	0	0	93	93
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	86	5	0	0	0	0	0	91	91
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	72	5	0	0	0	0	0	77	77
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	45	5	0	0	0	0	0	50	50
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	49	8	1	0	0	0	0	58	58.5
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	60	8	2	0	0	0	0	70	71
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	57	9	2	0	0	0	0	68	69
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	45	8	2	0	0	0	0	55	56
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	24	4	1	0	0	0	0	29	29.5
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	10	2	0	0	0	0	0	12	12
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	5	0	0	0	0	0	0	5	5
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	17:00	75	4	0	0	5	0	0	84	89
16:15	17:15	1	0	0	0	0	0	0	1	1	16:15	17:15	76	4	0	0	2	0	0	82	84
16:30	17:30	1	0	0	0	0	0	0	1	1	16:30	17:30	83	4	0	0	2	0	0	89	91
16:45	17:45	2	0	0	0	0	0	0	2	2	16:45	17:45	79	4	0	0	1	0	0	84	85
17:00	18:00	2	0	0	0	0	0	0	2	2	17:00	18:00	61	2	0	0	1	0	0	64	65
17:15	18:15	1	0	0	0	0	0	0	1	1	17:15	18:15	63	3	0	0	0	0	0	66	66
17:30	18:30	1	0	0	0	0	0	0	1	1	17:30	18:30	54	3	0	0	0	0	0	57	57
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	49	4	0	0	0	0	0	53	53
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	44	3	0	0	0	0	0	47	47
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	27	2	0	0	0	0	0	29	29
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	15	1	0	0	0	0	0	16	16
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	7	0	0	0	0	0	0	7	7
TOTAL		2	0	0	0	0	0	0	2	2	TOTAL		344	26	2	0	7	0	0	379	387



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

B - A (15-minute intervals)										B - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	6	0	0	0	0	0	0	6	6	07:00 07:15	0	0	0	0	0	0	0	0	0
07:15 07:30	18	1	0	0	0	0	3	22	19.6	07:15 07:30	0	0	0	0	0	0	0	0	0
07:30 07:45	31	3	0	0	0	0	0	34	34	07:30 07:45	0	0	0	0	0	0	0	0	0
07:45 08:00	30	0	0	0	0	0	1	31	30.2	07:45 08:00	0	0	0	0	0	0	0	0	0
08:00 08:15	7	1	0	0	0	0	1	9	8.2	08:00 08:15	0	0	0	0	0	0	0	0	0
08:15 08:30	14	1	0	0	0	0	0	15	15	08:15 08:30	0	0	0	0	0	0	0	0	0
08:30 08:45	14	2	0	0	1	0	0	17	18	08:30 08:45	0	0	0	0	0	0	0	0	0
08:45 09:00	7	3	0	0	0	0	1	11	10.2	08:45 09:00	0	0	0	0	0	0	0	0	0
09:00 09:15	5	1	0	0	0	0	0	6	6	09:00 09:15	0	0	0	0	0	0	0	0	0
09:15 09:30	4	3	0	0	0	0	0	7	7	09:15 09:30	0	0	0	0	0	0	0	0	0
09:30 09:45	7	0	0	0	0	0	1	8	7.2	09:30 09:45	0	0	0	0	0	0	0	0	0
09:45 10:00	8	1	0	0	0	0	0	9	9	09:45 10:00	1	0	0	0	0	0	0	1	1

16:00 16:15	6	1	0	0	0	0	0	7	7	16:00 16:15	0	0	0	0	0	0	0	0	0
16:15 16:30	11	1	0	0	0	0	0	12	12	16:15 16:30	0	0	0	0	0	0	0	0	0
16:30 16:45	6	2	0	0	0	0	0	8	8	16:30 16:45	1	0	0	0	0	0	0	1	1
16:45 17:00	15	0	0	0	0	0	0	15	15	16:45 17:00	0	0	0	0	0	0	0	0	0
17:00 17:15	15	1	0	0	1	0	0	17	18	17:00 17:15	0	0	0	0	0	0	0	0	0
17:15 17:30	13	0	0	0	0	0	0	13	13	17:15 17:30	0	0	0	0	0	0	0	0	0
17:30 17:45	11	0	0	0	0	0	0	11	11	17:30 17:45	0	0	0	0	0	0	0	0	0
17:45 18:00	8	1	0	0	0	0	0	9	9	17:45 18:00	0	0	0	0	0	0	0	0	0
18:00 18:15	15	1	0	0	0	0	1	17	16.2	18:00 18:15	0	0	0	0	0	0	0	0	0
18:15 18:30	20	1	0	0	0	0	0	21	21	18:15 18:30	0	0	0	0	0	0	0	0	0
18:30 18:45	8	0	0	0	0	0	0	8	8	18:30 18:45	0	0	0	0	0	0	0	0	0
18:45 19:00	17	1	0	0	0	0	0	18	18	18:45 19:00	0	0	0	0	0	0	0	0	0
Total	296	25	0	0	2	0	8	331	326.6	Total	2	0	0	0	0	0	0	2	2

B - A (rolling hour)										B - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	85	4	0	0	0	0	4	93	89.8	07:00 08:00	0	0	0	0	0	0	0	0	0
07:15 08:15	86	5	0	0	0	0	5	96	92	07:15 08:15	0	0	0	0	0	0	0	0	0
07:30 08:30	82	5	0	0	0	0	2	89	87.4	07:30 08:30	0	0	0	0	0	0	0	0	0
07:45 08:45	65	4	0	0	1	0	2	72	71.4	07:45 08:45	0	0	0	0	0	0	0	0	0
08:00 09:00	42	7	0	0	1	0	2	52	51.4	08:00 09:00	0	0	0	0	0	0	0	0	0
08:15 09:15	40	7	0	0	1	0	1	49	49.2	08:15 09:15	0	0	0	0	0	0	0	0	0
08:30 09:30	30	9	0	0	1	0	1	41	41.2	08:30 09:30	0	0	0	0	0	0	0	0	0
08:45 09:45	23	7	0	0	0	0	2	32	30.4	08:45 09:45	0	0	0	0	0	0	0	0	0
09:00 10:00	24	5	0	0	0	0	1	30	29.2	09:00 10:00	1	0	0	0	0	0	0	1	1
09:15 10:15	19	4	0	0	0	0	1	24	23.2	09:15 10:15	1	0	0	0	0	0	0	1	1
09:30 10:30	15	1	0	0	0	0	1	17	16.2	09:30 10:30	1	0	0	0	0	0	0	1	1
09:45 10:45	8	1	0	0	0	0	0	9	9	09:45 10:45	1	0	0	0	0	0	0	1	1
16:00 17:00	38	4	0	0	0	0	0	42	42	16:00 17:00	1	0	0	0	0	0	0	1	1
16:15 17:15	47	4	0	0	1	0	0	52	53	16:15 17:15	1	0	0	0	0	0	0	1	1
16:30 17:30	49	3	0	0	1	0	0	53	54	16:30 17:30	1	0	0	0	0	0	0	1	1
16:45 17:45	54	1	0	0	1	0	0	56	57	16:45 17:45	0	0	0	0	0	0	0	0	0
17:00 18:00	47	2	0	0	1	0	0	50	51	17:00 18:00	0	0	0	0	0	0	0	0	0
17:15 18:15	47	2	0	0	0	0	1	50	49.2	17:15 18:15	0	0	0	0	0	0	0	0	0
17:30 18:30	54	3	0	0	0	0	1	58	57.2	17:30 18:30	0	0	0	0	0	0	0	0	0
17:45 18:45	51	3	0	0	0	0	1	55	54.2	17:45 18:45	0	0	0	0	0	0	0	0	0
18:00 19:00	60	3	0	0	0	0	1	64	63.2	18:00 19:00	0	0	0	0	0	0	0	0	0
18:15 19:15	45	2	0	0	0	0	0	47	47	18:15 19:15	0	0	0	0	0	0	0	0	0
18:30 19:30	25	1	0	0	0	0	0	26	26	18:30 19:30	0	0	0	0	0	0	0	0	0
18:45 19:45	17	1	0	0	0	0	0	18	18	18:45 19:45	0	0	0	0	0	0	0	0	0
TOTAL	296	25	0	0	2	0	8	331	326.6	TOTAL	2	0	0	0	0	0	0	2	2

Survey Date: 17/11/2022
Survey Day: Thursday

B - C (15-minute intervals)										B - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	78	27	1	1	1	1	0	109	111.2
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	116	42	1	0	1	1	1	162	162.1
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	147	43	1	3	3	0	0	197	204.4
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	140	32	3	1	3	0	0	179	184.8
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	117	23	2	0	1	0	0	143	145
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	152	27	1	0	1	1	0	182	182.9
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	90	24	2	0	7	1	0	124	131.4
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	159	32	5	0	0	0	0	196	198.5
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	117	19	1	0	1	0	0	138	139.5
09:15 09:30	1	0	0	0	0	0	0	1	1	09:15 09:30	82	25	4	1	4	0	0	116	123.3
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	90	18	3	1	1	0	0	113	116.8
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	84	21	3	0	0	0	0	108	109.5

16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	97	33	0	0	2	0	0	132	134
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	109	28	1	0	2	0	0	140	142.5
16:30 16:45	1	0	0	0	0	0	0	1	1	16:30 16:45	116	17	1	0	0	0	0	134	134.5
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	96	16	2	0	1	2	0	117	117.8
17:00 17:15	3	0	0	0	0	0	0	3	3	17:00 17:15	102	15	0	0	3	1	0	121	123.4
17:15 17:30	0	0	0	0	0	0	0	0	0	17:15 17:30	85	9	0	0	1	0	0	95	96
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	99	10	2	0	0	1	0	112	112.4
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	96	7	0	0	0	0	0	103	103
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	82	7	1	0	1	0	0	91	92.5
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	78	2	0	0	4	0	0	84	88
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	79	7	0	2	2	0	0	90	94.6
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	59	9	0	0	1	0	0	69	70
Total	5	0	0	0	0	0	0	5	5	Total	2470	493	34	9	40	8	1	3055	3118.1

B - C (rolling hour)										B - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	0	0	0	0	0	0	0	0	07:00 08:00	481	144	6	5	8	2	1	647	662.5
07:15 08:15	0	0	0	0	0	0	0	0	0	07:15 08:15	520	140	7	4	8	1	1	681	696.3
07:30 08:30	0	0	0	0	0	0	0	0	0	07:30 08:30	556	125	7	4	8	1	0	701	717.1
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	499	106	8	1	12	2	0	628	644.1
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	518	106	10	0	9	2	0	645	657.8
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	518	102	9	0	9	2	0	640	652.3
08:30 09:30	1	0	0	0	0	0	0	1	1	08:30 09:30	448	100	12	1	12	1	0	574	592.7
08:45 09:45	1	0	0	0	0	0	0	1	1	08:45 09:45	448	94	13	2	6	0	0	563	578.1
09:00 10:00	1	0	0	0	0	0	0	1	1	09:00 10:00	373	83	11	2	6	0	0	475	489.1
09:15 10:15	1	0	0	0	0	0	0	1	1	09:15 10:15	256	64	10	2	5	0	0	337	349.6
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	174	39	6	1	1	0	0	221	226.3
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	84	21	3	0	0	0	0	108	109.5
16:00 17:00	1	0	0	0	0	0	0	1	1	16:00 17:00	418	94	4	0	5	2	0	523	528.8
16:15 17:15	4	0	0	0	0	0	0	4	4	16:15 17:15	423	76	4	0	6	3	0	512	518.2
16:30 17:30	4	0	0	0	0	0	0	4	4	16:30 17:30	399	57	3	0	5	3	0	467	471.7
16:45 17:45	3	0	0	0	0	0	0	3	3	16:45 17:45	382	50	4	0	5	4	0	445	449.6
17:00 18:00	3	0	0	0	0	0	0	3	3	17:00 18:00	382	41	2	0	4	2	0	431	434.8
17:15 18:15	0	0	0	0	0	0	0	0	0	17:15 18:15	362	33	3	0	2	1	0	401	403.9
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	355	26	3	0	5	1	0	390	395.9
17:45 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45	335	23	1	2	7	0	0	368	378.1
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	298	25	1	2	8	0	0	334	345.1
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	216	18	0	2	7	0	0	243	252.6
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	138	16	0	2	3	0	0	159	164.6
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	59	9	0	0	1	0	0	69	70
TOTAL	5	0	0	0	0	0	0	5	5	TOTAL	2470	493	34	9	40	8	1	3055	3118.1



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	0	0	0	0	0	0	0	0	0
07:15 07:30	1	0	0	0	0	0	0	1	1	07:15 07:30	0	0	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	0	0	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	1	0	0	0	0	0	0	1	1
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	0	0	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	0	0	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	0	0	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	0	0	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	1	0	0	0	0	0	0	1	1
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	0	0	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	0	0	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	0	0	0	0	0	0	0	0	0

16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	0	0	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	0	0	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	0	0	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	1	0	0	0	0	0	0	1	1
17:00 17:15	0	0	0	0	0	0	0	0	0	17:00 17:15	1	0	0	0	0	0	0	1	1
17:15 17:30	0	0	0	0	0	0	0	0	0	17:15 17:30	0	0	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	1	0	0	0	0	0	0	1	1
17:45 18:00	2	0	0	0	0	0	0	2	2	17:45 18:00	0	0	0	0	0	0	0	0	0
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	0	0	0	0	0	0	0	0	0
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	0	0	0	0	0	0	0	0	0
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	1	0	0	0	0	0	0	1	1
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	0	0	3	3	Total	6	0	0	0	0	0	0	6	6

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	1	0	0	0	0	0	0	1	1	07:00 08:00	1	0	0	0	0	0	0	1	1
07:15 08:15	1	0	0	0	0	0	0	1	1	07:15 08:15	1	0	0	0	0	0	0	1	1
07:30 08:30	0	0	0	0	0	0	0	0	0	07:30 08:30	1	0	0	0	0	0	0	1	1
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	1	0	0	0	0	0	0	1	1
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	0	0	0	0	0	0	0	0	0
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	1	0	0	0	0	0	0	1	1
08:30 09:30	0	0	0	0	0	0	0	0	0	08:30 09:30	1	0	0	0	0	0	0	1	1
08:45 09:45	0	0	0	0	0	0	0	0	0	08:45 09:45	1	0	0	0	0	0	0	1	1
09:00 10:00	0	0	0	0	0	0	0	0	0	09:00 10:00	1	0	0	0	0	0	0	1	1
09:15 10:15	0	0	0	0	0	0	0	0	0	09:15 10:15	0	0	0	0	0	0	0	0	0
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	0	0	0	0	0	0	0	0	0
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	0	0	0	0	0	0	0	0	0
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	1	0	0	0	0	0	0	1	1
16:15 17:15	0	0	0	0	0	0	0	0	0	16:15 17:15	2	0	0	0	0	0	0	2	2
16:30 17:30	0	0	0	0	0	0	0	0	0	16:30 17:30	2	0	0	0	0	0	0	2	2
16:45 17:45	0	0	0	0	0	0	0	0	0	16:45 17:45	3	0	0	0	0	0	0	3	3
17:00 18:00	2	0	0	0	0	0	0	2	2	17:00 18:00	2	0	0	0	0	0	0	2	2
17:15 18:15	2	0	0	0	0	0	0	2	2	17:15 18:15	1	0	0	0	0	0	0	1	1
17:30 18:30	2	0	0	0	0	0	0	2	2	17:30 18:30	1	0	0	0	0	0	0	1	1
17:45 18:45	2	0	0	0	0	0	0	2	2	17:45 18:45	1	0	0	0	0	0	0	1	1
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	1	0	0	0	0	0	0	1	1
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	1	0	0	0	0	0	0	1	1
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	1	0	0	0	0	0	0	1	1
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	0	0	0	0	0	0	0	0	0
TOTAL	3	0	0	0	0	0	0	3	3	TOTAL	6	0	0	0	0	0	0	6	6

Survey Day: Thursday

Time Interval		C - C (15-minute intervals)										C - D (15-minute intervals)									
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	2	0	0	0	0	0	2	2	
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	0	0	0	0	0	0	0	0	
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	
07:45	08:00	0	0	0	0	0	0	0	0	0	07:45	08:00	0	0	0	0	0	0	0	0	
08:00	08:15	0	0	0	0	0	0	0	0	0	08:00	08:15	1	0	0	0	0	0	1	1	
08:15	08:30	0	0	0	0	0	0	0	0	0	08:15	08:30	0	1	0	0	0	0	1	1	
08:30	08:45	0	0	0	0	0	0	0	0	0	08:30	08:45	1	0	0	0	0	0	1	1	
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	0	0	0	0	0	0	0	0	
09:00	09:15	0	0	0	0	0	0	0	0	0	09:00	09:15	1	0	0	0	0	0	1	1	
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	0	0	0	0	0	0	0	0	
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	0	0	0	0	0	0	0	0	

16:00	16:15	0	0	0	0	0	0	0	0	0	16:00	16:15	0	1	0	0	0	0	0	1	1
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	16:30	16:45	1	0	0	0	0	0	0	1	1
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	17:45	18:00	1	0	0	0	0	0	0	1	1
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	Total		7	2	0	0	0	0	0	9	9

		C - C (rolling hour)										C - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	0	0	0	0	0	0	0	0	0	07:00	08:00	2	0	0	0	0	0	0	2	2
07:15	08:15	0	0	0	0	0	0	0	0	0	07:15	08:15	1	0	0	0	0	0	0	1	1
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	08:30	1	1	0	0	0	0	0	2	2
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:45	2	1	0	0	0	0	0	3	3
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	09:00	2	1	0	0	0	0	0	3	3
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	09:15	2	1	0	0	0	0	0	3	3
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	09:30	2	0	0	0	0	0	0	2	2
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:45	1	0	0	0	0	0	0	1	1
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	10:00	1	0	0	0	0	0	0	1	1
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	0	0	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	0	0	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	17:00	1	1	0	0	0	0	0	2	2
16:15	17:15	0	0	0	0	0	0	0	0	0	16:15	17:15	1	0	0	0	0	0	0	1	1
16:30	17:30	0	0	0	0	0	0	0	0	0	16:30	17:30	1	0	0	0	0	0	0	1	1
16:45	17:45	0	0	0	0	0	0	0	0	0	16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	18:00	1	0	0	0	0	0	0	1	1
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	18:15	1	0	0	0	0	0	0	1	1
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	18:30	1	0	0	0	0	0	0	1	1
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:45	1	0	0	0	0	0	0	1	1
18:00	19:00	0	0	0	0	0	0	0	0	0	18:00	19:00	0	0	0	0	0	0	0	0	0
18:15	19:15	0	0	0	0	0	0	0	0	0	18:15	19:15	0	0	0	0	0	0	0	0	0
18:30	19:30	0	0	0	0	0	0	0	0	0	18:30	19:30	0	0	0	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	TOTAL		7	2	0	0	0	0	0	9	9



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

Time Interval		D - A (15-minute intervals)									Time Interval		D - B (15-minute intervals)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	0	0	0	0	0	0	0	0	0	07:00	07:15	24	12	1	0	6	0	0	43	49.5
07:15	07:30	0	0	0	0	0	0	0	0	0	07:15	07:30	46	24	1	1	1	0	0	73	75.8
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	53	20	0	1	2	1	0	77	79.7
07:45	08:00	1	0	0	0	0	0	0	1	1	07:45	08:00	55	28	2	0	1	1	0	87	88.4
08:00	08:15	1	0	0	0	0	0	0	1	1	08:00	08:15	67	23	0	0	0	1	1	92	90.6
08:15	08:30	1	2	0	0	0	0	0	3	3	08:15	08:30	132	28	1	0	2	0	0	163	165.5
08:30	08:45	1	0	0	0	0	0	0	1	1	08:30	08:45	121	22	0	0	1	0	0	144	145
08:45	09:00	2	0	0	0	0	0	0	2	2	08:45	09:00	117	23	2	0	1	0	0	143	145
09:00	09:15	2	1	0	0	0	0	0	3	3	09:00	09:15	72	29	3	2	1	0	0	107	112.1
09:15	09:30	0	1	0	0	0	0	0	1	1	09:15	09:30	87	15	2	2	0	2	0	108	110.4
09:30	09:45	1	1	0	0	0	0	0	2	2	09:30	09:45	87	27	2	1	3	0	0	120	125.3
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	103	23	2	0	1	0	0	129	131

16:00	16:15	1	0	0	0	0	0	0	1	1	16:00	16:15	119	30	1	0	2	1	0	153	154.9
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	125	29	3	0	1	0	1	159	160.7
16:30	16:45	4	1	0	0	0	0	0	5	5	16:30	16:45	121	23	1	1	0	0	0	146	147.8
16:45	17:00	0	0	0	0	0	0	0	0	0	16:45	17:00	144	23	3	0	1	3	0	174	174.7
17:00	17:15	1	0	0	0	0	0	0	1	1	17:00	17:15	127	33	1	0	2	1	0	164	165.9
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	117	17	1	1	0	0	0	136	137.8
17:30	17:45	1	0	0	0	0	0	0	1	1	17:30	17:45	131	23	1	1	1	0	1	158	160
17:45	18:00	0	1	0	0	0	0	0	1	1	17:45	18:00	140	16	0	0	2	1	0	159	160.4
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	110	18	0	1	2	1	0	132	134.7
18:15	18:30	1	0	0	0	0	0	0	1	1	18:15	18:30	110	13	1	1	3	1	0	129	133.2
18:30	18:45	1	0	0	0	0	0	0	1	1	18:30	18:45	92	9	1	0	0	0	0	102	102.5
18:45	19:00	1	0	0	0	0	0	0	1	1	18:45	19:00	80	12	0	0	0	1	0	93	92.4
Total		19	7	0	0	0	0	0	26	26	Total		2380	520	29	12	33	14	3	2991	3043.3

Time Interval		D - A (rolling hour)									Time Interval		D - B (rolling hour)								
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	1	0	0	0	0	0	0	1	1	07:00	08:00	178	84	4	2	10	2	0	280	293.4
07:15	08:15	2	0	0	0	0	0	0	2	2	07:15	08:15	221	95	3	2	4	3	1	329	334.5
07:30	08:30	3	2	0	0	0	0	0	5	5	07:30	08:30	307	99	3	1	5	3	1	419	424.2
07:45	08:45	4	2	0	0	0	0	0	6	6	07:45	08:45	375	101	3	0	4	2	1	486	489.5
08:00	09:00	5	2	0	0	0	0	0	7	7	08:00	09:00	437	96	3	0	4	1	1	542	546.1
08:15	09:15	6	3	0	0	0	0	0	9	9	08:15	09:15	442	102	6	2	5	0	0	557	567.6
08:30	09:30	5	2	0	0	0	0	0	7	7	08:30	09:30	397	89	7	4	3	2	0	502	512.5
08:45	09:45	5	3	0	0	0	0	0	8	8	08:45	09:45	363	94	9	5	5	2	0	478	492.8
09:00	10:00	3	3	0	0	0	0	0	6	6	09:00	10:00	349	94	9	5	5	2	0	464	478.8
09:15	10:15	1	2	0	0	0	0	0	3	3	09:15	10:15	277	65	6	3	4	2	0	357	366.7
09:30	10:30	1	1	0	0	0	0	0	2	2	09:30	10:30	190	50	4	1	4	0	0	249	256.3
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	103	23	2	0	1	0	0	129	131
16:00	17:00	5	1	0	0	0	0	0	6	6	16:00	17:00	509	105	8	1	4	4	1	632	638.1
16:15	17:15	5	1	0	0	0	0	0	6	6	16:15	17:15	517	108	8	1	4	4	1	643	649.1
16:30	17:30	5	1	0	0	0	0	0	6	6	16:30	17:30	509	96	6	2	3	4	0	620	626.2
16:45	17:45	2	0	0	0	0	0	0	2	2	16:45	17:45	519	96	6	2	4	4	1	632	638.4
17:00	18:00	2	1	0	0	0	0	0	3	3	17:00	18:00	515	89	3	2	5	2	1	617	624.1
17:15	18:15	1	1	0	0	0	0	0	2	2	17:15	18:15	498	74	2	3	5	2	1	585	592.9
17:30	18:30	2	1	0	0	0	0	0	3	3	17:30	18:30	491	70	2	3	8	3	1	578	588.3
17:45	18:45	2	1	0	0	0	0	0	3	3	17:45	18:45	452	56	2	2	7	3	0	522	530.8
18:00	19:00	3	0	0	0	0	0	0	3	3	18:00	19:00	392	52	2	2	5	3	0	456	462.8
18:15	19:15	3	0	0	0	0	0	0	3	3	18:15	19:15	282	34	2	1	3	2	0	324	328.1
18:30	19:30	2	0	0	0	0	0	0	2	2	18:30	19:30	172	21	1	0	0	1	0	195	194.9
18:45	19:45	1	0	0	0	0	0	0	1	1	18:45	19:45	80	12	0	0	0	1	0	93	92.4
TOTAL		19	7	0	0	0	0	0	26	26	TOTAL		2380	520	29	12	33	14	3	2991	3043.3



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	2	2	0	0	1	0	0	5	6	07:00 07:15	6	0	0	0	0	0	0	6	6
07:15 07:30	8	2	0	0	0	0	0	10	10	07:15 07:30	19	1	0	0	0	0	3	23	20.6
07:30 07:45	32	2	0	0	0	0	0	34	34	07:30 07:45	31	3	0	0	0	0	0	34	34
07:45 08:00	87	2	0	0	0	0	0	89	89	07:45 08:00	31	0	0	0	0	0	1	32	31.2
08:00 08:15	28	3	1	0	0	0	0	32	32.5	08:00 08:15	8	1	0	0	0	0	1	10	9.2
08:15 08:30	8	2	0	0	0	0	0	10	10	08:15 08:30	15	3	0	0	0	0	0	18	18
08:30 08:45	18	3	0	0	0	0	0	21	21	08:30 08:45	15	2	0	0	1	0	0	18	19
08:45 09:00	29	3	0	0	0	0	0	32	32	08:45 09:00	9	3	0	0	0	0	1	13	12.2
09:00 09:15	29	7	1	0	0	0	0	37	37.5	09:00 09:15	7	2	0	0	0	0	0	9	9
09:15 09:30	22	3	1	0	0	0	0	26	26.5	09:15 09:30	4	4	0	0	0	0	0	8	8
09:30 09:45	12	3	0	0	0	0	0	15	15	09:30 09:45	8	1	0	0	0	0	1	10	9.2
09:45 10:00	11	1	1	0	1	0	1	15	15.7	09:45 10:00	8	1	0	0	0	0	0	9	9

16:00 16:15	39	3	0	0	6	0	0	48	54	16:00 16:15	7	1	0	0	0	0	0	8	8
16:15 16:30	30	2	0	0	0	0	0	32	32	16:15 16:30	11	1	0	0	0	0	0	12	12
16:30 16:45	32	0	0	0	1	0	0	33	34	16:30 16:45	10	3	0	0	0	0	0	13	13
16:45 17:00	52	4	0	0	0	0	2	58	56.4	16:45 17:00	15	0	0	0	0	0	0	15	15
17:00 17:15	28	0	0	0	1	0	2	31	30.4	17:00 17:15	16	1	0	0	1	0	0	18	19
17:15 17:30	42	1	0	0	0	0	0	43	43	17:15 17:30	14	0	0	0	0	0	0	14	14
17:30 17:45	31	1	0	0	0	0	0	32	32	17:30 17:45	12	0	0	0	0	0	0	12	12
17:45 18:00	28	1	0	0	0	0	0	29	29	17:45 18:00	10	2	0	0	0	0	0	12	12
18:00 18:15	36	3	0	0	0	0	0	39	39	18:00 18:15	15	1	0	0	0	0	1	17	16.2
18:15 18:30	27	1	0	0	0	0	0	28	28	18:15 18:30	21	1	0	0	0	0	0	22	22
18:30 18:45	21	1	0	0	0	0	0	22	22	18:30 18:45	9	0	0	0	0	0	0	9	9
18:45 19:00	14	0	0	0	0	0	0	14	14	18:45 19:00	18	1	0	0	0	0	0	19	19
Total	666	50	4	0	10	0	5	735	743	Total	319	32	0	0	2	0	8	361	356.6

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	129	8	0	0	1	0	0	138	139	07:00 08:00	87	4	0	0	0	0	4	95	91.8
07:15 08:15	155	9	1	0	0	0	0	165	165.5	07:15 08:15	89	5	0	0	0	0	5	99	95
07:30 08:30	155	9	1	0	0	0	0	165	165.5	07:30 08:30	85	7	0	0	0	0	2	94	92.4
07:45 08:45	141	10	1	0	0	0	0	152	152.5	07:45 08:45	69	6	0	0	1	0	2	78	77.4
08:00 09:00	83	11	1	0	0	0	0	95	95.5	08:00 09:00	47	9	0	0	1	0	2	59	58.4
08:15 09:15	84	15	1	0	0	0	0	100	100.5	08:15 09:15	46	10	0	0	1	0	1	58	58.2
08:30 09:30	98	16	2	0	0	0	0	116	117	08:30 09:30	35	11	0	0	1	0	1	48	48.2
08:45 09:45	92	16	2	0	0	0	0	110	111	08:45 09:45	28	10	0	0	0	0	2	40	38.4
09:00 10:00	74	14	3	0	1	0	1	93	94.7	09:00 10:00	27	8	0	0	0	0	1	36	35.2
09:15 10:15	45	7	2	0	1	0	1	56	57.2	09:15 10:15	20	6	0	0	0	0	1	27	26.2
09:30 10:30	23	4	1	0	1	0	1	30	30.7	09:30 10:30	16	2	0	0	0	0	1	19	18.2
09:45 10:45	11	1	1	0	1	0	1	15	15.7	09:45 10:45	8	1	0	0	0	0	0	9	9
16:00 17:00	153	9	0	0	7	0	2	171	176.4	16:00 17:00	43	5	0	0	0	0	0	48	48
16:15 17:15	142	6	0	0	2	0	4	154	152.8	16:15 17:15	52	5	0	0	1	0	0	58	59
16:30 17:30	154	5	0	0	2	0	4	165	163.8	16:30 17:30	55	4	0	0	1	0	0	60	61
16:45 17:45	153	6	0	0	1	0	4	164	161.8	16:45 17:45	57	1	0	0	1	0	0	59	60
17:00 18:00	129	3	0	0	1	0	2	135	134.4	17:00 18:00	52	3	0	0	1	0	0	56	57
17:15 18:15	137	6	0	0	0	0	0	143	143	17:15 18:15	51	3	0	0	0	0	1	55	54.2
17:30 18:30	122	6	0	0	0	0	0	128	128	17:30 18:30	58	4	0	0	0	0	1	63	62.2
17:45 18:45	112	6	0	0	0	0	0	118	118	17:45 18:45	55	4	0	0	0	0	1	60	59.2
18:00 19:00	98	5	0	0	0	0	0	103	103	18:00 19:00	63	3	0	0	0	0	1	67	66.2
18:15 19:15	62	2	0	0	0	0	0	64	64	18:15 19:15	48	2	0	0	0	0	0	50	50
18:30 19:30	35	1	0	0	0	0	0	36	36	18:30 19:30	27	1	0	0	0	0	0	28	28
18:45 19:45	14	0	0	0	0	0	0	14	14	18:45 19:45	18	1	0	0	0	0	0	19	19
TOTAL	666	50	4	0	10	0	5	735	743	TOTAL	319	32	0	0	2	0	8	361	356.6

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	84	27	1	1	1	1	0	115	117.2	07:00	24	13	1	0	6	0	0	44	50.5
07:15	134	43	1	0	1	1	4	184	181.7	07:15	48	25	1	1	1	0	0	76	78.8
07:30	178	46	1	3	3	0	0	231	238.4	07:30	63	21	0	1	2	1	0	88	90.7
07:45	170	32	3	1	3	0	1	210	215	07:45	99	29	2	0	1	1	0	132	133.4
08:00	124	24	2	0	1	0	1	152	153.2	08:00	78	25	1	0	0	1	1	106	105.1
08:15	166	28	1	0	1	1	0	197	197.9	08:15	137	28	1	0	2	0	0	168	170.5
08:30	104	26	2	0	8	1	0	141	149.4	08:30	131	24	0	0	1	0	0	156	157
08:45	166	35	5	0	0	0	1	207	208.7	08:45	129	25	2	0	1	0	0	157	159
09:00	122	20	1	0	1	0	0	144	145.5	09:00	81	32	3	2	1	0	0	119	124.1
09:15	87	28	4	1	4	0	0	124	131.3	09:15	95	16	2	2	0	2	0	117	119.4
09:30	97	18	3	1	1	0	1	121	124	09:30	94	28	2	1	3	0	0	128	133.3
09:45	93	22	3	0	0	0	0	118	119.5	09:45	110	24	3	0	2	0	1	140	142.7

16:00	16:15	103	34	0	0	2	0	0	139	141	16:00	16:15	144	33	1	0	4	1	0	183	186.9
16:15	16:30	120	29	1	0	2	0	0	152	154.5	16:15	16:30	141	30	3	0	1	0	1	176	177.7
16:30	16:45	124	19	1	0	0	0	0	144	144.5	16:30	16:45	137	23	1	1	0	0	0	162	163.8
16:45	17:00	111	16	2	0	1	2	0	132	132.8	16:45	17:00	167	24	3	0	1	3	2	200	199.1
17:00	17:15	120	16	0	0	4	1	0	141	144.4	17:00	17:15	140	33	1	0	2	1	2	179	179.3
17:15	17:30	98	9	0	0	1	0	0	108	109	17:15	17:30	137	17	1	1	0	0	0	156	157.8
17:30	17:45	110	10	2	0	0	1	0	123	123.4	17:30	17:45	149	24	1	1	1	0	1	177	179
17:45	18:00	104	8	0	0	0	0	0	112	112	17:45	18:00	156	16	0	0	2	1	0	175	176.4
18:00	18:15	97	8	1	0	1	0	1	108	108.7	18:00	18:15	129	20	0	1	2	1	0	153	155.7
18:15	18:30	98	3	0	0	4	0	0	105	109	18:15	18:30	125	13	1	1	3	1	0	144	148.2
18:30	18:45	87	7	0	2	2	0	0	98	102.6	18:30	18:45	106	9	1	0	0	0	0	116	116.5
18:45	19:00	76	10	0	0	1	0	0	87	88	18:45	19:00	87	12	0	0	0	1	0	100	99.4
Total		2773	518	34	9	42	8	9	3393	3451.7	Total		2707	544	31	12	36	14	8	3352	3404.3

		Arm B - Entry (rolling hour)												Arm B - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	566	148	6	5	8	2	5	740	752.3	07:00	08:00	234	88	4	2	10	2	0	340	353.4		
07:15	08:15	606	145	7	4	8	1	6	777	788.3	07:15	08:15	288	100	4	2	4	3	1	402	408		
07:30	08:30	638	130	7	4	8	1	2	790	804.5	07:30	08:30	377	103	4	1	5	3	1	494	499.7		
07:45	08:45	564	110	8	1	13	2	2	700	715.5	07:45	08:45	445	106	4	0	4	2	1	562	566		
08:00	09:00	560	113	10	0	10	2	2	697	709.2	08:00	09:00	475	102	4	0	4	1	1	587	591.6		
08:15	09:15	558	109	9	0	10	2	1	689	701.5	08:15	09:15	478	109	6	2	5	0	0	600	610.6		
08:30	09:30	479	109	12	1	13	1	1	616	634.9	08:30	09:30	436	97	7	4	3	2	0	549	559.5		
08:45	09:45	472	101	13	2	6	0	2	596	609.5	08:45	09:45	399	101	9	5	5	2	0	521	535.8		
09:00	10:00	399	88	11	2	6	0	1	507	520.3	09:00	10:00	380	100	10	5	6	2	1	504	519.5		
09:15	10:15	277	68	10	2	5	0	1	363	374.8	09:15	10:15	299	68	7	3	5	2	1	385	395.4		
09:30	10:30	190	40	6	1	1	0	1	239	243.5	09:30	10:30	204	52	5	1	5	0	1	268	276		
09:45	10:45	93	22	3	0	0	0	0	118	119.5	09:45	10:45	110	24	3	0	2	0	1	140	142.7		
16:00	17:00	458	98	4	0	5	2	0	567	572.8	16:00	17:00	589	110	8	1	6	4	3	721	727.5		
16:15	17:15	475	80	4	0	7	3	0	569	576.2	16:15	17:15	585	110	8	1	4	4	5	717	719.9		
16:30	17:30	453	60	3	0	6	3	0	525	530.7	16:30	17:30	581	97	6	2	3	4	4	697	700		
16:45	17:45	439	51	4	0	6	4	0	504	509.6	16:45	17:45	593	98	6	2	4	4	5	712	715.2		
17:00	18:00	432	43	2	0	5	2	0	484	488.8	17:00	18:00	582	90	3	2	5	2	3	687	692.5		
17:15	18:15	409	35	3	0	2	1	1	451	453.1	17:15	18:15	571	77	2	3	5	2	1	661	668.9		
17:30	18:30	409	29	3	0	5	1	1	448	453.1	17:30	18:30	559	73	2	3	8	3	1	649	659.3		
17:45	18:45	386	26	1	2	7	0	1	423	432.3	17:45	18:45	516	58	2	2	7	3	0	588	596.8		
18:00	19:00	358	28	1	2	8	0	1	398	408.3	18:00	19:00	447	54	2	2	5	3	0	513	519.8		
18:15	19:15	261	20	0	2	7	0	0	290	299.6	18:15	19:15	318	34	2	1	3	2	0	360	364.1		
18:30	19:30	163	17	0	2	3	0	0	185	190.6	18:30	19:30	193	21	1	0	0	1	0	216	215.9		
18:45	19:45	76	10	0	0	1	0	0	87	88	18:45	19:45	87	12	0	0	0	1	0	100	99.4		
TOTAL		2773	518	34	9	42	8	9	3393	3451.7	TOTAL		2707	544	31	12	36	14	8	3352	3404.3		

Survey Day: Thursday

		Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)											
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	07:15	2	0	0	0	0	0	0	2	2	07:00	07:15	0	0	0	0	0	0	0	0	0		
07:15	07:30	1	0	0	0	0	0	0	1	1	07:15	07:30	0	0	0	0	0	0	0	0	0		
07:30	07:45	0	0	0	0	0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0		
07:45	08:00	1	0	0	0	0	0	0	1	1	07:45	08:00	0	0	0	0	0	0	0	0	0		
08:00	08:15	1	0	0	0	0	0	0	1	1	08:00	08:15	0	0	0	0	0	0	0	0	0		
08:15	08:30	0	1	0	0	0	0	0	1	1	08:15	08:30	0	0	0	0	0	0	0	0	0		
08:30	08:45	1	0	0	0	0	0	0	1	1	08:30	08:45	0	0	0	0	0	0	0	0	0		
08:45	09:00	0	0	0	0	0	0	0	0	0	08:45	09:00	0	0	0	0	0	0	0	0	0		
09:00	09:15	2	0	0	0	0	0	0	2	2	09:00	09:15	0	0	0	0	0	0	0	0	0		
09:15	09:30	0	0	0	0	0	0	0	0	0	09:15	09:30	2	0	0	0	0	0	0	2	2		
09:30	09:45	0	0	0	0	0	0	0	0	0	09:30	09:45	0	0	0	0	0	0	0	0	0		
09:45	10:00	0	0	0	0	0	0	0	0	0	09:45	10:00	1	0	0	0	0	0	0	1	1		

16:00	16:15	0	1	0	0	0	0	0	1	1	16:00	16:15	0	1	0	0	0	0	1	1
16:15	16:30	0	0	0	0	0	0	0	0	0	16:15	16:30	0	0	0	0	0	0	0	0
16:30	16:45	1	0	0	0	0	0	0	1	1	16:30	16:45	1	0	0	0	0	0	1	1
16:45	17:00	1	0	0	0	0	0	0	1	1	16:45	17:00	0	0	0	0	0	0	0	0
17:00	17:15	1	0	0	0	0	0	0	1	1	17:00	17:15	4	0	0	0	0	0	4	4
17:15	17:30	0	0	0	0	0	0	0	0	0	17:15	17:30	0	0	0	0	0	0	0	0
17:30	17:45	1	0	0	0	0	0	0	1	1	17:30	17:45	1	0	0	0	0	0	1	1
17:45	18:00	3	0	0	0	0	0	0	3	3	17:45	18:00	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	18:00	18:15	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	18:15	18:30	0	0	0	0	0	0	0	0
18:30	18:45	1	0	0	0	0	0	0	1	1	18:30	18:45	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	18:45	19:00	2	0	0	0	0	0	2	2
Total		16	2	0	0	0	0	0	18	18	Total		11	1	0	0	0	0	12	12

Time Interval		Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00	08:00	4	0	0	0	0	0	0	4	4	07:00	08:00	0	0	0	0	0	0	0	0	0
07:15	08:15	3	0	0	0	0	0	0	3	3	07:15	08:15	0	0	0	0	0	0	0	0	0
07:30	08:30	2	1	0	0	0	0	0	3	3	07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	3	1	0	0	0	0	0	4	4	07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	2	1	0	0	0	0	0	3	3	08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	3	1	0	0	0	0	0	4	4	08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	3	0	0	0	0	0	0	3	3	08:30	09:30	2	0	0	0	0	0	2	2	2
08:45	09:45	2	0	0	0	0	0	0	2	2	08:45	09:45	2	0	0	0	0	0	2	2	2
09:00	10:00	2	0	0	0	0	0	0	2	2	09:00	10:00	3	0	0	0	0	0	3	3	3
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	10:15	3	0	0	0	0	0	3	3	3
09:30	10:30	0	0	0	0	0	0	0	0	0	09:30	10:30	1	0	0	0	0	0	1	1	1
09:45	10:45	0	0	0	0	0	0	0	0	0	09:45	10:45	1	0	0	0	0	0	1	1	1
16:00	17:00	2	1	0	0	0	0	0	3	3	16:00	17:00	1	1	0	0	0	0	2	2	2
16:15	17:15	3	0	0	0	0	0	0	3	3	16:15	17:15	5	0	0	0	0	0	5	5	5
16:30	17:30	3	0	0	0	0	0	0	3	3	16:30	17:30	5	0	0	0	0	0	5	5	5
16:45	17:45	3	0	0	0	0	0	0	3	3	16:45	17:45	5	0	0	0	0	0	5	5	5
17:00	18:00	5	0	0	0	0	0	0	5	5	17:00	18:00	5	0	0	0	0	0	5	5	5
17:15	18:15	4	0	0	0	0	0	0	4	4	17:15	18:15	1	0	0	0	0	0	1	1	1
17:30	18:30	4	0	0	0	0	0	0	4	4	17:30	18:30	1	0	0	0	0	0	1	1	1
17:45	18:45	4	0	0	0	0	0	0	4	4	17:45	18:45	0	0	0	0	0	0	0	0	0
18:00	19:00	1	0	0	0	0	0	0	1	1	18:00	19:00	2	0	0	0	0	0	2	2	2
18:15	19:15	1	0	0	0	0	0	0	1	1	18:15	19:15	2	0	0	0	0	0	2	2	2
18:30	19:30	1	0	0	0	0	0	0	1	1	18:30	19:30	2	0	0	0	0	0	2	2	2
18:45	19:45	0	0	0	0	0	0	0	0	0	18:45	19:45	2	0	0	0	0	0	2	2	2
TOTAL		16	2	0	0	0	0	0	18	18	TOTAL		11	1	0	0	0	0	12	12	12



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

Survey Date: 17/11/2022
Survey Day: Thursday

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	24	12	1	0	6	0	0	43	49.5	07:00 07:15	82	28	1	1	1	0	0	115	118.2
07:15 07:30	46	24	1	1	1	0	0	73	75.8	07:15 07:30	122	43	1	0	1	1	1	169	169.1
07:30 07:45	53	20	0	1	2	1	0	77	79.7	07:30 07:45	169	44	1	3	3	0	0	220	227.4
07:45 08:00	56	28	2	0	1	1	0	88	89.4	07:45 08:00	184	33	3	1	3	0	0	224	229.8
08:00 08:15	68	23	0	0	0	1	1	93	91.6	08:00 08:15	135	24	2	0	1	0	0	162	164
08:15 08:30	133	30	1	0	2	0	0	166	168.5	08:15 08:30	155	30	1	0	1	1	0	188	188.9
08:30 08:45	122	22	0	0	1	0	0	145	146	08:30 08:45	99	25	2	0	7	1	0	134	141.4
08:45 09:00	119	23	2	0	1	0	0	145	147	08:45 09:00	176	33	5	0	0	0	0	214	216.5
09:00 09:15	74	30	3	2	1	0	0	110	115.1	09:00 09:15	139	23	2	0	1	0	0	165	167
09:15 09:30	88	16	2	2	0	2	0	110	112.4	09:15 09:30	96	27	5	1	4	0	0	133	140.8
09:30 09:45	88	28	2	1	3	0	0	122	127.3	09:30 09:45	95	20	3	1	1	0	0	120	123.8
09:45 10:00	104	23	2	0	1	0	0	130	132	09:45 10:00	89	21	3	0	0	0	0	113	114.5

16:00 16:15	120	31	1	0	2	1	0	155	156.9	16:00 16:15	111	34	0	0	6	0	0	151	157
16:15 16:30	125	29	3	0	1	0	1	159	160.7	16:15 16:30	123	29	1	0	2	0	0	155	157.5
16:30 16:45	125	24	1	1	0	0	0	151	152.8	16:30 16:45	134	17	1	0	1	0	0	153	154.5
16:45 17:00	144	23	3	0	1	3	0	174	174.7	16:45 17:00	126	19	2	0	1	2	0	150	150.8
17:00 17:15	128	33	1	0	2	1	0	165	166.9	17:00 17:15	117	15	0	0	4	1	0	137	140.4
17:15 17:30	117	17	1	1	0	0	0	136	137.8	17:15 17:30	106	10	0	0	1	0	0	117	118
17:30 17:45	132	23	1	1	1	0	1	159	161	17:30 17:45	112	10	2	0	0	1	0	125	125.4
17:45 18:00	140	17	0	0	2	1	0	160	161.4	17:45 18:00	109	8	0	0	0	0	0	117	117
18:00 18:15	110	18	0	1	2	1	0	132	134.7	18:00 18:15	99	8	1	0	1	0	0	109	110.5
18:15 18:30	111	13	1	1	3	1	0	130	134.2	18:15 18:30	90	3	0	0	4	0	0	97	101
18:30 18:45	93	9	1	0	0	0	0	103	103.5	18:30 18:45	87	8	0	2	2	0	0	99	103.6
18:45 19:00	83	12	0	0	0	1	0	96	95.4	18:45 19:00	66	9	0	0	1	0	0	76	77
Total	2403	528	29	12	33	14	3	3022	3074.3	Total	2821	521	36	9	47	8	1	3443	3514.1

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	179	84	4	2	10	2	0	281	294.4	07:00 08:00	557	148	6	5	9	2	1	728	744.5
07:15 08:15	223	95	3	2	4	3	1	331	336.5	07:15 08:15	610	144	7	4	8	1	1	775	790.3
07:30 08:30	310	101	3	1	5	3	1	424	429.2	07:30 08:30	643	131	7	4	8	1	0	794	810.1
07:45 08:45	379	103	3	0	4	2	1	492	495.5	07:45 08:45	573	112	8	1	12	2	0	708	724.1
08:00 09:00	442	98	3	0	4	1	1	549	553.1	08:00 09:00	565	112	10	0	9	2	0	698	710.8
08:15 09:15	448	105	6	2	5	0	0	566	576.6	08:15 09:15	569	111	10	0	9	2	0	701	713.8
08:30 09:30	403	91	7	4	3	2	0	510	520.5	08:30 09:30	510	108	14	1	12	1	0	646	665.7
08:45 09:45	369	97	9	5	5	2	0	487	501.8	08:45 09:45	506	103	15	2	6	0	0	632	648.1
09:00 10:00	354	97	9	5	5	2	0	472	486.8	09:00 10:00	419	91	13	2	6	0	0	531	546.1
09:15 10:15	280	67	6	3	4	2	0	362	371.7	09:15 10:15	280	68	11	2	5	0	0	366	379.1
09:30 10:30	192	51	4	1	4	0	0	252	259.3	09:30 10:30	184	41	6	1	1	0	0	233	238.3
09:45 10:45	104	23	2	0	1	0	0	130	132	09:45 10:45	89	21	3	0	0	0	0	113	114.5
16:00 17:00	514	107	8	1	4	4	1	639	645.1	16:00 17:00	494	99	4	0	10	2	0	609	619.8
16:15 17:15	522	109	8	1	4	4	1	649	655.1	16:15 17:15	500	80	4	0	8	3	0	595	603.2
16:30 17:30	514	97	6	2	3	4	0	626	632.2	16:30 17:30	483	61	3	0	7	3	0	557	563.7
16:45 17:45	521	96	6	2	4	4	1	634	640.4	16:45 17:45	461	54	4	0	6	4	0	529	534.6
17:00 18:00	517	90	3	2	5	2	1	620	627.1	17:00 18:00	444	43	2	0	5	2	0	496	500.8
17:15 18:15	499	75	2	3	5	2	1	587	594.9	17:15 18:15	426	36	3	0	2	1	0	468	470.9
17:30 18:30	493	71	2	3	8	3	1	581	591.3	17:30 18:30	410	29	3	0	5	1	0	448	453.9
17:45 18:45	454	57	2	2	7	3	0	525	533.8	17:45 18:45	385	27	1	2	7	0	0	422	432.1
18:00 19:00	397	52	2	2	5	3	0	461	467.8	18:00 19:00	342	28	1	2	8	0	0	381	392.1
18:15 19:15	287	34	2	1	3	2	0	329	333.1	18:15 19:15	243	20	0	2	7	0	0	272	281.6
18:30 19:30	176	21	1	0	0	1	0	199	198.9	18:30 19:30	153	17	0	2	3	0	0	175	180.6
18:45 19:45	83	12	0	0	0	1	0	96	95.4	18:45 19:45	66	9	0	0	1	0	0	76	77
TOTAL	2403	528	29	12	33	14	3	3022	3074.3	TOTAL	2821	521	36	9	47	8	1	3443	3514.1



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 High Street / B2128 Guildford Road

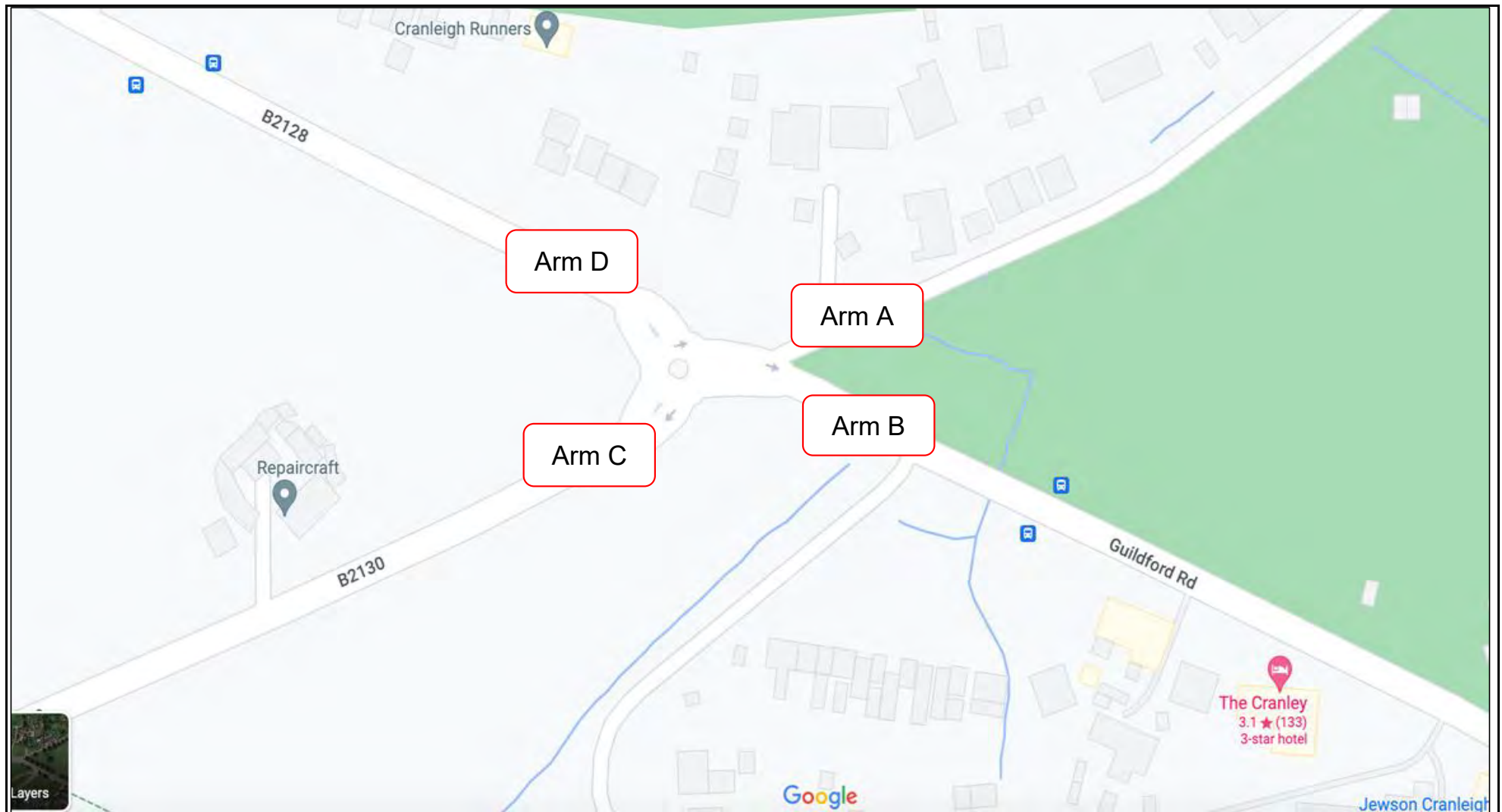
Survey Date: 17/11/2022
Survey Day: Thursday

		All movements (15-minute intervals)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	07:15	112	41	2	1	8	1	0	165	174.7
07:15	07:30	189	69	2	1	2	1	4	268	268.5
07:30	07:45	263	68	1	4	5	1	0	342	352.1
07:45	08:00	314	62	5	1	4	1	1	388	394.4
08:00	08:15	221	50	3	0	1	1	2	278	278.3
08:15	08:30	307	61	2	0	3	1	0	374	377.4
08:30	08:45	245	51	2	0	9	1	0	308	317.4
08:45	09:00	314	61	7	0	1	0	1	384	387.7
09:00	09:15	227	57	5	2	2	0	0	293	300.1
09:15	09:30	197	47	7	3	4	2	0	260	270.2
09:30	09:45	197	49	5	2	4	0	1	258	266.3
09:45	10:00	208	46	6	0	2	0	1	263	267.2

16:00	16:15	262	69	1	0	10	1	0	343	352.9
16:15	16:30	275	60	4	0	3	0	1	343	347.2
16:30	16:45	282	43	2	1	1	0	0	329	332.3
16:45	17:00	308	43	5	0	2	5	2	365	364.9
17:00	17:15	277	49	1	0	7	2	2	338	342.7
17:15	17:30	257	27	1	1	1	0	0	287	289.8
17:30	17:45	274	34	3	1	1	1	1	315	317.4
17:45	18:00	275	26	0	0	2	1	0	304	305.4
18:00	18:15	243	29	1	1	3	1	1	279	282.4
18:15	18:30	236	17	1	1	7	1	0	263	271.2
18:30	18:45	202	17	1	2	2	0	0	224	229.1
18:45	19:00	173	22	0	0	1	1	0	197	197.4
Total		5858	1098	67	21	85	22	17	7168	7287

		All movements (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	878	240	10	7	19	4	5	1163	1189.7
07:15	08:15	987	249	11	6	12	4	7	1276	1293.3
07:30	08:30	1105	241	11	5	13	4	3	1382	1402.2
07:45	08:45	1087	224	12	1	17	4	3	1348	1367.5
08:00	09:00	1087	223	14	0	14	3	3	1344	1360.8
08:15	09:15	1093	230	16	2	15	2	1	1359	1382.6
08:30	09:30	983	216	21	5	16	3	1	1245	1275.4
08:45	09:45	935	214	24	7	11	2	2	1195	1224.3
09:00	10:00	829	199	23	7	12	2	2	1074	1103.8
09:15	10:15	602	142	18	5	10	2	2	781	803.7
09:30	10:30	405	95	11	2	6	0	2	521	533.5
09:45	10:45	208	46	6	0	2	0	1	263	267.2
16:00	17:00	1127	215	12	1	16	6	3	1380	1397.3
16:15	17:15	1142	195	12	1	13	7	5	1375	1387.1
16:30	17:30	1124	162	9	2	11	7	4	1319	1329.7
16:45	17:45	1116	153	10	2	11	8	5	1305	1314.8
17:00	18:00	1083	136	5	2	11	4	3	1244	1255.3
17:15	18:15	1049	116	5	3	7	3	2	1185	1195
17:30	18:30	1028	106	5	3	13	4	2	1161	1176.4
17:45	18:45	956	89	3	4	14	3	1	1070	1088.1
18:00	19:00	854	85	3	4	13	3	1	963	980.1
18:15	19:15	611	56	2	3	10	2	0	684	697.7
18:30	19:30	375	39	1	2	3	1	0	421	426.5
18:45	19:45	173	22	0	0	1	1	0	197	197.4
TOTAL		5858	1098	67	21	85	22	17	7168	7287

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0085	Cranleigh	B2128 Guildford Road / B2130	51.144641, -0.500826	17/11/2022	Thursday	0700-1000 & 1600-1900hrs	Dry	Dry





Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

B - A (15-minute intervals)										B - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	1	0	0	0	0	0	0	1	1	07:00 07:15	1	1	0	0	0	0	0	2	2
07:15 07:30	1	0	0	0	0	0	0	1	1	07:15 07:30	0	0	0	0	0	0	0	0	0
07:30 07:45	2	0	0	0	0	0	0	2	2	07:30 07:45	1	0	0	0	0	0	0	1	1
07:45 08:00	3	0	0	0	0	0	0	3	3	07:45 08:00	0	0	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	0	0	0	0	0	0	0	0	0
08:15 08:30	1	0	0	0	0	0	0	1	1	08:15 08:30	1	0	0	0	0	0	0	1	1
08:30 08:45	1	0	0	0	0	0	0	1	1	08:30 08:45	0	0	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	0	0	0	0	0	0	0	0	0
09:00 09:15	2	0	1	0	0	0	0	3	3.5	09:00 09:15	0	0	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	2	1	0	0	0	0	0	3	3
09:30 09:45	3	1	0	0	0	0	0	4	4	09:30 09:45	0	0	0	0	0	0	0	0	0
09:45 10:00	0	2	0	0	0	0	0	2	2	09:45 10:00	1	0	0	0	0	0	0	1	1

16:00 16:15	1	0	0	0	0	0	0	1	1	16:00 16:15	1	0	0	0	0	0	0	1	1
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	1	1	0	0	0	0	0	2	2
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	2	1	0	0	0	0	0	3	3
16:45 17:00	1	0	0	0	0	0	0	1	1	16:45 17:00	0	0	0	0	0	0	0	0	0
17:00 17:15	3	0	0	0	0	0	0	3	3	17:00 17:15	0	1	0	0	0	0	0	1	1
17:15 17:30	4	0	0	0	0	0	0	4	4	17:15 17:30	1	0	0	0	0	0	0	1	1
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	2	0	0	0	0	0	0	2	2
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	2	0	0	0	0	0	0	2	2
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	1	0	0	0	0	0	0	1	1
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	0	1	0	0	0	0	0	1	1
18:30 18:45	1	0	0	0	0	0	0	1	1	18:30 18:45	1	0	0	0	0	0	0	1	1
18:45 19:00	3	0	0	0	0	0	0	3	3	18:45 19:00	0	1	0	0	0	0	0	1	1
Total	27	3	1	0	0	0	0	31	31.5	Total	17	7	0	0	0	0	0	24	24

B - A (rolling hour)										B - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	7	0	0	0	0	0	0	7	7	07:00 08:00	2	1	0	0	0	0	0	3	3
07:15 08:15	6	0	0	0	0	0	0	6	6	07:15 08:15	1	0	0	0	0	0	0	1	1
07:30 08:30	6	0	0	0	0	0	0	6	6	07:30 08:30	2	0	0	0	0	0	0	2	2
07:45 08:45	5	0	0	0	0	0	0	5	5	07:45 08:45	1	0	0	0	0	0	0	1	1
08:00 09:00	2	0	0	0	0	0	0	2	2	08:00 09:00	1	0	0	0	0	0	0	1	1
08:15 09:15	4	0	1	0	0	0	0	5	5.5	08:15 09:15	1	0	0	0	0	0	0	1	1
08:30 09:30	3	0	1	0	0	0	0	4	4.5	08:30 09:30	2	1	0	0	0	0	0	3	3
08:45 09:45	5	1	1	0	0	0	0	7	7.5	08:45 09:45	2	1	0	0	0	0	0	3	3
09:00 10:00	5	3	1	0	0	0	0	9	9.5	09:00 10:00	3	1	0	0	0	0	0	4	4
09:15 10:15	3	3	0	0	0	0	0	6	6	09:15 10:15	3	1	0	0	0	0	0	4	4
09:30 10:30	3	3	0	0	0	0	0	6	6	09:30 10:30	1	0	0	0	0	0	0	1	1
09:45 10:45	0	2	0	0	0	0	0	2	2	09:45 10:45	1	0	0	0	0	0	0	1	1
16:00 17:00	2	0	0	0	0	0	0	2	2	16:00 17:00	4	2	0	0	0	0	0	6	6
16:15 17:15	4	0	0	0	0	0	0	4	4	16:15 17:15	3	3	0	0	0	0	0	6	6
16:30 17:30	8	0	0	0	0	0	0	8	8	16:30 17:30	3	2	0	0	0	0	0	5	5
16:45 17:45	8	0	0	0	0	0	0	8	8	16:45 17:45	3	1	0	0	0	0	0	4	4
17:00 18:00	7	0	0	0	0	0	0	7	7	17:00 18:00	5	1	0	0	0	0	0	6	6
17:15 18:15	4	0	0	0	0	0	0	4	4	17:15 18:15	6	0	0	0	0	0	0	6	6
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	5	1	0	0	0	0	0	6	6
17:45 18:45	1	0	0	0	0	0	0	1	1	17:45 18:45	4	1	0	0	0	0	0	5	5
18:00 19:00	4	0	0	0	0	0	0	4	4	18:00 19:00	2	2	0	0	0	0	0	4	4
18:15 19:15	4	0	0	0	0	0	0	4	4	18:15 19:15	1	2	0	0	0	0	0	3	3
18:30 19:30	4	0	0	0	0	0	0	4	4	18:30 19:30	1	1	0	0	0	0	0	2	2
18:45 19:45	3	0	0	0	0	0	0	3	3	18:45 19:45	0	1	0	0	0	0	0	1	1
TOTAL	27	3	1	0	0	0	0	31	31.5	TOTAL	17	7	0	0	0	0	0	24	24

Survey Date: 17/11/2022
Survey Day: Thursday

B - C (15-minute intervals)										B - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	25	11	1	1	1	0	0	39	41.8	07:00	58	10	0	0	2	1	0	71	72.4
07:15	34	16	0	0	0	0	1	51	50.2	07:15	92	24	1	0	1	1	0	119	119.9
07:30	67	26	1	2	0	0	0	96	99.1	07:30	97	13	1	1	5	0	0	117	123.8
07:45	73	21	0	0	2	0	0	96	98	07:45	102	12	0	1	1	0	0	116	118.3
08:00	56	9	3	0	0	0	0	68	69.5	08:00	85	12	0	0	0	0	0	97	97
08:15	63	15	1	0	0	1	0	80	79.9	08:15	88	17	0	0	3	0	0	108	111
08:30	28	10	2	0	2	0	0	42	45	08:30	66	15	1	0	7	1	0	90	96.9
08:45	87	22	2	1	0	0	0	112	114.3	08:45	87	11	2	0	1	0	0	101	103
09:00	61	11	4	0	0	0	0	76	78	09:00	71	7	1	0	0	0	0	79	79.5
09:15	43	10	3	1	4	0	0	61	67.8	09:15	59	15	1	0	1	0	0	76	77.5
09:30	28	6	2	1	0	0	0	37	39.3	09:30	64	12	0	0	2	0	0	78	80
09:45	38	8	0	0	0	0	0	46	46	09:45	46	14	1	1	1	0	1	64	66

16:00	16:15	55	23	0	0	6	0	0	84	90	16:00	16:15	56	11	0	0	1	0	0	68	69
16:15	16:30	55	13	1	0	1	0	0	70	71.5	16:15	16:30	67	13	0	0	1	0	0	81	82
16:30	16:45	59	10	0	0	1	0	0	70	71	16:30	16:45	67	7	1	0	1	0	0	76	77.5
16:45	17:00	70	6	0	0	1	1	0	78	78.4	16:45	17:00	67	7	0	0	0	1	0	75	74.4
17:00	17:15	63	6	0	0	0	1	0	70	69.4	17:00	17:15	60	4	0	0	5	0	0	69	74
17:15	17:30	56	6	0	0	1	0	0	63	64	17:15	17:30	51	6	0	0	1	0	0	58	59
17:30	17:45	54	6	1	0	0	0	0	61	61.5	17:30	17:45	58	7	1	0	0	1	0	67	66.9
17:45	18:00	57	6	0	0	0	0	0	63	63	17:45	18:00	48	4	0	0	0	0	0	52	52
18:00	18:15	43	4	0	0	0	0	0	47	47	18:00	18:15	57	5	1	0	1	0	0	64	65.5
18:15	18:30	49	1	0	0	2	0	0	52	54	18:15	18:30	44	3	0	0	2	0	0	49	51
18:30	18:45	37	2	1	1	1	0	0	42	44.8	18:30	18:45	44	7	0	0	1	0	0	52	53
18:45	19:00	32	6	0	0	0	0	0	38	38	18:45	19:00	30	2	0	0	1	0	0	33	34
Total		1233	254	22	7	22	3	1	1542	1581.5	Total		1564	238	11	3	38	5	1	1860	1903.6

		B - C (rolling hour)												B - D (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	199	74	2	3	3	0	1	282	289.1	07:00	08:00	349	59	2	2	9	2	0	423	434.4		
07:15	08:15	230	72	4	2	2	0	1	311	316.8	07:15	08:15	376	61	2	2	7	1	0	449	459		
07:30	08:30	259	71	5	2	2	1	0	340	346.5	07:30	08:30	372	54	1	2	9	0	0	438	450.1		
07:45	08:45	220	55	6	0	4	1	0	286	292.4	07:45	08:45	341	56	1	1	11	1	0	411	423.2		
08:00	09:00	234	56	8	1	2	1	0	302	308.7	08:00	09:00	326	55	3	0	11	1	0	396	407.9		
08:15	09:15	239	58	9	1	2	1	0	310	317.2	08:15	09:15	312	50	4	0	11	1	0	378	390.4		
08:30	09:30	219	53	11	2	6	0	0	291	305.1	08:30	09:30	283	48	5	0	9	1	0	346	356.9		
08:45	09:45	219	49	11	3	4	0	0	286	299.4	08:45	09:45	281	45	4	0	4	0	0	334	340		
09:00	10:00	170	35	9	2	4	0	0	220	231.1	09:00	10:00	240	48	3	1	4	0	1	297	303		
09:15	10:15	109	24	5	2	4	0	0	144	153.1	09:15	10:15	169	41	2	1	4	0	1	218	223.5		
09:30	10:30	66	14	2	1	0	0	0	83	85.3	09:30	10:30	110	26	1	1	3	0	1	142	146		
09:45	10:45	38	8	0	0	0	0	0	46	46	09:45	10:45	46	14	1	1	1	0	1	64	66		
16:00	17:00	239	52	1	0	9	1	0	302	310.9	16:00	17:00	257	38	1	0	3	1	0	300	302.9		
16:15	17:15	247	35	1	0	3	2	0	288	290.3	16:15	17:15	261	31	1	0	7	1	0	301	307.9		
16:30	17:30	248	28	0	0	3	2	0	281	282.8	16:30	17:30	245	24	1	0	7	1	0	278	284.9		
16:45	17:45	243	24	1	0	2	2	0	272	273.3	16:45	17:45	236	24	1	0	6	2	0	269	274.3		
17:00	18:00	230	24	1	0	1	1	0	257	257.9	17:00	18:00	217	21	1	0	6	1	0	246	251.9		
17:15	18:15	210	22	1	0	1	0	0	234	235.5	17:15	18:15	214	22	2	0	2	1	0	241	243.4		
17:30	18:30	203	17	1	0	2	0	0	223	225.5	17:30	18:30	207	19	2	0	3	1	0	232	235.4		
17:45	18:45	186	13	1	1	3	0	0	204	208.8	17:45	18:45	193	19	1	0	4	0	0	217	221.5		
18:00	19:00	161	13	1	1	3	0	0	179	183.8	18:00	19:00	175	17	1	0	5	0	0	198	203.5		
18:15	19:15	118	9	1	1	3	0	0	132	136.8	18:15	19:15	118	12	0	0	4	0	0	134	138		
18:30	19:30	69	8	1	1	1	0	0	80	82.8	18:30	19:30	74	9	0	0	2	0	0	85	87		
18:45	19:45	32	6	0	0	0	0	0	38	38	18:45	19:45	30	2	0	0	1	0	0	33	34		
TOTAL		1233	254	22	7	22	3	1	1542	1581.5	TOTAL		1564	238	11	3	38	5	1	1860	1903.6		



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

C - A (15-minute intervals)										C - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	1	2	0	0	0	0	0	3	3	07:00 07:15	14	8	0	0	4	0	0	26	30
07:15 07:30	7	0	1	0	0	0	0	8	8.5	07:15 07:30	26	5	0	1	1	0	0	33	35.3
07:30 07:45	30	3	0	0	0	0	0	33	33	07:30 07:45	26	6	1	0	1	0	0	34	35.5
07:45 08:00	42	1	0	0	0	0	0	43	43	07:45 08:00	25	14	0	0	0	0	0	39	39
08:00 08:15	8	2	0	0	0	0	0	10	10	08:00 08:15	26	10	0	0	2	0	0	38	40
08:15 08:30	19	1	0	0	0	0	0	20	20	08:15 08:30	60	14	0	0	1	0	0	75	76
08:30 08:45	16	1	0	0	0	0	1	18	17.2	08:30 08:45	60	7	0	0	2	0	0	69	71
08:45 09:00	4	3	1	0	0	0	0	8	8.5	08:45 09:00	45	10	3	0	1	0	0	59	61.5
09:00 09:15	11	0	0	0	0	0	0	11	11	09:00 09:15	30	10	1	2	1	0	0	44	48.1
09:15 09:30	8	0	0	0	0	0	0	8	8	09:15 09:30	30	6	1	0	1	1	0	39	39.9
09:30 09:45	8	2	2	0	0	0	1	13	13.2	09:30 09:45	34	11	2	0	2	0	0	49	52
09:45 10:00	4	0	0	0	0	0	0	4	4	09:45 10:00	34	10	1	1	0	0	0	46	47.8

16:00 16:15	9	0	0	0	0	0	0	9	9	16:00 16:15	39	13	2	0	0	0	0	54	55
16:15 16:30	13	2	0	0	0	0	0	15	15	16:15 16:30	48	12	0	0	0	0	0	60	60
16:30 16:45	10	0	0	0	0	0	0	10	10	16:30 16:45	40	10	0	0	0	0	0	50	50
16:45 17:00	9	0	0	0	0	0	0	9	9	16:45 17:00	49	9	0	0	1	1	0	60	60.4
17:00 17:15	11	1	0	0	0	1	0	13	12.4	17:00 17:15	45	13	0	0	1	0	0	59	60
17:15 17:30	10	0	0	0	0	0	0	10	10	17:15 17:30	38	11	0	1	0	0	0	50	51.3
17:30 17:45	12	1	0	0	0	0	0	13	13	17:30 17:45	49	7	0	0	0	0	0	56	56
17:45 18:00	10	0	0	0	0	0	0	10	10	17:45 18:00	42	8	0	0	1	0	0	51	52
18:00 18:15	9	0	0	0	0	0	0	9	9	18:00 18:15	32	8	2	0	1	1	0	44	45.4
18:15 18:30	8	0	0	0	0	0	0	8	8	18:15 18:30	35	7	0	0	0	0	0	42	42
18:30 18:45	6	0	0	0	0	0	0	6	6	18:30 18:45	35	4	1	0	0	0	0	40	40.5
18:45 19:00	4	0	0	0	0	0	0	4	4	18:45 19:00	36	3	0	0	0	1	0	40	39.4
Total	269	19	4	0	0	1	2	295	294.8	Total	898	216	14	5	20	4	0	1157	1188.1

C - A (rolling hour)										C - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	80	6	1	0	0	0	0	87	87.5	07:00 08:00	91	33	1	1	6	0	0	132	139.8
07:15 08:15	87	6	1	0	0	0	0	94	94.5	07:15 08:15	103	35	1	1	4	0	0	144	149.8
07:30 08:30	99	7	0	0	0	0	0	106	106	07:30 08:30	137	44	1	0	4	0	0	186	190.5
07:45 08:45	85	5	0	0	0	0	1	91	90.2	07:45 08:45	171	45	0	0	5	0	0	221	226
08:00 09:00	47	7	1	0	0	0	1	56	55.7	08:00 09:00	191	41	3	0	6	0	0	241	248.5
08:15 09:15	50	5	1	0	0	0	1	57	56.7	08:15 09:15	195	41	4	2	5	0	0	247	256.6
08:30 09:30	39	4	1	0	0	0	1	45	44.7	08:30 09:30	165	33	5	2	5	1	0	211	220.5
08:45 09:45	31	5	3	0	0	0	1	40	40.7	08:45 09:45	139	37	7	2	5	1	0	191	201.5
09:00 10:00	31	2	2	0	0	0	1	36	36.2	09:00 10:00	128	37	5	3	4	1	0	178	187.8
09:15 10:15	20	2	2	0	0	0	1	25	25.2	09:15 10:15	98	27	4	1	3	1	0	134	139.7
09:30 10:30	12	2	2	0	0	0	1	17	17.2	09:30 10:30	68	21	3	1	2	0	0	95	99.8
09:45 10:45	4	0	0	0	0	0	0	4	4	09:45 10:45	34	10	1	1	0	0	0	46	47.8
16:00 17:00	41	2	0	0	0	0	0	43	43	16:00 17:00	176	44	2	0	1	1	0	224	225.4
16:15 17:15	43	3	0	0	0	1	0	47	46.4	16:15 17:15	182	44	0	0	2	1	0	229	230.4
16:30 17:30	40	1	0	0	0	1	0	42	41.4	16:30 17:30	172	43	0	1	2	1	0	219	221.7
16:45 17:45	42	2	0	0	0	1	0	45	44.4	16:45 17:45	181	40	0	1	2	1	0	225	227.7
17:00 18:00	43	2	0	0	0	1	0	46	45.4	17:00 18:00	174	39	0	1	2	0	0	216	219.3
17:15 18:15	41	1	0	0	0	0	0	42	42	17:15 18:15	161	34	2	1	2	1	0	201	204.7
17:30 18:30	39	1	0	0	0	0	0	40	40	17:30 18:30	158	30	2	0	2	1	0	193	195.4
17:45 18:45	33	0	0	0	0	0	0	33	33	17:45 18:45	144	27	3	0	2	1	0	177	179.9
18:00 19:00	27	0	0	0	0	0	0	27	27	18:00 19:00	138	22	3	0	1	2	0	166	167.3
18:15 19:15	18	0	0	0	0	0	0	18	18	18:15 19:15	106	14	1	0	0	1	0	122	121.9
18:30 19:30	10	0	0	0	0	0	0	10	10	18:30 19:30	71	7	1	0	0	1	0	80	79.9
18:45 19:45	4	0	0	0	0	0	0	4	4	18:45 19:45	36	3	0	0	0	1	0	40	39.4
TOTAL	269	19	4	0	0	1	2	295	294.8	TOTAL	898	216	14	5	20	4	0	1157	1188.1

Survey Date: 17/11/2022
Survey Day: Thursday

C - C (15-minute intervals)										C - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	18	3	0	0	1	0	0	22	23
07:15 07:30	0	1	0	0	0	0	0	1	1	07:15 07:30	18	4	1	0	0	0	0	23	23.5
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	19	4	0	1	0	0	0	24	25.3
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	14	6	0	0	0	1	0	21	20.4
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	17	4	0	0	0	0	0	21	21
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	13	7	1	2	0	0	0	23	26.1
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	10	2	0	0	0	0	0	12	12
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	18	9	0	0	0	0	0	27	27
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	19	6	0	0	0	0	0	25	25
09:15 09:30	1	0	0	0	0	0	0	1	1	09:15 09:30	10	2	0	0	0	0	0	12	12
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	13	3	1	1	0	0	0	18	19.8
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	11	1	0	0	0	0	0	12	12

16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	24	4	0	0	1	0	0	29	30
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	14	6	0	1	0	0	0	21	22.3
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	30	5	2	0	0	1	0	38	38.4
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	25	4	0	0	0	0	0	29	29
17:00 17:15	0	0	0	0	0	0	0	0	0	17:00 17:15	14	4	0	0	0	0	0	18	18
17:15 17:30	0	0	0	0	0	0	0	0	0	17:15 17:30	13	4	0	0	0	0	0	17	17
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	10	3	0	0	0	0	0	13	13
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	9	0	0	0	0	0	0	9	9
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	7	1	0	0	0	0	1	9	8.2
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	5	0	0	0	0	0	1	6	5.2
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	6	1	0	0	1	0	0	8	9
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	8	0	0	0	0	0	0	8	8
Total	1	1	0	0	0	0	0	2	2	Total	345	83	5	5	3	2	2	445	454.2

C - C (rolling hour)										C - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	1	0	0	0	0	0	1	1	07:00 08:00	69	17	1	1	1	1	0	90	92.2
07:15 08:15	0	1	0	0	0	0	0	1	1	07:15 08:15	68	18	1	1	0	1	0	89	90.2
07:30 08:30	0	0	0	0	0	0	0	0	0	07:30 08:30	63	21	1	3	0	1	0	89	92.8
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	54	19	1	2	0	1	0	77	79.5
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	58	22	1	2	0	0	0	83	86.1
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	60	24	1	2	0	0	0	87	90.1
08:30 09:30	1	0	0	0	0	0	0	1	1	08:30 09:30	57	19	0	0	0	0	0	76	76
08:45 09:45	1	0	0	0	0	0	0	1	1	08:45 09:45	60	20	1	1	0	0	0	82	83.8
09:00 10:00	1	0	0	0	0	0	0	1	1	09:00 10:00	53	12	1	1	0	0	0	67	68.8
09:15 10:15	1	0	0	0	0	0	0	1	1	09:15 10:15	34	6	1	1	0	0	0	42	43.8
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	24	4	1	1	0	0	0	30	31.8
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	11	1	0	0	0	0	0	12	12
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	93	19	2	1	1	1	0	117	119.7
16:15 17:15	0	0	0	0	0	0	0	0	0	16:15 17:15	83	19	2	1	0	1	0	106	107.7
16:30 17:30	0	0	0	0	0	0	0	0	0	16:30 17:30	82	17	2	0	0	1	0	102	102.4
16:45 17:45	0	0	0	0	0	0	0	0	0	16:45 17:45	62	15	0	0	0	0	0	77	77
17:00 18:00	0	0	0	0	0	0	0	0	0	17:00 18:00	46	11	0	0	0	0	0	57	57
17:15 18:15	0	0	0	0	0	0	0	0	0	17:15 18:15	39	8	0	0	0	0	1	48	47.2
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	31	4	0	0	0	0	2	37	35.4
17:45 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45	27	2	0	0	1	0	2	32	31.4
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	26	2	0	0	1	0	2	31	30.4
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	19	1	0	0	1	0	1	22	22.2
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	14	1	0	0	1	0	0	16	17
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	8	0	0	0	0	0	0	8	8
TOTAL	1	1	0	0	0	0	0	2	2	TOTAL	345	83	5	5	3	2	2	445	454.2



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

D - A (15-minute intervals)										D - B (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	5	0	0	0	0	0	0	5	5	07:00 07:15	15	4	0	0	3	0	0	22	25
07:15 07:30	11	0	0	0	0	0	0	11	11	07:15 07:30	27	7	0	0	1	0	0	35	36
07:30 07:45	7	0	0	0	0	0	0	7	7	07:30 07:45	28	13	0	1	0	1	0	43	43.7
07:45 08:00	8	0	0	0	0	0	0	8	8	07:45 08:00	34	12	1	0	3	1	0	51	53.9
08:00 08:15	5	0	0	0	0	0	0	5	5	08:00 08:15	47	10	0	0	0	1	0	58	57.4
08:15 08:30	5	0	0	0	0	0	0	5	5	08:15 08:30	82	15	1	0	1	0	0	99	100.5
08:30 08:45	5	1	0	0	0	0	0	6	6	08:30 08:45	72	15	0	0	1	0	0	88	89
08:45 09:00	1	0	0	0	0	0	0	1	1	08:45 09:00	75	12	0	0	1	0	0	88	89
09:00 09:15	1	0	0	0	0	0	0	1	1	09:00 09:15	48	18	2	1	2	0	0	71	75.3
09:15 09:30	1	1	0	0	0	0	0	2	2	09:15 09:30	56	15	1	2	0	1	0	75	77.5
09:30 09:45	4	1	1	0	0	0	0	6	6.5	09:30 09:45	56	15	1	1	1	0	0	74	76.8
09:45 10:00	2	1	0	0	0	0	0	3	3	09:45 10:00	75	18	2	0	2	0	1	98	100.2

16:00 16:15	9	1	0	0	0	0	0	10	10	16:00 16:15	86	22	2	0	1	1	0	112	113.4
16:15 16:30	6	0	0	0	0	0	0	6	6	16:15 16:30	82	12	1	0	1	0	1	97	97.7
16:30 16:45	6	0	0	0	0	0	0	6	6	16:30 16:45	101	12	3	1	1	0	0	118	121.8
16:45 17:00	5	0	0	0	1	0	0	6	7	16:45 17:00	73	5	2	0	0	0	0	80	81
17:00 17:15	8	0	0	0	0	0	0	8	8	17:00 17:15	88	19	0	0	1	0	0	108	109
17:15 17:30	10	0	0	0	0	0	0	10	10	17:15 17:30	83	5	1	0	0	0	1	90	89.7
17:30 17:45	4	0	0	0	0	0	0	4	4	17:30 17:45	74	10	1	1	1	0	0	87	89.8
17:45 18:00	5	0	0	0	0	0	0	5	5	17:45 18:00	80	5	0	0	1	1	0	87	87.4
18:00 18:15	3	0	0	0	0	0	0	3	3	18:00 18:15	78	3	0	0	2	0	0	83	85
18:15 18:30	3	0	0	0	1	0	0	4	5	18:15 18:30	77	5	1	1	3	1	0	88	92.2
18:30 18:45	1	0	0	0	0	0	0	1	1	18:30 18:45	52	5	0	0	0	0	0	57	57
18:45 19:00	3	1	0	0	0	0	0	4	4	18:45 19:00	51	3	0	0	0	0	0	54	54
Total	118	6	1	0	2	0	0	127	129.5	Total	1540	260	19	8	26	7	3	1863	1902.3

D - A (rolling hour)										D - B (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	31	0	0	0	0	0	0	31	31	07:00 08:00	104	36	1	1	7	2	0	151	158.6
07:15 08:15	31	0	0	0	0	0	0	31	31	07:15 08:15	136	42	1	1	4	3	0	187	191
07:30 08:30	25	0	0	0	0	0	0	25	25	07:30 08:30	191	50	2	1	4	3	0	251	255.5
07:45 08:45	23	1	0	0	0	0	0	24	24	07:45 08:45	235	52	2	0	5	2	0	296	300.8
08:00 09:00	16	1	0	0	0	0	0	17	17	08:00 09:00	276	52	1	0	3	1	0	333	335.9
08:15 09:15	12	1	0	0	0	0	0	13	13	08:15 09:15	277	60	3	1	5	0	0	346	353.8
08:30 09:30	8	2	0	0	0	0	0	10	10	08:30 09:30	251	60	3	3	4	1	0	322	330.8
08:45 09:45	7	2	1	0	0	0	0	10	10.5	08:45 09:45	235	60	4	4	4	1	0	308	318.6
09:00 10:00	8	3	1	0	0	0	0	12	12.5	09:00 10:00	235	66	6	4	5	1	1	318	329.8
09:15 10:15	7	3	1	0	0	0	0	11	11.5	09:15 10:15	187	48	4	3	3	1	1	247	254.5
09:30 10:30	6	2	1	0	0	0	0	9	9.5	09:30 10:30	131	33	3	1	3	0	1	172	177
09:45 10:45	2	1	0	0	0	0	0	3	3	09:45 10:45	75	18	2	0	2	0	1	98	100.2
16:00 17:00	26	1	0	0	1	0	0	28	29	16:00 17:00	342	51	8	1	3	1	1	407	413.9
16:15 17:15	25	0	0	0	1	0	0	26	27	16:15 17:15	344	48	6	1	3	0	1	403	409.5
16:30 17:30	29	0	0	0	1	0	0	30	31	16:30 17:30	345	41	6	1	2	0	1	396	401.5
16:45 17:45	27	0	0	0	1	0	0	28	29	16:45 17:45	318	39	4	1	2	0	1	365	369.5
17:00 18:00	27	0	0	0	0	0	0	27	27	17:00 18:00	325	39	2	1	3	1	1	372	375.9
17:15 18:15	22	0	0	0	0	0	0	22	22	17:15 18:15	315	23	2	1	4	1	1	347	351.9
17:30 18:30	15	0	0	0	1	0	0	16	17	17:30 18:30	309	23	2	2	7	2	0	345	354.4
17:45 18:45	12	0	0	0	1	0	0	13	14	17:45 18:45	287	18	1	1	6	2	0	315	321.6
18:00 19:00	10	1	0	0	1	0	0	12	13	18:00 19:00	258	16	1	1	5	1	0	282	288.2
18:15 19:15	7	1	0	0	1	0	0	9	10	18:15 19:15	180	13	1	1	3	1	0	199	203.2
18:30 19:30	4	1	0	0	0	0	0	5	5	18:30 19:30	103	8	0	0	0	0	0	111	111
18:45 19:45	3	1	0	0	0	0	0	4	4	18:45 19:45	51	3	0	0	0	0	0	54	54
TOTAL	118	6	1	0	2	0	0	127	129.5	TOTAL	1540	260	19	8	26	7	3	1863	1902.3

Survey Date: 17/11/2022
Survey Day: Thursday

D - C (15-minute intervals)										D - D (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	6	2	0	0	0	0	0	8	8	07:00 07:15	0	0	0	0	0	0	0	0	0
07:15 07:30	11	6	0	0	3	0	0	20	23	07:15 07:30	0	0	0	0	0	0	0	0	0
07:30 07:45	14	2	0	0	1	0	0	17	18	07:30 07:45	0	0	0	0	0	0	0	0	0
07:45 08:00	19	9	1	0	0	0	0	29	29.5	07:45 08:00	0	1	0	0	0	0	0	1	1
08:00 08:15	16	5	0	0	0	0	0	21	21	08:00 08:15	1	0	0	0	0	0	0	1	1
08:15 08:30	12	3	0	0	0	0	0	15	15	08:15 08:30	1	0	0	0	0	0	0	1	1
08:30 08:45	13	6	0	1	0	0	0	20	21.3	08:30 08:45	0	0	0	0	0	0	0	0	0
08:45 09:00	11	6	2	0	1	0	0	20	22	08:45 09:00	0	1	0	0	0	0	0	1	1
09:00 09:15	9	7	1	0	0	0	0	17	17.5	09:00 09:15	0	0	0	0	0	0	0	0	0
09:15 09:30	6	4	2	0	0	0	0	12	13	09:15 09:30	0	0	0	0	0	0	0	0	0
09:30 09:45	9	11	2	0	0	0	0	22	23	09:30 09:45	0	0	0	0	0	0	0	0	0
09:45 10:00	10	8	1	1	0	0	0	20	21.8	09:45 10:00	0	0	0	0	0	0	0	0	0

16:00 16:15	16	9	0	0	0	0	0	25	25	16:00 16:15	0	0	0	0	0	0	0	0	0
16:15 16:30	24	5	0	0	1	0	0	30	31	16:15 16:30	0	0	0	0	0	0	0	0	0
16:30 16:45	16	6	1	0	0	0	0	23	23.5	16:30 16:45	0	0	0	0	0	0	0	0	0
16:45 17:00	21	3	0	0	0	0	0	24	24	16:45 17:00	0	0	0	0	0	0	0	0	0
17:00 17:15	43	3	0	0	0	0	0	46	46	17:00 17:15	0	0	0	0	0	0	0	0	0
17:15 17:30	23	5	0	0	1	0	0	29	30	17:15 17:30	2	0	0	0	0	0	0	2	2
17:30 17:45	23	4	0	0	0	0	0	27	27	17:30 17:45	0	0	0	0	0	0	0	0	0
17:45 18:00	24	6	0	0	0	0	0	30	30	17:45 18:00	0	0	0	0	0	0	0	0	0
18:00 18:15	17	0	0	0	0	0	0	17	17	18:00 18:15	0	0	0	0	0	0	0	0	0
18:15 18:30	16	2	0	0	1	0	0	19	20	18:15 18:30	0	0	0	0	0	0	0	0	0
18:30 18:45	14	0	0	0	1	0	0	15	16	18:30 18:45	0	0	0	0	0	0	0	0	0
18:45 19:00	5	1	0	0	0	0	0	6	6	18:45 19:00	0	0	0	0	0	0	0	0	0
Total	378	113	10	2	9	0	0	512	528.6	Total	4	2	0	0	0	0	0	6	6

D - C (rolling hour)										D - D (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	50	19	1	0	4	0	0	74	78.5	07:00 08:00	0	1	0	0	0	0	0	1	1
07:15 08:15	60	22	1	0	4	0	0	87	91.5	07:15 08:15	1	1	0	0	0	0	0	2	2
07:30 08:30	61	19	1	0	1	0	0	82	83.5	07:30 08:30	2	1	0	0	0	0	0	3	3
07:45 08:45	60	23	1	1	0	0	0	85	86.8	07:45 08:45	2	1	0	0	0	0	0	3	3
08:00 09:00	52	20	2	1	1	0	0	76	79.3	08:00 09:00	2	1	0	0	0	0	0	3	3
08:15 09:15	45	22	3	1	1	0	0	72	75.8	08:15 09:15	1	1	0	0	0	0	0	2	2
08:30 09:30	39	23	5	1	1	0	0	69	73.8	08:30 09:30	0	1	0	0	0	0	0	1	1
08:45 09:45	35	28	7	0	1	0	0	71	75.5	08:45 09:45	0	1	0	0	0	0	0	1	1
09:00 10:00	34	30	6	1	0	0	0	71	75.3	09:00 10:00	0	0	0	0	0	0	0	0	0
09:15 10:15	25	23	5	1	0	0	0	54	57.8	09:15 10:15	0	0	0	0	0	0	0	0	0
09:30 10:30	19	19	3	1	0	0	0	42	44.8	09:30 10:30	0	0	0	0	0	0	0	0	0
09:45 10:45	10	8	1	1	0	0	0	20	21.8	09:45 10:45	0	0	0	0	0	0	0	0	0
16:00 17:00	77	23	1	0	1	0	0	102	103.5	16:00 17:00	0	0	0	0	0	0	0	0	0
16:15 17:15	104	17	1	0	1	0	0	123	124.5	16:15 17:15	0	0	0	0	0	0	0	0	0
16:30 17:30	103	17	1	0	1	0	0	122	123.5	16:30 17:30	2	0	0	0	0	0	0	2	2
16:45 17:45	110	15	0	0	1	0	0	126	127	16:45 17:45	2	0	0	0	0	0	0	2	2
17:00 18:00	113	18	0	0	1	0	0	132	133	17:00 18:00	2	0	0	0	0	0	0	2	2
17:15 18:15	87	15	0	0	1	0	0	103	104	17:15 18:15	2	0	0	0	0	0	0	2	2
17:30 18:30	80	12	0	0	1	0	0	93	94	17:30 18:30	0	0	0	0	0	0	0	0	0
17:45 18:45	71	8	0	0	2	0	0	81	83	17:45 18:45	0	0	0	0	0	0	0	0	0
18:00 19:00	52	3	0	0	2	0	0	57	59	18:00 19:00	0	0	0	0	0	0	0	0	0
18:15 19:15	35	3	0	0	2	0	0	40	42	18:15 19:15	0	0	0	0	0	0	0	0	0
18:30 19:30	19	1	0	0	1	0	0	21	22	18:30 19:30	0	0	0	0	0	0	0	0	0
18:45 19:45	5	1	0	0	0	0	0	6	6	18:45 19:45	0	0	0	0	0	0	0	0	0
TOTAL	378	113	10	2	9	0	0	512	528.6	TOTAL	4	2	0	0	0	0	0	6	6



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	0	0	0	0	0	0	0	0	0	07:00 07:15	7	2	0	0	0	0	0	9	9
07:15 07:30	0	0	0	0	0	0	0	0	0	07:15 07:30	19	0	1	0	0	0	0	20	20.5
07:30 07:45	0	0	0	0	0	0	0	0	0	07:30 07:45	39	3	0	0	0	0	0	42	42
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	53	1	0	0	0	0	0	54	54
08:00 08:15	0	0	0	0	0	0	0	0	0	08:00 08:15	13	2	0	0	0	0	0	15	15
08:15 08:30	0	0	0	0	0	0	0	0	0	08:15 08:30	25	1	0	0	0	0	0	26	26
08:30 08:45	0	0	0	0	0	0	0	0	0	08:30 08:45	22	2	0	0	0	0	1	25	24.2
08:45 09:00	0	0	0	0	0	0	0	0	0	08:45 09:00	5	3	1	0	0	0	0	9	9.5
09:00 09:15	0	0	0	0	0	0	0	0	0	09:00 09:15	14	0	1	0	0	0	0	15	15.5
09:15 09:30	0	0	0	0	0	0	0	0	0	09:15 09:30	9	1	0	0	0	0	0	10	10
09:30 09:45	0	0	0	0	0	0	0	0	0	09:30 09:45	15	4	3	0	0	0	1	23	23.7
09:45 10:00	0	0	0	0	0	0	0	0	0	09:45 10:00	6	3	0	0	0	0	0	9	9

16:00 16:15	0	0	0	0	0	0	0	0	0	16:00 16:15	19	1	0	0	0	0	0	20	20
16:15 16:30	0	0	0	0	0	0	0	0	0	16:15 16:30	19	2	0	0	0	0	0	21	21
16:30 16:45	0	0	0	0	0	0	0	0	0	16:30 16:45	16	0	0	0	0	0	0	16	16
16:45 17:00	0	0	0	0	0	0	0	0	0	16:45 17:00	15	0	0	0	1	0	0	16	17
17:00 17:15	0	0	0	0	0	0	0	0	0	17:00 17:15	22	1	0	0	0	1	0	24	23.4
17:15 17:30	0	0	0	0	0	0	0	0	0	17:15 17:30	24	0	0	0	0	0	0	24	24
17:30 17:45	0	0	0	0	0	0	0	0	0	17:30 17:45	16	1	0	0	0	0	0	17	17
17:45 18:00	0	0	0	0	0	0	0	0	0	17:45 18:00	15	0	0	0	0	0	0	15	15
18:00 18:15	0	0	0	0	0	0	0	0	0	18:00 18:15	12	0	0	0	0	0	0	12	12
18:15 18:30	0	0	0	0	0	0	0	0	0	18:15 18:30	11	0	0	0	1	0	0	12	13
18:30 18:45	0	0	0	0	0	0	0	0	0	18:30 18:45	8	0	0	0	0	0	0	8	8
18:45 19:00	0	0	0	0	0	0	0	0	0	18:45 19:00	10	1	0	0	0	0	0	11	11
Total	0	0	0	0	0	0	0	0	0	Total	414	28	6	0	2	1	2	453	455.8

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	0	0	0	0	0	0	0	0	0	07:00 08:00	118	6	1	0	0	0	0	125	125.5
07:15 08:15	0	0	0	0	0	0	0	0	0	07:15 08:15	124	6	1	0	0	0	0	131	131.5
07:30 08:30	0	0	0	0	0	0	0	0	0	07:30 08:30	130	7	0	0	0	0	0	137	137
07:45 08:45	0	0	0	0	0	0	0	0	0	07:45 08:45	113	6	0	0	0	0	1	120	119.2
08:00 09:00	0	0	0	0	0	0	0	0	0	08:00 09:00	65	8	1	0	0	0	1	75	74.7
08:15 09:15	0	0	0	0	0	0	0	0	0	08:15 09:15	66	6	2	0	0	0	1	75	75.2
08:30 09:30	0	0	0	0	0	0	0	0	0	08:30 09:30	50	6	2	0	0	0	1	59	59.2
08:45 09:45	0	0	0	0	0	0	0	0	0	08:45 09:45	43	8	5	0	0	0	1	57	58.7
09:00 10:00	0	0	0	0	0	0	0	0	0	09:00 10:00	44	8	4	0	0	0	1	57	58.2
09:15 10:15	0	0	0	0	0	0	0	0	0	09:15 10:15	30	8	3	0	0	0	1	42	42.7
09:30 10:30	0	0	0	0	0	0	0	0	0	09:30 10:30	21	7	3	0	0	0	1	32	32.7
09:45 10:45	0	0	0	0	0	0	0	0	0	09:45 10:45	6	3	0	0	0	0	0	9	9
16:00 17:00	0	0	0	0	0	0	0	0	0	16:00 17:00	69	3	0	0	1	0	0	73	74
16:15 17:15	0	0	0	0	0	0	0	0	0	16:15 17:15	72	3	0	0	1	1	0	77	77.4
16:30 17:30	0	0	0	0	0	0	0	0	0	16:30 17:30	77	1	0	0	1	1	0	80	80.4
16:45 17:45	0	0	0	0	0	0	0	0	0	16:45 17:45	77	2	0	0	1	1	0	81	81.4
17:00 18:00	0	0	0	0	0	0	0	0	0	17:00 18:00	77	2	0	0	0	1	0	80	79.4
17:15 18:15	0	0	0	0	0	0	0	0	0	17:15 18:15	67	1	0	0	0	0	0	68	68
17:30 18:30	0	0	0	0	0	0	0	0	0	17:30 18:30	54	1	0	0	1	0	0	56	57
17:45 18:45	0	0	0	0	0	0	0	0	0	17:45 18:45	46	0	0	0	1	0	0	47	48
18:00 19:00	0	0	0	0	0	0	0	0	0	18:00 19:00	41	1	0	0	1	0	0	43	44
18:15 19:15	0	0	0	0	0	0	0	0	0	18:15 19:15	29	1	0	0	1	0	0	31	32
18:30 19:30	0	0	0	0	0	0	0	0	0	18:30 19:30	18	1	0	0	0	0	0	19	19
18:45 19:45	0	0	0	0	0	0	0	0	0	18:45 19:45	10	1	0	0	0	0	0	11	11
TOTAL	0	0	0	0	0	0	0	0	0	TOTAL	414	28	6	0	2	1	2	453	455.8

Arm B - Entry (15-minute intervals)										Arm B - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	85	22	1	1	3	1	0	113	117.2	07:00	30	13	0	0	7	0	0	50	57
07:15	127	40	1	0	1	1	0	171	171.1	07:15	53	12	0	1	2	0	0	68	71.3
07:30	167	39	2	3	5	0	0	216	225.9	07:30	55	19	1	1	1	1	0	78	80.2
07:45	178	33	0	1	3	0	0	215	219.3	07:45	59	26	1	0	3	1	0	90	92.9
08:00	141	21	3	0	0	0	0	165	166.5	08:00	73	20	0	0	2	1	0	96	97.4
08:15	153	32	1	0	3	1	0	190	192.9	08:15	143	29	1	0	2	0	0	175	177.5
08:30	95	25	3	0	9	1	0	133	142.9	08:30	132	22	0	0	3	0	0	157	160
08:45	174	33	4	1	1	0	0	213	217.3	08:45	120	22	3	0	2	0	0	147	150.5
09:00	134	18	6	0	0	0	0	158	161	09:00	78	28	3	3	3	0	0	115	123.4
09:15	104	26	4	1	5	0	0	140	148.3	09:15	88	22	2	2	1	2	0	117	120.4
09:30	95	19	2	1	2	0	0	119	123.3	09:30	90	26	3	1	3	0	0	123	128.8
09:45	85	24	1	1	1	0	1	113	115	09:45	110	28	3	1	2	0	1	145	149

16:00	16:15	113	34	0	0	7	0	0	154	161	16:00	16:15	126	35	4	0	1	1	0	167	169.4
16:15	16:30	123	27	1	0	2	0	0	153	155.5	16:15	16:30	131	25	1	0	1	0	1	159	159.7
16:30	16:45	128	18	1	0	2	0	0	149	151.5	16:30	16:45	143	23	3	1	1	0	0	171	174.8
16:45	17:00	138	13	0	0	1	2	0	154	153.8	16:45	17:00	122	14	2	0	1	1	0	140	141.4
17:00	17:15	126	11	0	0	5	1	0	143	147.4	17:00	17:15	133	33	0	0	2	0	0	168	170
17:15	17:30	112	12	0	0	2	0	0	126	128	17:15	17:30	122	16	1	1	0	0	1	141	142
17:30	17:45	114	13	2	0	0	1	0	130	130.4	17:30	17:45	125	17	1	1	1	0	0	145	147.8
17:45	18:00	107	10	0	0	0	0	0	117	117	17:45	18:00	124	13	0	0	2	1	0	140	141.4
18:00	18:15	101	9	1	0	1	0	0	112	113.5	18:00	18:15	111	11	2	0	3	1	0	128	131.4
18:15	18:30	93	5	0	0	4	0	0	102	106	18:15	18:30	112	13	1	1	3	1	0	131	135.2
18:30	18:45	83	9	1	1	2	0	0	96	99.8	18:30	18:45	88	9	1	0	0	0	0	98	98.5
18:45	19:00	65	9	0	0	1	0	0	75	76	18:45	19:00	87	7	0	0	0	1	0	95	94.4
Total		2841	502	34	10	60	8	2	3457	3540.6	Total		2455	483	33	13	46	11	3	3044	3114.4

		Arm B - Entry (rolling hour)												Arm B - Exit (rolling hour)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	08:00	557	134	4	5	12	2	1	715	733.5	07:00	08:00	197	70	2	2	13	2	0	286	301.4		
07:15	08:15	613	133	6	4	9	1	1	767	782.8	07:15	08:15	240	77	2	2	8	3	0	332	341.8		
07:30	08:30	639	125	6	4	11	1	0	786	804.6	07:30	08:30	330	94	3	1	8	3	0	439	448		
07:45	08:45	567	111	7	1	15	2	0	703	721.6	07:45	08:45	407	97	2	0	10	2	0	518	527.8		
08:00	09:00	563	111	11	1	13	2	0	701	719.6	08:00	09:00	468	93	4	0	9	1	0	575	585.4		
08:15	09:15	556	108	14	1	13	2	0	694	714.1	08:15	09:15	473	101	7	3	10	0	0	594	611.4		
08:30	09:30	507	102	17	2	15	1	0	644	669.5	08:30	09:30	418	94	8	5	9	2	0	536	554.3		
08:45	09:45	507	96	16	3	8	0	0	630	649.9	08:45	09:45	376	98	11	6	9	2	0	502	523.1		
09:00	10:00	418	87	13	3	8	0	1	530	547.6	09:00	10:00	366	104	11	7	9	2	1	500	521.6		
09:15	10:15	284	69	7	3	8	0	1	372	386.6	09:15	10:15	288	76	8	4	6	2	1	385	398.2		
09:30	10:30	180	43	3	2	3	0	1	232	238.3	09:30	10:30	200	54	6	2	5	0	1	268	277.8		
09:45	10:45	85	24	1	1	1	0	1	113	115	09:45	10:45	110	28	3	1	2	0	1	145	149		
16:00	17:00	502	92	2	0	12	2	0	610	621.8	16:00	17:00	522	97	10	1	4	2	1	637	645.3		
16:15	17:15	515	69	2	0	10	3	0	599	608.2	16:15	17:15	529	95	6	1	5	1	1	638	645.9		
16:30	17:30	504	54	1	0	10	3	0	572	580.7	16:30	17:30	520	86	6	2	4	1	1	620	628.2		
16:45	17:45	490	49	2	0	8	4	0	553	559.6	16:45	17:45	502	80	4	2	4	1	1	594	601.2		
17:00	18:00	459	46	2	0	7	2	0	516	522.8	17:00	18:00	504	79	2	2	5	1	1	594	601.2		
17:15	18:15	434	44	3	0	3	1	0	485	488.9	17:15	18:15	482	57	4	2	6	2	1	554	562.6		
17:30	18:30	415	37	3	0	5	1	0	461	466.9	17:30	18:30	472	54	4	2	9	3	0	544	555.8		
17:45	18:45	384	33	2	1	7	0	0	427	436.3	17:45	18:45	435	46	4	1	8	3	0	497	506.5		
18:00	19:00	342	32	2	1	8	0	0	385	395.3	18:00	19:00	398	40	4	1	6	3	0	452	459.5		
18:15	19:15	241	23	1	1	7	0	0	273	281.8	18:15	19:15	287	29	2	1	3	2	0	324	328.1		
18:30	19:30	148	18	1	1	3	0	0	171	175.8	18:30	19:30	175	16	1	0	0	1	0	193	192.9		
18:45	19:45	65	9	0	0	1	0	0	75	76	18:45	19:45	87	7	0	0	0	1	0	95	94.4		
TOTAL		2841	502	34	10	60	8	2	3457	3540.6	TOTAL		2455	483	33	13	46	11	3	3044	3114.4		

Survey Date: 17/11/2022
Survey Day: Thursday

		Arm C - Entry (15-minute intervals)												Arm C - Exit (15-minute intervals)									
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00	07:15	33	13	0	0	5	0	0	51	56	07:00	07:15	31	13	1	1	0	0	0	47	49.8		
07:15	07:30	51	10	2	1	1	0	0	65	68.3	07:15	07:30	45	23	0	0	3	0	1	72	74.2		
07:30	07:45	75	13	1	1	1	0	0	91	93.8	07:30	07:45	81	28	1	2	1	0	0	113	117.1		
07:45	08:00	81	21	0	0	0	1	0	103	102.4	07:45	08:00	92	30	1	0	2	0	0	125	127.5		
08:00	08:15	51	16	0	0	2	0	0	69	71	08:00	08:15	72	14	3	0	0	0	0	89	90.5		
08:15	08:30	92	22	1	2	1	0	0	118	122.1	08:15	08:30	75	18	1	0	0	1	0	95	94.9		
08:30	08:45	86	10	0	0	2	0	1	99	100.2	08:30	08:45	41	16	2	1	2	0	0	62	66.3		
08:45	09:00	67	22	4	0	1	0	0	94	97	08:45	09:00	98	28	4	1	1	0	0	132	136.3		
09:00	09:15	60	16	1	2	1	0	0	80	84.1	09:00	09:15	70	18	5	0	0	0	0	93	95.5		
09:15	09:30	49	8	1	0	1	1	0	60	60.9	09:15	09:30	50	14	5	1	4	0	0	74	81.8		
09:30	09:45	55	16	5	1	2	0	1	80	85	09:30	09:45	37	17	4	1	0	0	0	59	62.3		
09:45	10:00	49	11	1	1	0	0	0	62	63.8	09:45	10:00	48	16	1	1	0	0	0	66	67.8		

16:00	16:15	72	17	2	0	1	0	0	92	94	16:00	16:15	71	32	0	0	6	0	0	109	115
16:15	16:30	75	20	0	1	0	0	0	96	97.3	16:15	16:30	79	18	1	0	2	0	0	100	102.5
16:30	16:45	80	15	2	0	0	1	0	98	98.4	16:30	16:45	75	16	1	0	1	0	0	93	94.5
16:45	17:00	83	13	0	0	1	1	0	98	98.4	16:45	17:00	91	9	0	0	1	1	0	102	102.4
17:00	17:15	70	18	0	0	1	1	0	90	90.4	17:00	17:15	106	9	0	0	0	1	0	116	115.4
17:15	17:30	61	15	0	1	0	0	0	77	78.3	17:15	17:30	79	11	0	0	2	0	0	92	94
17:30	17:45	71	11	0	0	0	0	0	82	82	17:30	17:45	77	10	1	0	0	0	0	88	88.5
17:45	18:00	61	8	0	0	1	0	0	70	71	17:45	18:00	81	12	0	0	0	0	0	93	93
18:00	18:15	48	9	2	0	1	1	1	62	62.6	18:00	18:15	60	4	0	0	0	0	0	64	64
18:15	18:30	48	7	0	0	0	0	1	56	55.2	18:15	18:30	65	3	0	0	3	0	0	71	74
18:30	18:45	47	5	1	0	1	0	0	54	55.5	18:30	18:45	51	2	1	1	2	0	0	57	60.8
18:45	19:00	48	3	0	0	0	1	0	52	51.4	18:45	19:00	37	7	0	0	0	0	0	44	44
Total		1513	319	23	10	23	7	4	1899	1939.1	Total		1612	368	32	9	31	3	1	2056	2112.1

		Arm C - Entry (rolling hour)											Arm C - Exit (rolling hour)								
Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00	08:00	240	57	3	2	7	1	0	310	320.5	07:00	08:00	249	94	3	3	7	0	1	357	368.6
07:15	08:15	258	60	3	2	4	1	0	328	335.5	07:15	08:15	290	95	5	2	6	0	1	399	409.3
07:30	08:30	299	72	2	3	4	1	0	381	389.3	07:30	08:30	320	90	6	2	3	1	0	422	430
07:45	08:45	310	69	1	2	5	1	1	389	395.7	07:45	08:45	280	78	7	1	4	1	0	371	379.2
08:00	09:00	296	70	5	2	6	0	1	380	390.3	08:00	09:00	286	76	10	2	3	1	0	378	388
08:15	09:15	305	70	6	4	5	0	1	391	403.4	08:15	09:15	284	80	12	2	3	1	0	382	393
08:30	09:30	262	56	6	2	5	1	1	333	342.2	08:30	09:30	259	76	16	3	7	0	0	361	379.9
08:45	09:45	231	62	11	3	5	1	1	314	327	08:45	09:45	255	77	18	3	5	0	0	358	375.9
09:00	10:00	213	51	8	4	4	1	1	282	293.8	09:00	10:00	205	65	15	3	4	0	0	292	307.4
09:15	10:15	153	35	7	2	3	1	1	202	209.7	09:15	10:15	135	47	10	3	4	0	0	199	211.9
09:30	10:30	104	27	6	2	2	0	1	142	148.8	09:30	10:30	85	33	5	2	0	0	0	125	130.1
09:45	10:45	49	11	1	1	0	0	0	62	63.8	09:45	10:45	48	16	1	1	0	0	0	66	67.8
16:00	17:00	310	65	4	1	2	2	0	384	388.1	16:00	17:00	316	75	2	0	10	1	0	404	414.4
16:15	17:15	308	66	2	1	2	3	0	382	384.5	16:15	17:15	351	52	2	0	4	2	0	411	414.8
16:30	17:30	294	61	2	1	2	3	0	363	365.5	16:30	17:30	351	45	1	0	4	2	0	403	406.3
16:45	17:45	285	57	0	1	2	2	0	347	349.1	16:45	17:45	353	39	1	0	3	2	0	398	400.3
17:00	18:00	263	52	0	1	2	1	0	319	321.7	17:00	18:00	343	42	1	0	2	1	0	389	390.9
17:15	18:15	241	43	2	1	2	1	1	291	293.9	17:15	18:15	297	37	1	0	2	0	0	337	339.5
17:30	18:30	228	35	2	0	2	1	2	270	270.8	17:30	18:30	283	29	1	0	3	0	0	316	319.5
17:45	18:45	204	29	3	0	3	1	2	242	244.3	17:45	18:45	257	21	1	1	5	0	0	285	291.8
18:00	19:00	191	24	3	0	2	2	2	224	224.7	18:00	19:00	213	16	1	1	5	0	0	236	242.8
18:15	19:15	143	15	1	0	1	1	1	162	162.1	18:15	19:15	153	12	1	1	5	0	0	172	178.8
18:30	19:30	95	8	1	0	1	1	0	106	106.9	18:30	19:30	88	9	1	1	2	0	0	101	104.8
18:45	19:45	48	3	0	0	0	1	0	52	51.4	18:45	19:45	37	7	0	0	0	0	0	44	44
TOTAL		1513	319	23	10	23	7	4	1899	1939.1	TOTAL		1612	368	32	9	31	3	1	2056	2112.1



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

Survey Date: 17/11/2022
Survey Day: Thursday

Arm D - Entry (15-minute intervals)										Arm D - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	26	6	0	0	3	0	0	35	38	07:00 07:15	76	13	0	0	3	1	0	93	95.4
07:15 07:30	49	13	0	0	4	0	0	66	70	07:15 07:30	110	28	2	0	1	1	0	142	143.4
07:30 07:45	49	15	0	1	1	1	0	67	68.7	07:30 07:45	116	17	1	2	5	0	0	141	149.1
07:45 08:00	61	22	2	0	3	1	0	89	92.4	07:45 08:00	116	19	0	1	1	1	0	138	139.7
08:00 08:15	69	15	0	0	0	1	0	85	84.4	08:00 08:15	103	16	0	0	0	0	0	119	119
08:15 08:30	100	18	1	0	1	0	0	120	121.5	08:15 08:30	102	24	1	2	3	0	0	132	138.1
08:30 08:45	90	22	0	1	1	0	0	114	116.3	08:30 08:45	76	17	1	0	7	1	0	102	108.9
08:45 09:00	87	19	2	0	2	0	0	110	113	08:45 09:00	105	21	2	0	1	0	0	129	131
09:00 09:15	58	25	3	1	2	0	0	89	93.8	09:00 09:15	90	13	1	0	0	0	0	104	104.5
09:15 09:30	63	20	3	2	0	1	0	89	92.5	09:15 09:30	69	17	1	0	1	0	0	88	89.5
09:30 09:45	69	27	4	1	1	0	0	102	106.3	09:30 09:45	77	15	1	1	2	0	0	96	99.8
09:45 10:00	87	27	3	1	2	0	1	121	125	09:45 10:00	57	15	1	1	1	0	1	76	78

16:00 16:15	111	32	2	0	1	1	0	147	148.4	16:00 16:15	80	15	0	0	2	0	0	97	99
16:15 16:30	112	17	1	0	2	0	1	133	134.7	16:15 16:30	81	19	0	1	1	0	0	102	104.3
16:30 16:45	123	18	4	1	1	0	0	147	151.3	16:30 16:45	97	12	3	0	1	1	0	114	115.9
16:45 17:00	99	8	2	0	1	0	0	110	112	16:45 17:00	92	11	0	0	0	1	0	104	103.4
17:00 17:15	139	22	0	0	1	0	0	162	163	17:00 17:15	74	8	0	0	5	0	0	87	92
17:15 17:30	118	10	1	0	1	0	1	131	131.7	17:15 17:30	66	10	0	0	1	0	0	77	78
17:30 17:45	101	14	1	1	1	0	0	118	120.8	17:30 17:45	68	10	1	0	0	1	0	80	79.9
17:45 18:00	109	11	0	0	1	1	0	122	122.4	17:45 18:00	57	4	0	0	0	0	0	61	61
18:00 18:15	98	3	0	0	2	0	0	103	105	18:00 18:15	64	6	1	0	1	0	1	73	73.7
18:15 18:30	96	7	1	1	5	1	0	111	117.2	18:15 18:30	49	3	0	0	2	0	1	55	56.2
18:30 18:45	67	5	0	0	1	0	0	73	74	18:30 18:45	50	8	0	0	2	0	0	60	62
18:45 19:00	59	5	0	0	0	0	0	64	64	18:45 19:00	38	2	0	0	1	0	0	41	42
Total	2040	381	30	10	37	7	3	2508	2566.4	Total	1913	323	16	8	41	7	3	2311	2363.8

Arm D - Entry (rolling hour)										Arm D - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	185	56	2	1	11	2	0	257	269.1	07:00 08:00	418	77	3	3	10	3	0	514	527.6
07:15 08:15	228	65	2	1	8	3	0	307	315.5	07:15 08:15	445	80	3	3	7	2	0	540	551.2
07:30 08:30	279	70	3	1	5	3	0	361	367	07:30 08:30	437	76	2	5	9	1	0	530	545.9
07:45 08:45	320	77	3	1	5	2	0	408	414.6	07:45 08:45	397	76	2	3	11	2	0	491	505.7
08:00 09:00	346	74	3	1	4	1	0	429	435.2	08:00 09:00	386	78	4	2	11	1	0	482	497
08:15 09:15	335	84	6	2	6	0	0	433	444.6	08:15 09:15	373	75	5	2	11	1	0	467	482.5
08:30 09:30	298	86	8	4	5	1	0	402	415.6	08:30 09:30	340	68	5	0	9	1	0	423	433.9
08:45 09:45	277	91	12	4	5	1	0	390	405.6	08:45 09:45	341	66	5	1	4	0	0	417	424.8
09:00 10:00	277	99	13	5	5	1	1	401	417.6	09:00 10:00	293	60	4	2	4	0	1	364	371.8
09:15 10:15	219	74	10	4	3	1	1	312	323.8	09:15 10:15	203	47	3	2	4	0	1	260	267.3
09:30 10:30	156	54	7	2	3	0	1	223	231.3	09:30 10:30	134	30	2	2	3	0	1	172	177.8
09:45 10:45	87	27	3	1	2	0	1	121	125	09:45 10:45	57	15	1	1	1	0	1	76	78
16:00 17:00	445	75	9	1	5	1	1	537	546.4	16:00 17:00	350	57	3	1	4	2	0	417	422.6
16:15 17:15	473	65	7	1	5	0	1	552	561	16:15 17:15	344	50	3	1	7	2	0	407	415.6
16:30 17:30	479	58	7	1	4	0	1	550	558	16:30 17:30	329	41	3	0	7	2	0	382	389.3
16:45 17:45	457	54	4	1	4	0	1	521	527.5	16:45 17:45	300	39	1	0	6	2	0	348	353.3
17:00 18:00	467	57	2	1	4	1	1	533	537.9	17:00 18:00	265	32	1	0	6	1	0	305	310.9
17:15 18:15	426	38	2	1	5	1	1	474	479.9	17:15 18:15	255	30	2	0	2	1	1	291	292.6
17:30 18:30	404	35	2	2	9	2	0	454	465.4	17:30 18:30	238	23	2	0	3	1	2	269	270.8
17:45 18:45	370	26	1	1	9	2	0	409	418.6	17:45 18:45	220	21	1	0	5	0	2	249	252.9
18:00 19:00	320	20	1	1	8	1	0	351	360.2	18:00 19:00	201	19	1	0	6	0	2	229	233.9
18:15 19:15	222	17	1	1	6	1	0	248	255.2	18:15 19:15	137	13	0	0	5	0	1	156	160.2
18:30 19:30	126	10	0	0	1	0	0	137	138	18:30 19:30	88	10	0	0	3	0	0	101	104
18:45 19:45	59	5	0	0	0	0	0	64	64	18:45 19:45	38	2	0	0	1	0	0	41	42
TOTAL	2040	381	30	10	37	7	3	2508	2566.4	TOTAL	1913	323	16	8	41	7	3	2311	2363.8



Project ID and Name: IW0085 Cranleigh
Junction name: B2128 Guildford Road / B2130

Survey Date: 17/11/2022
Survey Day: Thursday

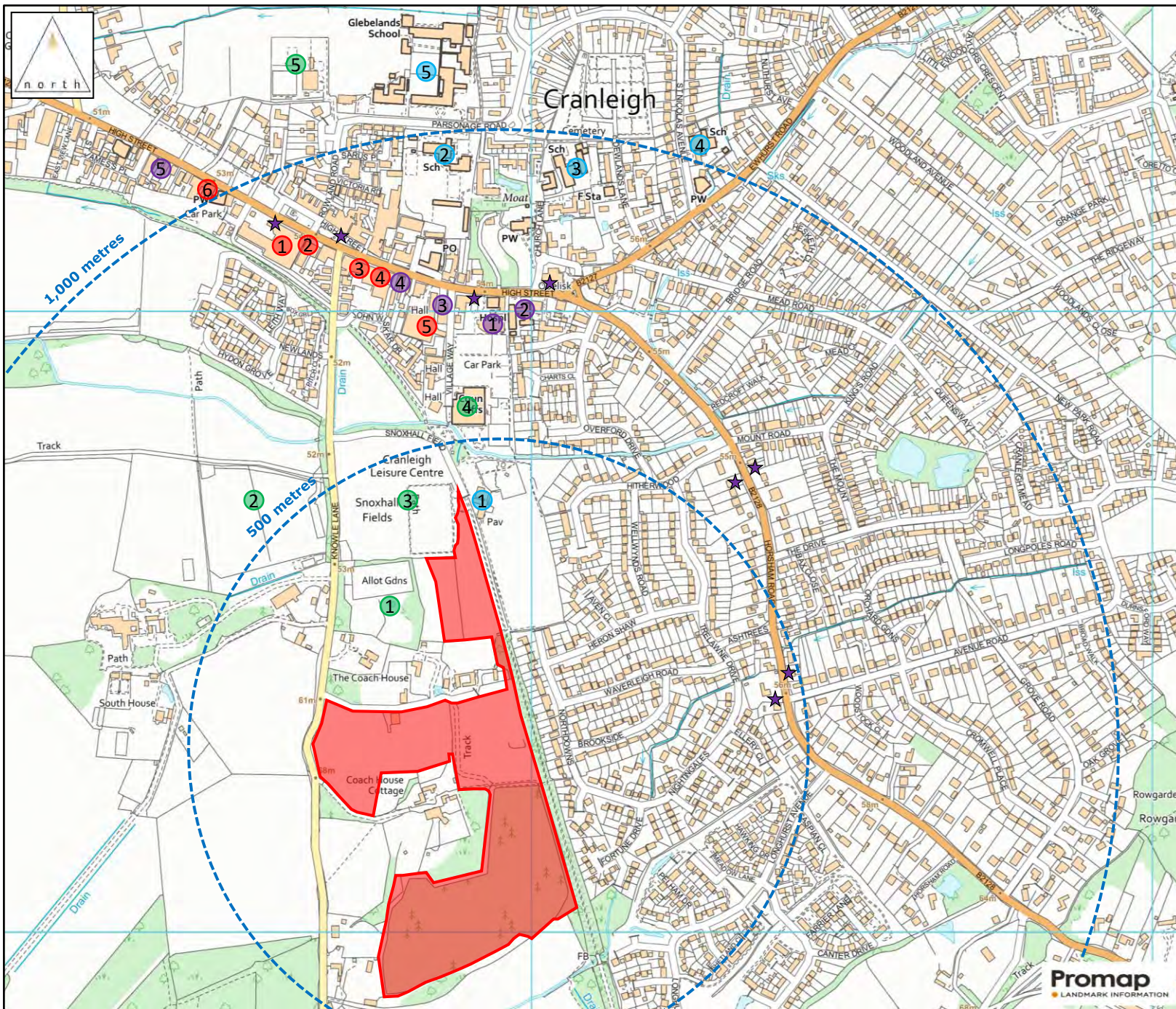
Time Interval		All movements (15-minute intervals)							Total	PCU
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C				
07:00	07:15	144	41	1	1	11	1	0	199	211.2
07:15	07:30	227	63	3	1	6	1	1	302	309.4
07:30	07:45	291	67	3	5	7	1	0	374	388.4
07:45	08:00	320	76	2	1	6	2	0	407	414.1
08:00	08:15	261	52	3	0	2	1	0	319	321.9
08:15	08:30	345	72	3	2	5	1	0	428	436.5
08:30	08:45	271	57	3	1	12	1	1	346	359.4
08:45	09:00	328	74	10	1	4	0	0	417	427.3
09:00	09:15	252	59	10	3	3	0	0	327	338.9
09:15	09:30	216	54	8	3	6	2	0	289	301.7
09:30	09:45	219	62	11	3	5	0	1	301	314.6
09:45	10:00	221	62	5	3	3	0	2	296	303.8

16:00	16:15	296	83	4	0	9	1	0	393	403.4
16:15	16:30	310	64	2	1	4	0	1	382	387.5
16:30	16:45	331	51	7	1	3	1	0	394	401.2
16:45	17:00	320	34	2	0	3	3	0	362	364.2
17:00	17:15	335	51	0	0	7	2	0	395	400.8
17:15	17:30	291	37	1	1	3	0	1	334	338
17:30	17:45	286	38	3	1	1	1	0	330	333.2
17:45	18:00	277	29	0	0	2	1	0	309	310.4
18:00	18:15	247	21	3	0	4	1	1	277	281.1
18:15	18:30	237	19	1	1	9	1	1	269	278.4
18:30	18:45	197	19	2	1	4	0	0	223	229.3
18:45	19:00	172	17	0	0	1	1	0	191	191.4
Total		6394	1202	87	30	120	22	9	7864	8046.1

Time Interval		All movements (rolling hour)							Total	PCU
Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C				
07:00	08:00	982	247	9	8	30	5	1	1282	1323.1
07:15	08:15	1099	258	11	7	21	5	1	1402	1433.8
07:30	08:30	1217	267	11	8	20	5	0	1528	1560.9
07:45	08:45	1197	257	11	4	25	5	1	1500	1531.9
08:00	09:00	1205	255	19	4	23	3	1	1510	1545.1
08:15	09:15	1196	262	26	7	24	2	1	1518	1562.1
08:30	09:30	1067	244	31	8	25	3	1	1379	1427.3
08:45	09:45	1015	249	39	10	18	2	1	1334	1382.5
09:00	10:00	908	237	34	12	17	2	3	1213	1259
09:15	10:15	656	178	24	9	14	2	3	886	920.1
09:30	10:30	440	124	16	6	8	0	3	597	618.4
09:45	10:45	221	62	5	3	3	0	2	296	303.8
16:00	17:00	1257	232	15	2	19	5	1	1531	1556.3
16:15	17:15	1296	200	11	2	17	6	1	1533	1553.7
16:30	17:30	1277	173	10	2	16	6	1	1485	1504.2
16:45	17:45	1232	160	6	2	14	6	1	1421	1436.2
17:00	18:00	1189	155	4	2	13	4	1	1368	1382.4
17:15	18:15	1101	125	7	2	10	3	2	1250	1262.7
17:30	18:30	1047	107	7	2	16	4	2	1185	1203.1
17:45	18:45	958	88	6	2	19	3	2	1078	1099.2
18:00	19:00	853	76	6	2	18	3	2	960	980.2
18:15	19:15	606	55	3	2	14	2	1	683	699.1
18:30	19:30	369	36	2	1	5	1	0	414	420.7
18:45	19:45	172	17	0	0	1	1	0	191	191.4
TOTAL		6394	1202	87	30	120	22	9	7864	8046.1

Appendix C

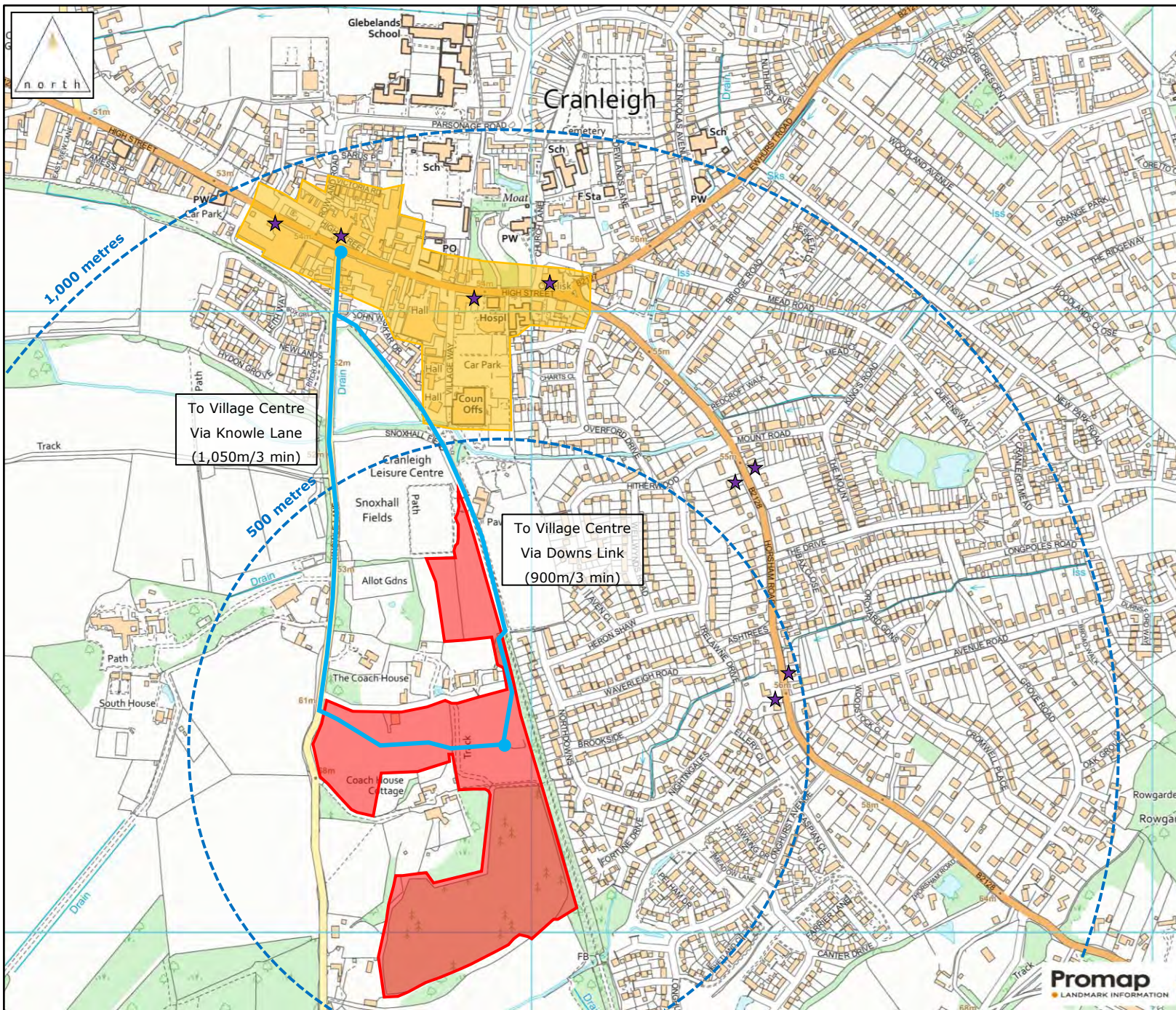
Accessibility and Amenity Plans



Legend

- **Shops & Retail**
 - 1 Sainsbury's
 - 2 One 40
 - 3 WH Smith
 - 4 M&S Simply Food
 - 5 Co-op
 - 6 The Natural Life
- **Leisure & Recreation**
 - 1 Beryl Harvey Field
 - 2 Bruce McKenzie Memorial Field
 - 3 Snoxhall Fields and Play Park
 - 4 Leisure Centre
 - 5 Bowls Club
- **Education**
 - 1 Little Hearts Pre School
 - 2 Cranleigh C of E Primary
 - 3 The Acorn Nursery School
 - 4 St Cuthbert Mayne RC Primary
 - 5 Glebelands School
- **Health**
 - 1 Cranleigh Medical Practice
 - 2 Cranleigh Community Hospital
 - 3 Boots Pharmacy
 - 4 Warren House Dental Practice
 - 5 Cranleigh Orthodontics
- 🚰 **Site**
- ★ **Nearby Bus Stop**

Land East of Knowle Lane, Cranleigh
Amenities Plan
Figure A1
Not to Scale



Legend

-  Site
-  Nearby Bus Stop
-  Approximate Village Centre
-  Key Cycling Routes

Land East of Knowle Lane, Cranleigh

Key Cycling Routes

Figure A3

Not to Scale

Appendix D

Indicative Site Layout Plan



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KEY

 Site boundary

Site

LAND EAST OF KNOWLE LANE,
CRANLEIGH

Drawing

Illustrative masterplan

Scale

1:1250@A1



Date

09.12.22

Drawing ref

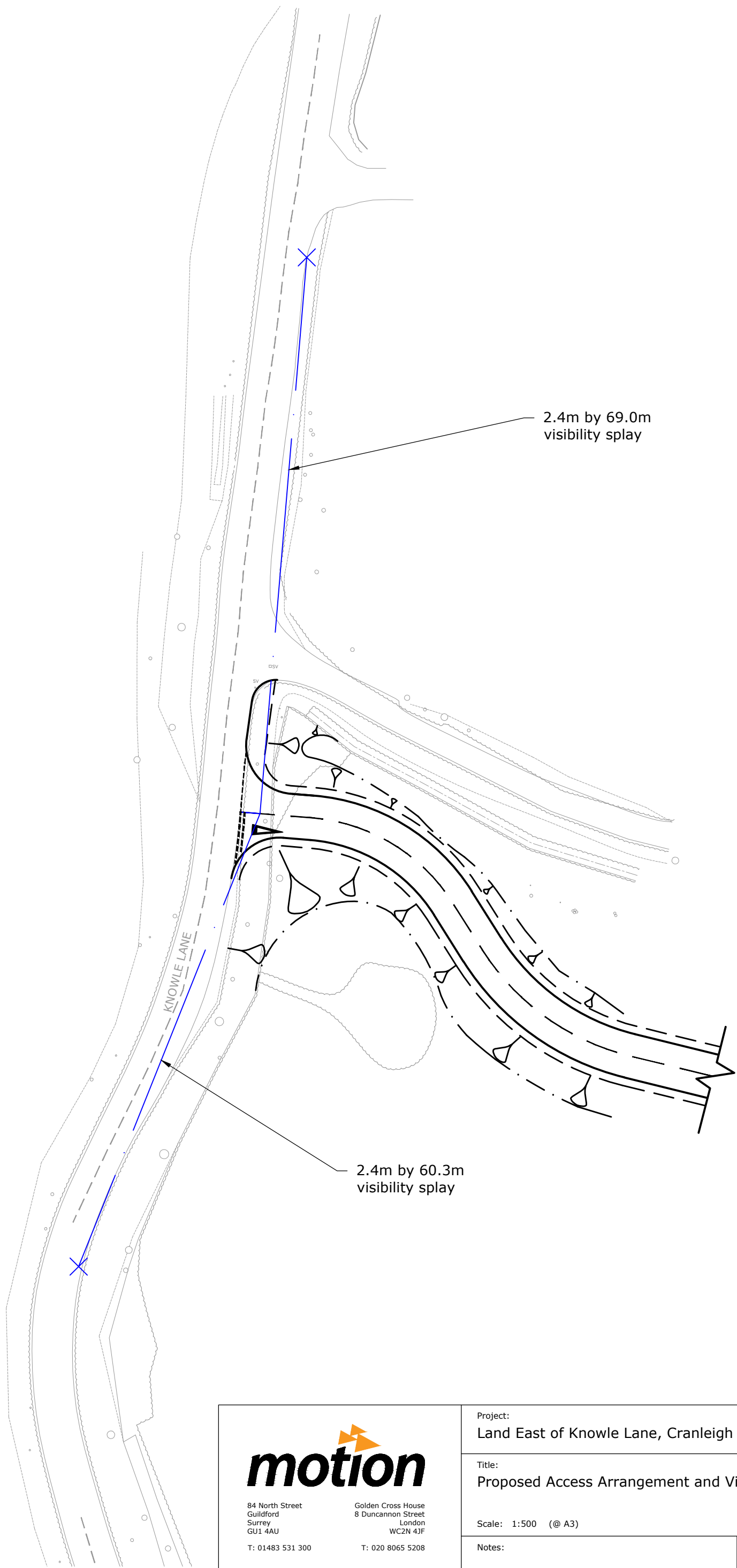
1321.02

Appendix E

Proposed Pedestrian/Cycle Access

Appendix F

Proposed Vehicular Access Arrangement



84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
Land East of Knowle Lane, Cranleigh

Title:
Proposed Access Arrangement and Visibility Splay

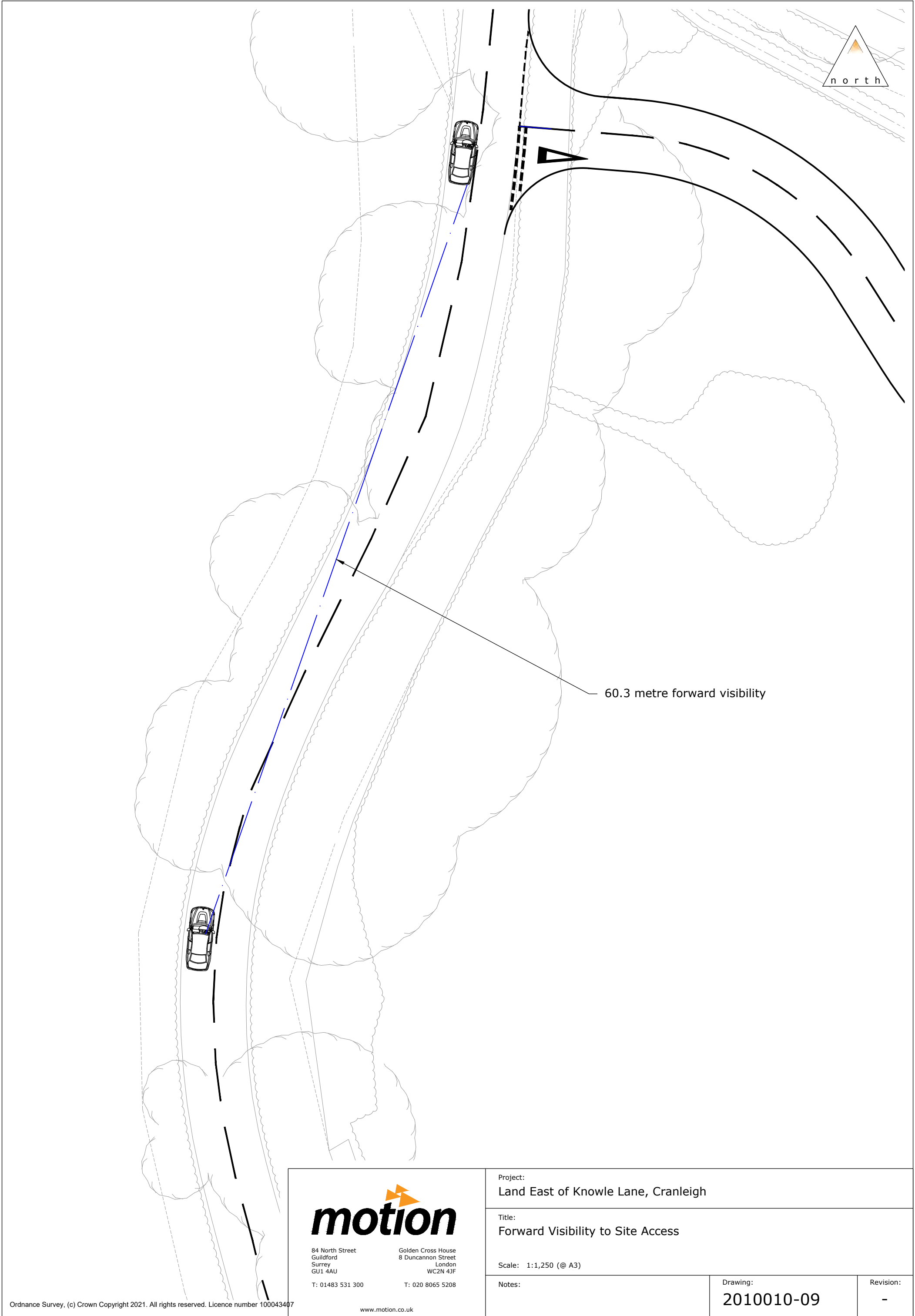
Scale: 1:500 (@ A3)

Notes:

Drawing:
2010010-04

Revision:
D

C:\Users\JoeEarp\Motion\StaffSite - Gscran 2010010 (1)\Drawings\2010010-09.dwg

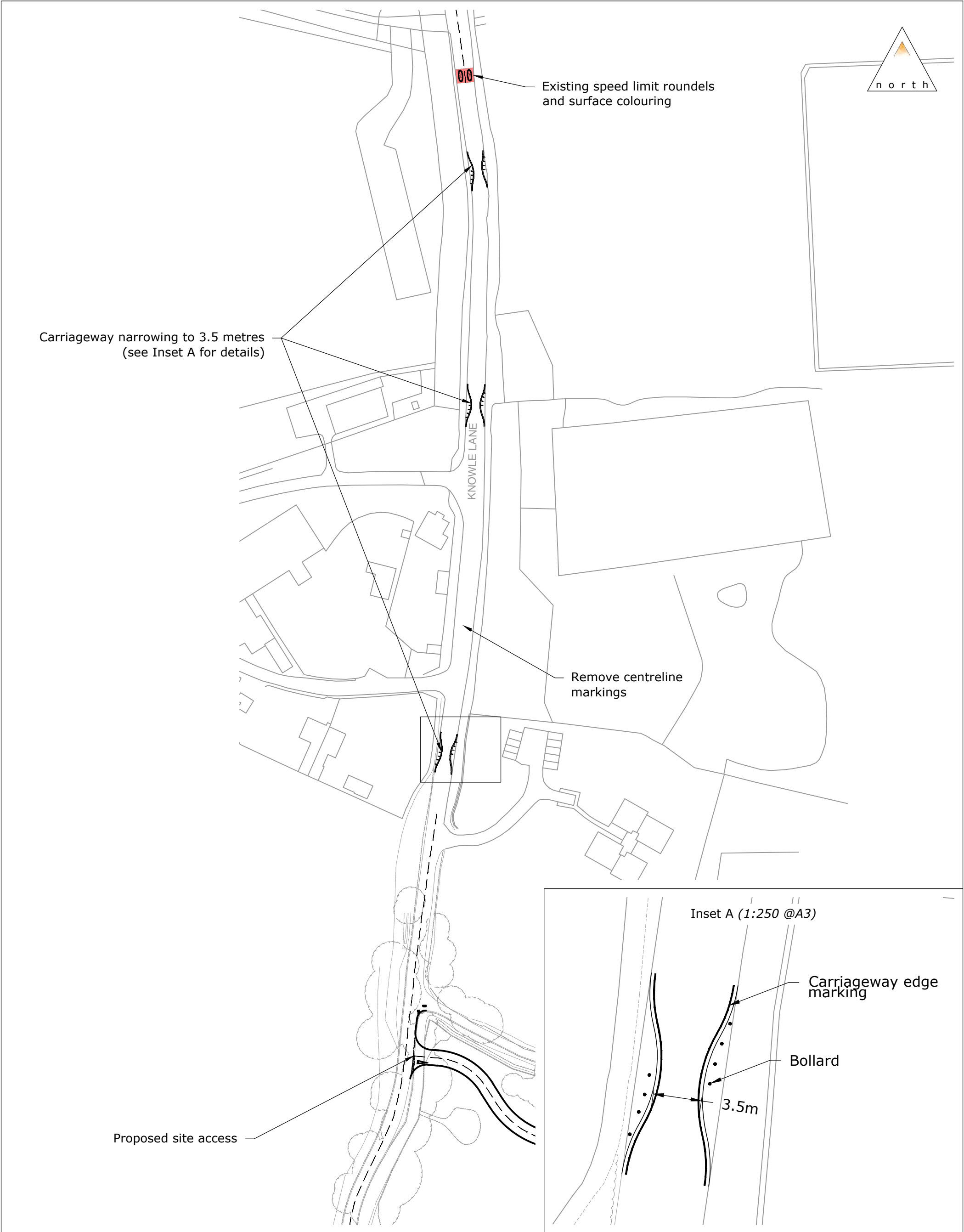


 84 North Street Guildford Surrey GU1 4AU Golden Cross House 8 Duncannon Street London WC2N 4JF T: 01483 531 300 T: 020 8065 5208 www.motion.co.uk				Project: Land East of Knowle Lane, Cranleigh	
				Title: Forward Visibility to Site Access	
				Scale: 1:1,250 (@ A3)	
Notes:			Drawing: 2010010-09		Revision: -

Appendix G

Proposed Traffic Calming Scheme

C:\Users\JoeEarp\Motion\StaffSite - Gscran 2010010 (1)\Drawings\2010010-08.dwg



 84 North Street Guildford Surrey GU1 4AU T: 01483 531 300 Golden Cross House 8 Duncannon Street London WC2N 4JF T: 020 8065 5208 www.motion.co.uk	Project: Land East of Knowle Lane, Cranleigh		
	Title: Traffic Calming Measures on Knowle Lane		
	Scale: 1:1,250 (@ A3)		
	Notes:	Drawing: 2010010-08	Revision: -

Appendix H

Traffic Survey Data – Berkeley Homes Residential Access

Project Number: **TSP15085**
Project Name: **Knowle Lane, Cranleigh**
Survey Type: **Manual Classified Turning Count**
Site No: **2**
Location: **Knowle Lane/ Newlands**



Project Number: **TSP15085**
 Project Name: **Knowle Lane, Cranleigh**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **Knowle Lane/ Newlands**
 Date: **30 June 2022, Thursday**



	1	1	1.5	2.3	2	2	0.4	0.2	0.2													
Time	A - A										A - B											
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
07:00										0	0	8		1							9	9.5
07:15										0	0	8	3	1							12	12.5
07:30										0	0	12	7								19	19
07:45										0	0	21	7					1	1		30	28.6
H/Total	0	0	0	0	0	0	0	0	0	0	0	49	17	2	0	0	0	1	1	0	70	69.6
08:00										0	0	22	9	2							33	34
08:15										0	0	25	1	1							27	27.5
08:30										0	0	18	6				1				25	26
08:45										0	0	26	1						1		28	27.2
H/Total	0	0	0	0	0	0	0	0	0	0	0	91	17	3	0	0	1	0	1	0	113	114.7
09:00										0	0	30	1							1	32	31.2
09:15										0	0	29	2						2		33	31.4
09:30										0	0	19	4	1							24	24.5
09:45										0	0	15	4	1					1		21	20.7
H/Total	0	0	0	0	0	0	0	0	0	0	0	93	11	2	0	0	0	0	3	1	110	107.8
Total	0	0	0	0	0	0	0	0	0	0	0	233	45	7	0	0	1	1	5	1	293	292.1

Time	A - A											A - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00										0	0	21	5								26	26
16:15										0	0	25	4								29	29
16:30										0	0	33	2	1							36	36.5
16:45										0	0	37	2			1					40	41
H/Total	0	0	0	0	0	0	0	0	0	0	0	116	13	1	0	1	0	0	0	0	131	132.5
17:00										0	0	22	7			1					30	31
17:15										0	0	36	1								37	37
17:30										0	0	27	2					1			30	29.4
17:45										0	0	22	1								23	23
H/Total	0	0	0	0	0	0	0	0	0	0	0	107	11	0	0	1	0	1	0	0	120	120.4
18:00										0	0	24	4								28	28
18:15										0	0	20	3			1					24	25
18:30										0	0	25	1			1		1			28	28.4
18:45										0	0	16	3								19	19
H/Total	0	0	0	0	0	0	0	0	0	0	0	85	11	0	0	2	0	1	0	0	99	100.4
Total	0	0	0	0	0	0	0	0	0	0	0	308	35	1	0	4	0	2	0	0	350	353.3

Project Number: **TSP15085**
 Project Name: **Knowle Lane, Cranleigh**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **Knowle Lane/ Newlands**
 Date: **30 June 2022, Thursday**



Time	A - C											B - A										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
07:00										0	0	4	7			1					13	13.2
07:15										0	0	12	4			1					17	18
07:30	1									1	1	27	6	1			2				36	38.5
07:45	2									2	2	33	3						2		38	36.4
H/Total	3	0	0	0	0	0	0	0	0	3	3	76	20	1	0	2	2	0	3	0	104	106.1
08:00	1	1								2	2	28	2							1	31	30.2
08:15	1									1	1	32	6	1							39	39.5
08:30		2								2	2	42	2	1					1		46	45.7
08:45	2	1								3	3	35	1								36	36
H/Total	4	4	0	0	0	0	0	0	0	8	8	137	11	2	0	0	0	0	1	1	152	151.4
09:00	1	1								2	2	28	4								32	32
09:15	1									1	1	25		1					2		28	26.9
09:30	1		1	1						3	4.8	17	1						1		19	18.2
09:45		1	1							2	2.5	16	3	1							20	20.5
H/Total	3	2	2	1	0	0	0	0	0	8	10.3	86	8	2	0	0	0	0	3	0	99	97.6
Total	10	6	2	1	0	0	0	0	0	19	21.3	299	39	5	0	2	2	0	7	1	355	355.1

Time	A - C											B - A										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00	6									6	6	17	8								25	25
16:15	4		1							5	5.5	21	2					1	1		25	23.6
16:30	4									4	4	26	1	1							28	28.5
16:45	2									2	2	15	7								22	22
H/Total	16	0	1	0	0	0	0	0	0	17	17.5	79	18	1	0	0	0	1	1	0	100	99.1
17:00	2									2	2	34	3								37	37
17:15										0	0	23	1				1				25	26
17:30		1								1	1	16									16	16
17:45	3									3	3	27	1								28	28
H/Total	5	1	0	0	0	0	0	0	0	6	6	100	5	0	0	0	1	0	0	0	106	107
18:00	1									1	1	21	3						1		25	24.2
18:15	2	1								3	3	18	4								22	22
18:30	3									3	3	12						2			14	12.8
18:45	1									1	1	10									10	10
H/Total	7	1	0	0	0	0	0	0	0	8	8	61	7	0	0	0	0	2	1	0	71	69
Total	28	2	1	0	0	0	0	0	0	31	31.5	240	30	1	0	0	1	3	2	0	277	275.1

[illegible]

Project Number: **TSP15085**
 Project Name: **Knowle Lane, Cranleigh**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **Knowle Lane/ Newlands**
 Date: **30 June 2022, Thursday**



Time	C - A											C - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
07:00										0	0										0	0
07:15	2									2	2										0	0
07:30	2									2	2										0	0
07:45	1									1	1										0	0
H/Total	5	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0
08:00	3									3	3	1									1	1
08:15	2	1								3	3	1									1	1
08:30	2	1								3	3										0	0
08:45	1									1	1										0	0
H/Total	8	2	0	0	0	0	0	0	0	10	10	2	0	0	0	0	0	0	0	0	2	2
09:00	1	3								4	4		1								1	1
09:15										0	0										0	0
09:30	1			1						2	3.3	1									1	1
09:45	2		1							3	3.5										0	0
H/Total	4	3	1	1	0	0	0	0	0	9	10.8	1	1	0	0	0	0	0	0	0	2	2
Total	17	5	1	1	0	0	0	0	0	24	25.8	3	1	0	0	0	0	0	0	0	4	4

Time	C - A											C - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00	2	1								3	3										0	0
16:15	2									2	2										0	0
16:30										0	0			1							1	1.5
16:45	1									1	1										0	0
H/Total	5	1	0	0	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	0	1	1.5
17:00										0	0										0	0
17:15								1		1	0.2		1								1	1
17:30	3									3	3										0	0
17:45	3	1								4	4										0	0
H/Total	6	1	0	0	0	0	0	1	0	8	7.2	0	1	0	0	0	0	0	0	0	1	1
18:00										0	0										0	0
18:15	1									1	1								1		1	0.2
18:30										0	0										0	0
18:45										0	0										0	0
H/Total	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0.2
Total	12	2	0	0	0	0	0	1	0	15	14.2	0	1	1	0	0	0	0	1	0	3	2.7

[illegible]

Project Number: **TSP15085**
 Project Name: **Knowle Lane, Cranleigh**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **Knowle Lane/ Newlands**
 Date: **30 June 2022, Thursday**



Time	From A											To A										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
07:00	8	0	1	0	0	0	0	0	0	9	9.5	4	7	0	0	1	0	0	1	0	13	13.2
07:15	8	3	1	0	0	0	0	0	0	12	12.5	14	4	0	0	1	0	0	0	0	19	20
07:30	13	7	0	0	0	0	0	0	0	20	20	29	6	1	0	0	2	0	0	0	38	40.5
07:45	23	7	0	0	0	0	1	1	0	32	30.6	34	3	0	0	0	0	0	2	0	39	37.4
H/Total	52	17	2	0	0	0	1	1	0	73	72.6	81	20	1	0	2	2	0	3	0	109	111.1
08:00	23	10	2	0	0	0	0	0	0	35	36	31	2	0	0	0	0	0	0	1	34	33.2
08:15	26	1	1	0	0	0	0	0	0	28	28.5	34	7	1	0	0	0	0	0	0	42	42.5
08:30	18	8	0	0	0	1	0	0	0	27	28	44	3	1	0	0	0	0	1	0	49	48.7
08:45	28	2	0	0	0	0	0	1	0	31	30.2	36	1	0	0	0	0	0	0	0	37	37
H/Total	95	21	3	0	0	1	0	1	0	121	122.7	145	13	2	0	0	0	0	1	1	162	161.4
09:00	31	2	0	0	0	0	0	0	1	34	33.2	29	7	0	0	0	0	0	0	0	36	36
09:15	30	2	0	0	0	0	0	2	0	34	32.4	25	0	1	0	0	0	0	2	0	28	26.9
09:30	20	4	2	1	0	0	0	0	0	27	29.3	18	1	0	1	0	0	0	1	0	21	21.5
09:45	15	5	2	0	0	0	0	1	0	23	23.2	18	3	2	0	0	0	0	0	0	23	24
H/Total	96	13	4	1	0	0	0	3	1	118	118.1	90	11	3	1	0	0	0	3	0	108	108.4
Total	243	51	9	1	0	1	1	5	1	312	313.4	316	44	6	1	2	2	0	7	1	379	380.9

Time	From A											To A										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00	27	5	0	0	0	0	0	0	0	32	32	19	9	0	0	0	0	0	0	0	28	28
16:15	29	4	1	0	0	0	0	0	0	34	34.5	23	2	0	0	0	0	1	1	0	27	25.6
16:30	37	2	1	0	0	0	0	0	0	40	40.5	26	1	1	0	0	0	0	0	0	28	28.5
16:45	39	2	0	0	1	0	0	0	0	42	43	16	7	0	0	0	0	0	0	0	23	23
H/Total	132	13	2	0	1	0	0	0	0	148	150	84	19	1	0	0	0	1	1	0	106	105.1
17:00	24	7	0	0	1	0	0	0	0	32	33	34	3	0	0	0	0	0	0	0	37	37
17:15	36	1	0	0	0	0	0	0	0	37	37	23	1	0	0	0	1	0	1	0	26	26.2
17:30	27	3	0	0	0	0	1	0	0	31	30.4	19	0	0	0	0	0	0	0	0	19	19
17:45	25	1	0	0	0	0	0	0	0	26	26	30	2	0	0	0	0	0	0	0	32	32
H/Total	112	12	0	0	1	0	1	0	0	126	126.4	106	6	0	0	0	1	0	1	0	114	114.2
18:00	25	4	0	0	0	0	0	0	0	29	29	21	3	0	0	0	0	0	1	0	25	24.2
18:15	22	4	0	0	1	0	0	0	0	27	28	19	4	0	0	0	0	0	0	0	23	23
18:30	28	1	0	0	1	0	1	0	0	31	31.4	12	0	0	0	0	0	2	0	0	14	12.8
18:45	17	3	0	0	0	0	0	0	0	20	20	10	0	0	0	0	0	0	0	0	10	10
H/Total	92	12	0	0	2	0	1	0	0	107	108.4	62	7	0	0	0	0	2	1	0	72	70
Total	336	37	2	0	4	0	2	0	0	381	384.8	252	32	1	0	0	1	3	3	0	292	289.3

Project Number: **TSP15085**
 Project Name: **Knowle Lane, Cranleigh**
 Survey Type: **Manual Classified Turning Count**
 Site No: **2**
 Location: **Knowle Lane/ Newlands**
 Date: **30 June 2022, Thursday**



Time	From B											To B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
07:00	4	7	0	0	1	0	0	1	0	13	13.2	8	0	1	0	0	0	0	0	0	9	9.5
07:15	12	4	0	0	1	0	0	0	0	17	18	8	3	1	0	0	0	0	0	0	12	12.5
07:30	27	6	1	0	0	2	0	0	0	36	38.5	12	7	0	0	0	0	0	0	0	19	19
07:45	33	3	0	0	0	0	0	2	0	38	36.4	21	7	0	0	0	0	1	1	0	30	28.6
H/Total	76	20	1	0	2	2	0	3	0	104	106.1	49	17	2	0	0	0	1	1	0	70	69.6
08:00	29	2	1	0	0	0	0	0	1	33	32.7	23	9	2	0	0	0	0	0	0	34	35
08:15	33	6	1	0	0	0	0	0	0	40	40.5	26	1	1	0	0	0	0	0	0	28	28.5
08:30	43	2	1	0	0	0	0	2	0	48	46.9	18	6	0	0	0	1	0	0	0	25	26
08:45	35	1	0	0	0	0	0	0	0	36	36	26	1	0	0	0	0	0	1	0	28	27.2
H/Total	140	11	3	0	0	0	0	2	1	157	156.1	93	17	3	0	0	1	0	1	0	115	116.7
09:00	29	4	0	0	0	0	0	0	0	33	33	30	2	0	0	0	0	0	0	1	33	32.2
09:15	25	0	1	0	0	0	0	2	0	28	26.9	29	2	0	0	0	0	0	2	0	33	31.4
09:30	18	1	0	0	0	0	0	1	0	20	19.2	20	4	1	0	0	0	0	0	0	25	25.5
09:45	16	3	1	0	0	0	0	0	0	20	20.5	15	4	1	0	0	0	0	1	0	21	20.7
H/Total	88	8	2	0	0	0	0	3	0	101	99.6	94	12	2	0	0	0	0	3	1	112	109.8
Total	304	39	6	0	2	2	0	8	1	362	361.8	236	46	7	0	0	1	1	5	1	297	296.1

Time	From B											To B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00	18	8	0	0	0	0	0	0	0	26	26	21	5	0	0	0	0	0	0	0	26	26
16:15	22	2	0	0	0	0	1	1	0	26	24.6	25	4	0	0	0	0	0	0	0	29	29
16:30	26	1	1	0	0	0	0	0	0	28	28.5	33	2	2	0	0	0	0	0	0	37	38
16:45	15	7	0	0	0	0	0	0	0	22	22	37	2	0	0	1	0	0	0	0	40	41
H/Total	81	18	1	0	0	0	1	1	0	102	101.1	116	13	2	0	1	0	0	0	0	132	134
17:00	34	3	0	0	0	0	0	0	0	37	37	22	7	0	0	1	0	0	0	0	30	31
17:15	24	1	0	0	0	1	0	0	0	26	27	36	2	0	0	0	0	0	0	0	38	38
17:30	17	0	0	0	0	0	0	0	0	17	17	27	2	0	0	0	0	1	0	0	30	29.4
17:45	27	1	0	0	0	0	0	0	0	28	28	22	1	0	0	0	0	0	0	0	23	23
H/Total	102	5	0	0	0	1	0	0	0	108	109	107	12	0	0	1	0	1	0	0	121	121.4
18:00	21	3	0	0	0	0	0	1	0	25	24.2	24	4	0	0	0	0	0	0	0	28	28
18:15	18	4	0	0	0	0	0	0	0	22	22	20	3	0	0	1	0	0	1	0	25	25.2
18:30	12	0	0	0	0	0	2	0	0	14	12.8	25	1	0	0	1	0	1	0	0	28	28.4
18:45	10	0	0	0	0	0	0	0	0	10	10	16	3	0	0	0	0	0	0	0	19	19
H/Total	61	7	0	0	0	0	2	1	0	71	69	85	11	0	0	2	0	1	1	0	100	100.6
Total	244	30	1	0	0	1	3	2	0	281	279.1	308	36	2	0	4	0	2	1	0	353	356



Time	From C											To C										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV	TOTAL	TOTAL (PCU)
16:00	2	1	0	0	0	0	0	0	0	3	3	7	0	0	0	0	0	0	0	0	7	7
16:15	2	0	0	0	0	0	0	0	0	2	2	5	0	1	0	0	0	0	0	0	6	6.5
16:30	0	0	1	0	0	0	0	0	0	1	1.5	4	0	0	0	0	0	0	0	0	4	4
16:45	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2
H/Total	5	1	1	0	0	0	0	0	0	7	7.5	18	0	1	0	0	0	0	0	0	19	19.5
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2
17:15	0	1	0	0	0	0	0	1	0	2	1.2	1	0	0	0	0	0	0	0	0	1	1
17:30	3	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	2	2
17:45	3	1	0	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	3	3
H/Total	6	2	0	0	0	0	0	1	0	9	8.2	7	1	0	0	0	0	0	0	0	8	8
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
18:15	1	0	0	0	0	0	0	1	0	2	1.2	2	1	0	0	0	0	0	0	0	3	3
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
H/Total	1	0	0	0	0	0	0	1	0	2	1.2	7	1	0	0	0	0	0	0	0	8	8
Total	12	3	1	0	0	0	0	2	0	18	16.9	32	2	1	0	0	0	0	0	0	35	35

Project Number: **TSP15085**
Project Name: **Knowle Lane, Cranleigh**
Survey Type: **Manual Classified Turning Count**
Site No: **2**
Location: **Knowle Lane/ Newlands**
Date: **30 June 2022, Thursday**



Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV			
07:00	12	7	1	0	1	0	0	1	0	22	22.7	
07:15	22	7	1	0	1	0	0	0	0	31	32.5	
07:30	42	13	1	0	0	2	0	0	0	58	60.5	
07:45	57	10	0	0	0	0	1	3	0	71	68	
H/Total	133	37	3	0	2	2	1	4	0	182	183.7	
08:00	56	12	3	0	0	0	0	0	1	72	72.7	
08:15	62	8	2	0	0	0	0	0	0	72	73	
08:30	63	11	1	0	0	1	0	2	0	78	77.9	
08:45	64	3	0	0	0	0	0	1	0	68	67.2	
H/Total	245	34	6	0	0	1	0	3	1	290	290.8	
09:00	61	10	0	0	0	0	0	0	1	72	71.2	
09:15	55	2	1	0	0	0	0	4	0	62	59.3	
09:30	40	5	2	2	0	0	0	1	0	50	52.8	
09:45	33	8	4	0	0	0	0	1	0	46	47.2	
H/Total	189	25	7	2	0	0	0	6	1	230	230.5	
Total	567	96	16	2	2	3	1	13	2	702	705	

Peak Hours	Totals
07:00 08:00	182
07:15 08:15	232
07:30 08:30	273
07:45 08:45	293

08:00 09:00	290
08:15 09:15	290
08:30 09:30	280
08:45 09:45	252

09:00 10:00	230
-------------	-----

Time	Whole Junction										TOTAL	TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	PMV			
16:00	47	14	0	0	0	0	0	0	0	61	61	
16:15	53	6	1	0	0	0	1	1	0	62	61.1	
16:30	63	3	3	0	0	0	0	0	0	69	70.5	
16:45	55	9	0	0	1	0	0	0	0	65	66	
H/Total	218	32	4	0	1	0	1	1	0	257	258.6	
17:00	58	10	0	0	1	0	0	0	0	69	70	
17:15	60	3	0	0	0	1	0	1	0	65	65.2	
17:30	47	3	0	0	0	0	1	0	0	51	50.4	
17:45	55	3	0	0	0	0	0	0	0	58	58	
H/Total	220	19	0	0	1	1	1	1	0	243	243.6	
18:00	46	7	0	0	0	0	0	1	0	54	53.2	
18:15	41	8	0	0	1	0	0	1	0	51	51.2	
18:30	40	1	0	0	1	0	3	0	0	45	44.2	
18:45	27	3	0	0	0	0	0	0	0	30	30	
H/Total	154	19	0	0	2	0	3	2	0	180	178.6	
Total	592	70	4	0	4	1	5	4	0	680	680.8	

Peak Hours	Totals
16:00 17:00	257
16:15 17:15	265
16:30 17:30	268
16:45 17:45	250

17:00 18:00	243
17:15 18:15	228
17:30 18:30	214
17:45 18:45	208

18:00 19:00	180
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Appendix I

TRICS Output – Houses Privately Owned

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-221102-1132

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 100 to 248 (units:)
 Range Selected by User: 100 to 250 (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: 01/01/14 to 30/06/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 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	5 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	9
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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	8
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.

Motion High Street Guildford

Licence No: 734001

Secondary Filtering selection:

Use Class:

C3 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 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	3 days
25,001 to 50,000	3 days
75,001 to 100,000	3 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	8 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
No	2 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	9 days
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This data displays the number of selected surveys with PTAL Ratings.

Motion High Street Guildford

Licence No: 734001

LIST OF SITES relevant to selection parameters

1	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
2	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
3	NF-03-A-15 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	235	
	Survey date: THURSDAY	20/09/18	Survey Type: DIRECTIONAL ATC COUNT
4	NF-03-A-16 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	138	
	Survey date: TUESDAY	20/10/15	Survey Type: DIRECTIONAL ATC COUNT
5	NF-03-A-24 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	127	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
6	NF-03-A-28 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	100	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT
7	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
8	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

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

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.

Motion High Street Guildford

Licence No: 734001

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	9	157	0.111	9	157	0.300	9	157	0.411
08:00 - 09:00	9	157	0.138	9	157	0.330	9	157	0.468
09:00 - 10:00	9	157	0.138	9	157	0.154	9	157	0.292
10:00 - 11:00	9	157	0.142	9	157	0.171	9	157	0.313
11:00 - 12:00	9	157	0.120	9	157	0.152	9	157	0.272
12:00 - 13:00	9	157	0.150	9	157	0.158	9	157	0.308
13:00 - 14:00	9	157	0.155	9	157	0.145	9	157	0.300
14:00 - 15:00	9	157	0.157	9	157	0.199	9	157	0.356
15:00 - 16:00	9	157	0.235	9	157	0.183	9	157	0.418
16:00 - 17:00	9	157	0.261	9	157	0.177	9	157	0.438
17:00 - 18:00	9	157	0.318	9	157	0.168	9	157	0.486
18:00 - 19:00	9	157	0.267	9	157	0.152	9	157	0.419
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.192			2.289			4.481

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

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

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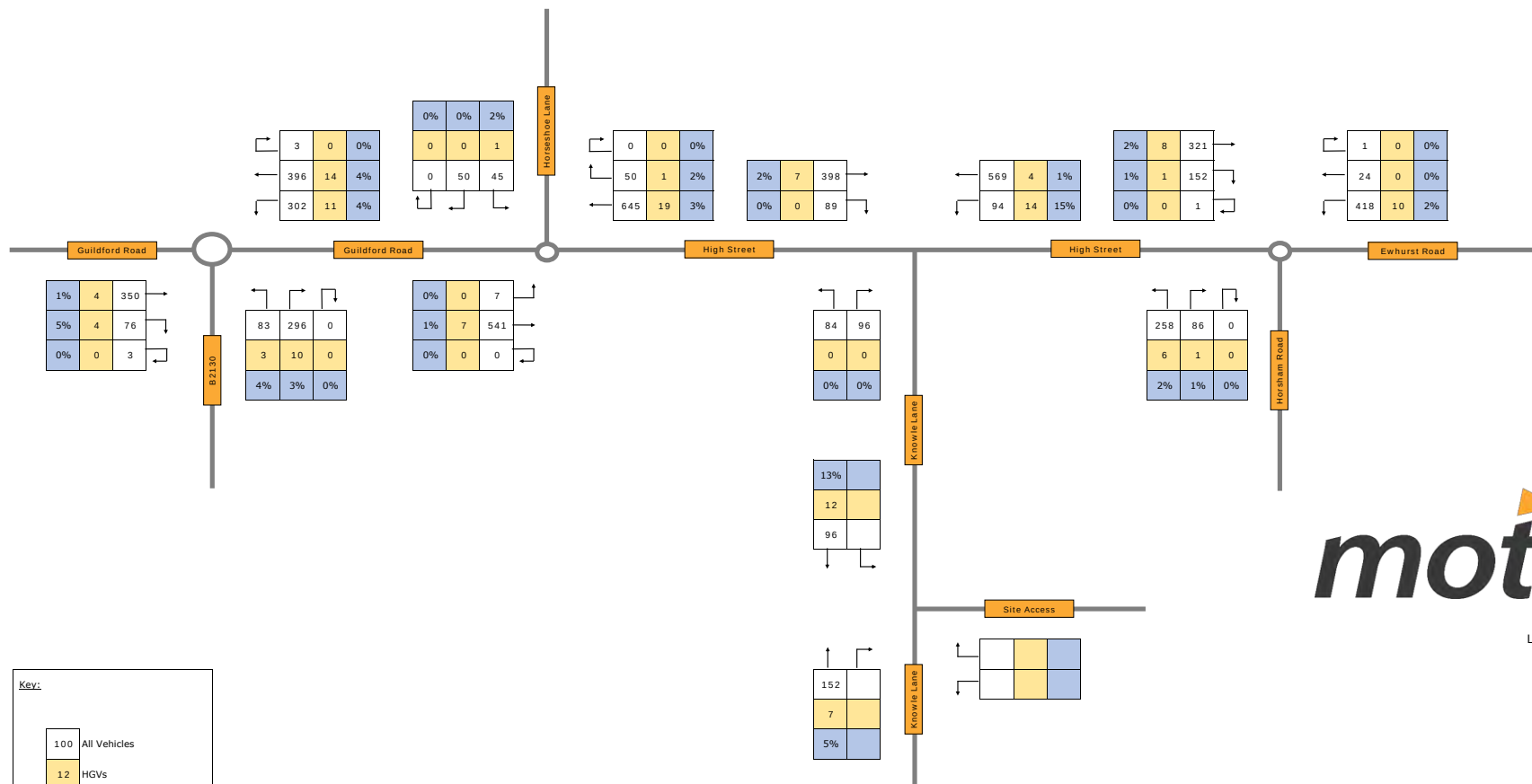
Parameter summary

Trip rate parameter range selected: 100 - 248 (units:)
 Survey date range: 01/01/14 - 30/06/22
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 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 J

Traffic Flow Figures



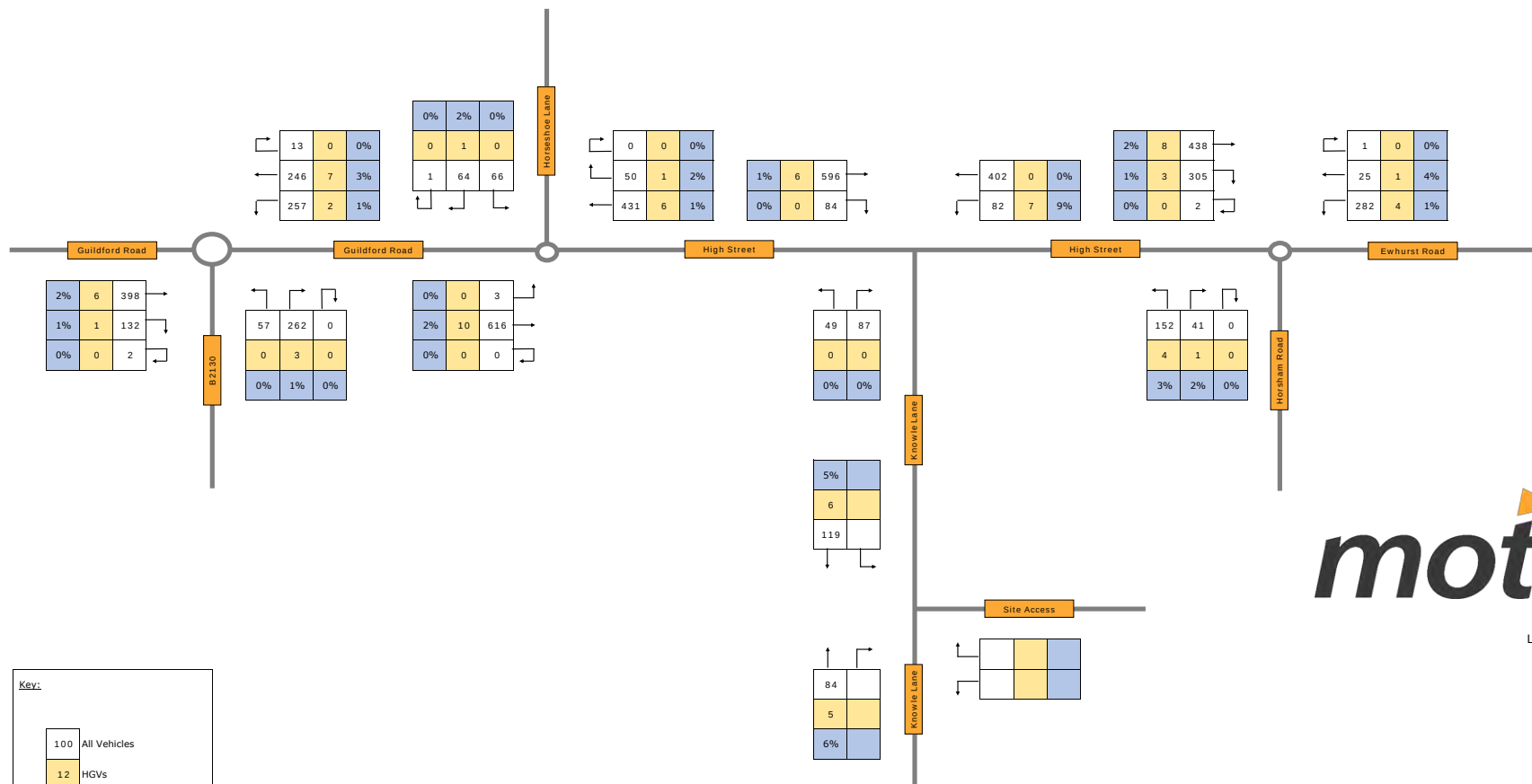
motion

Land at Knowle Lane, Cranleigh

2022 Observed

AM Peak Hour (08:00-09:00)

Motion Figure No. TF1



motion

Land at Knowle Lane, Cranleigh

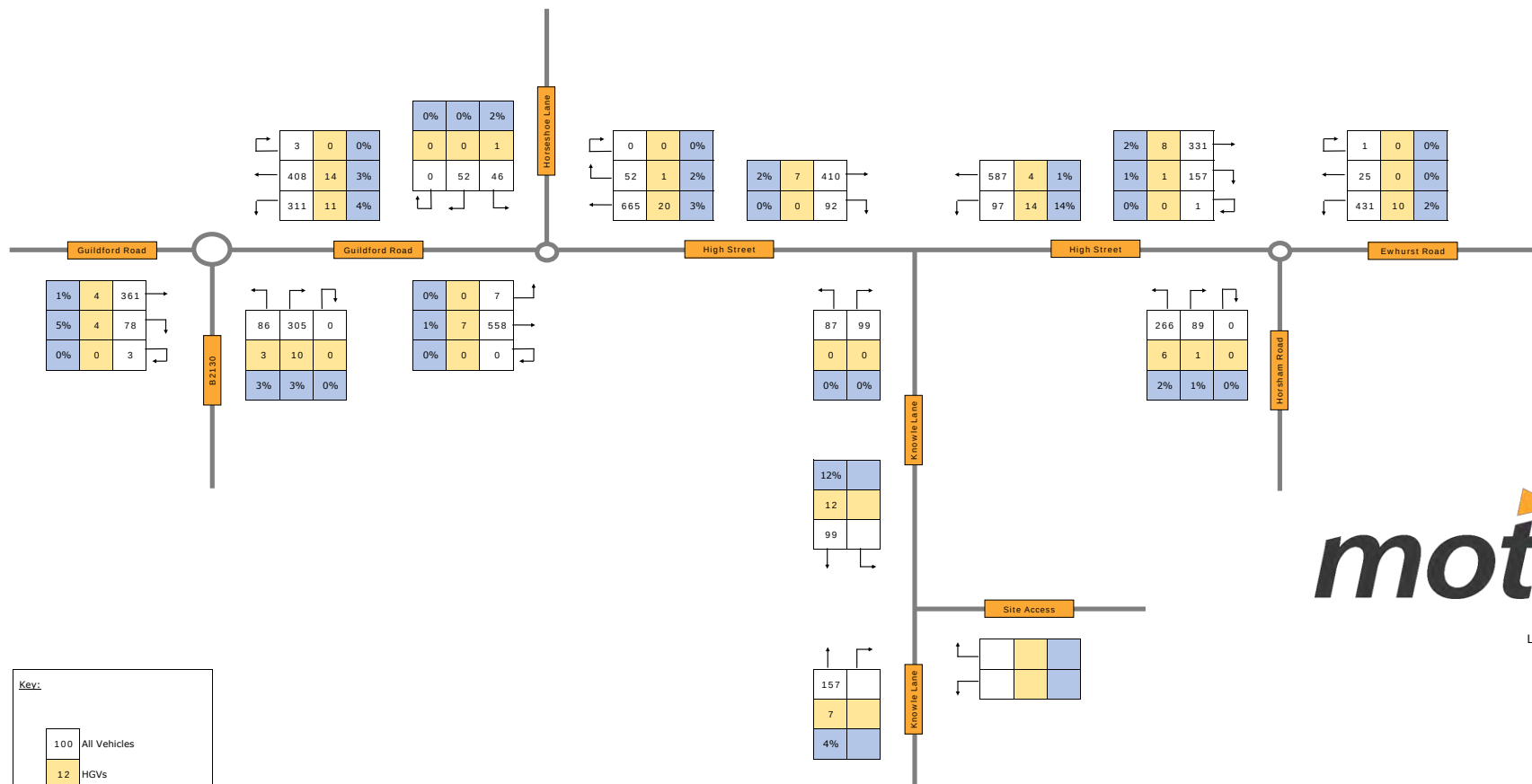
2022 Observed

PM Peak Hour (17:00-18:00)

Motion Figure No. TF2

Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage



Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage
1.0313	Growth Factor

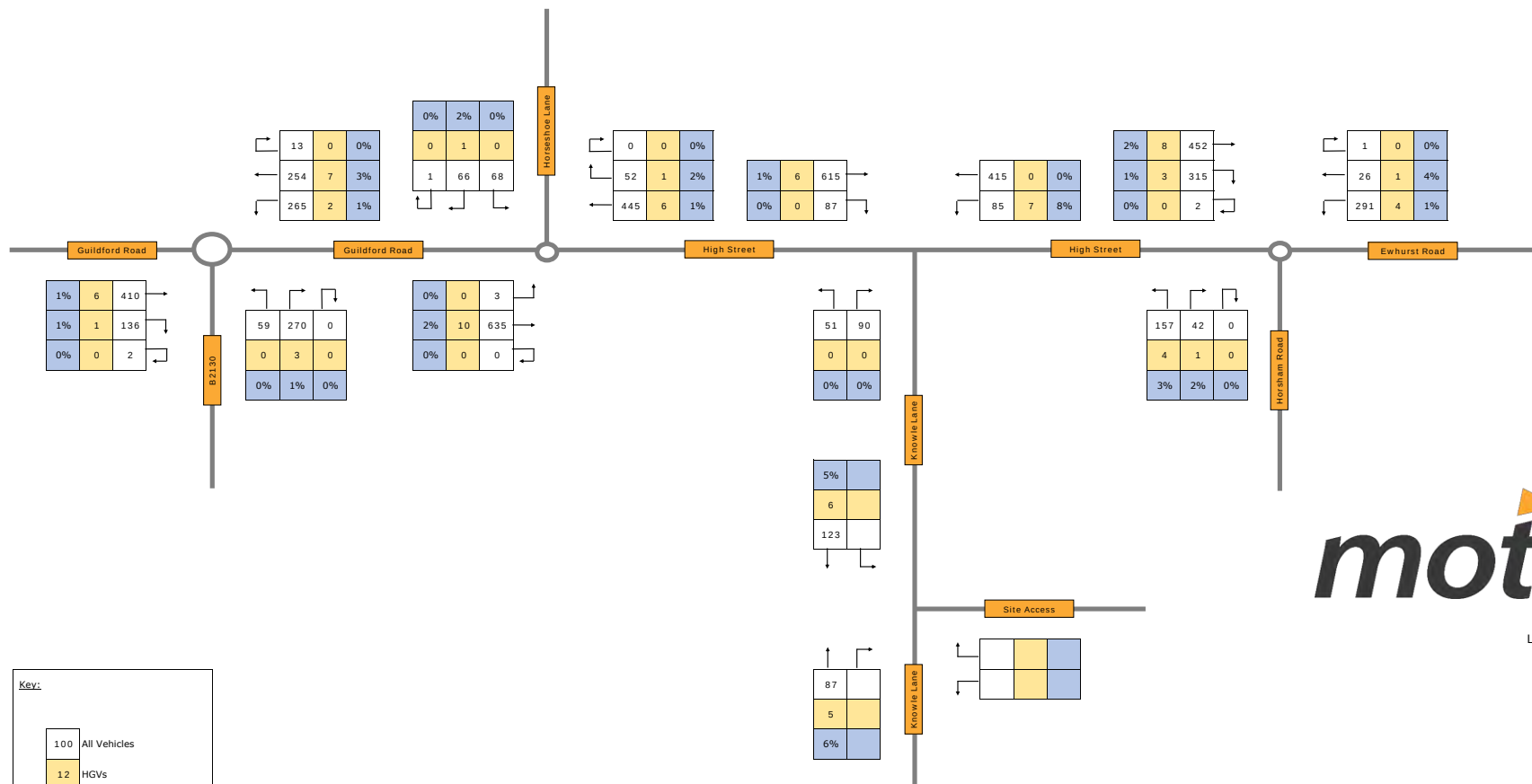
motion

Land at Knowle Lane, Cranleigh

2028 Baseline

AM Peak Hour (08:00-09:00)

Motion Figure No. TF3



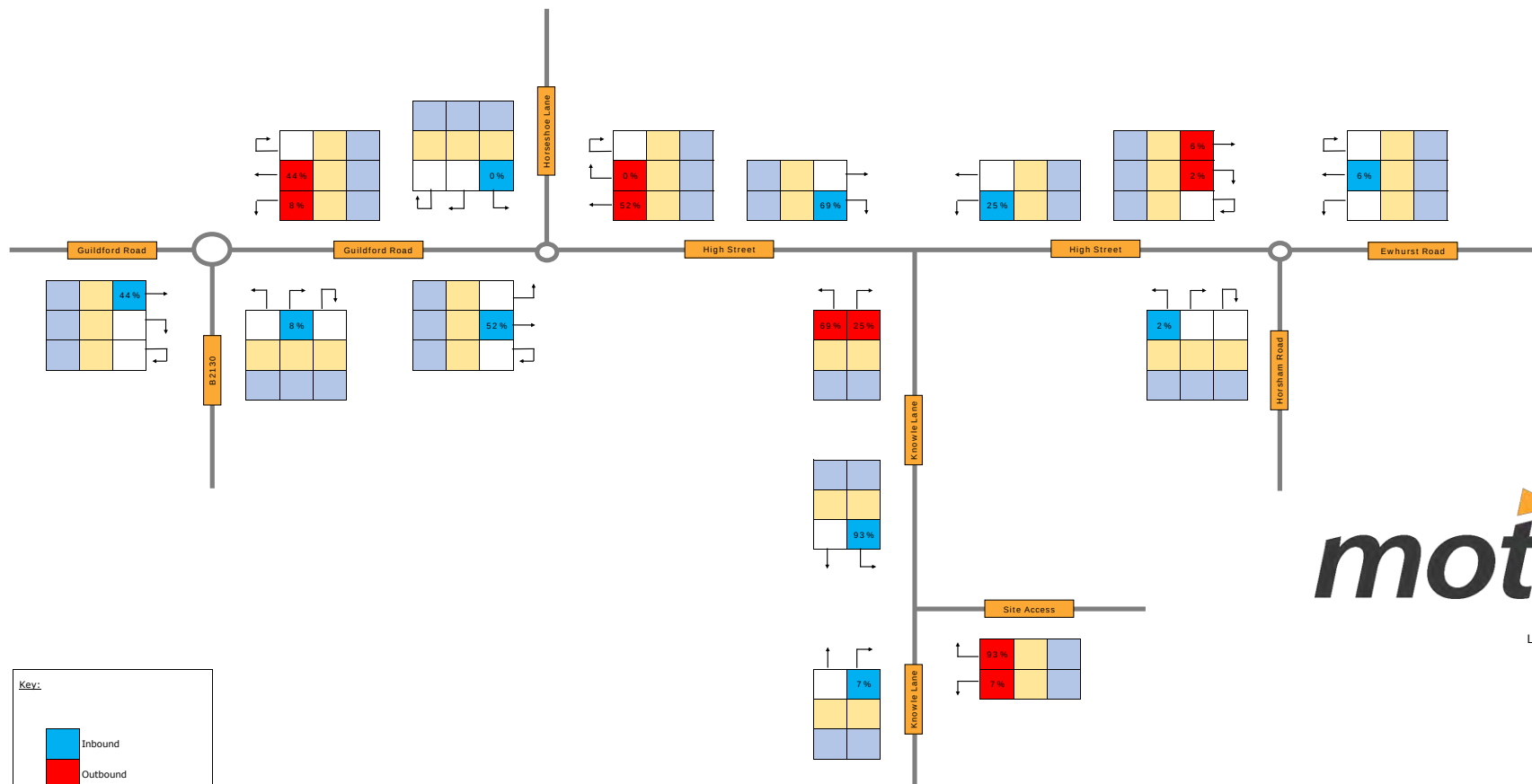
motion

Land at Knowle Lane, Cranleigh

2028 Baseline

AM Peak Hour (17:00-18:00)

Motion Figure No. TF4



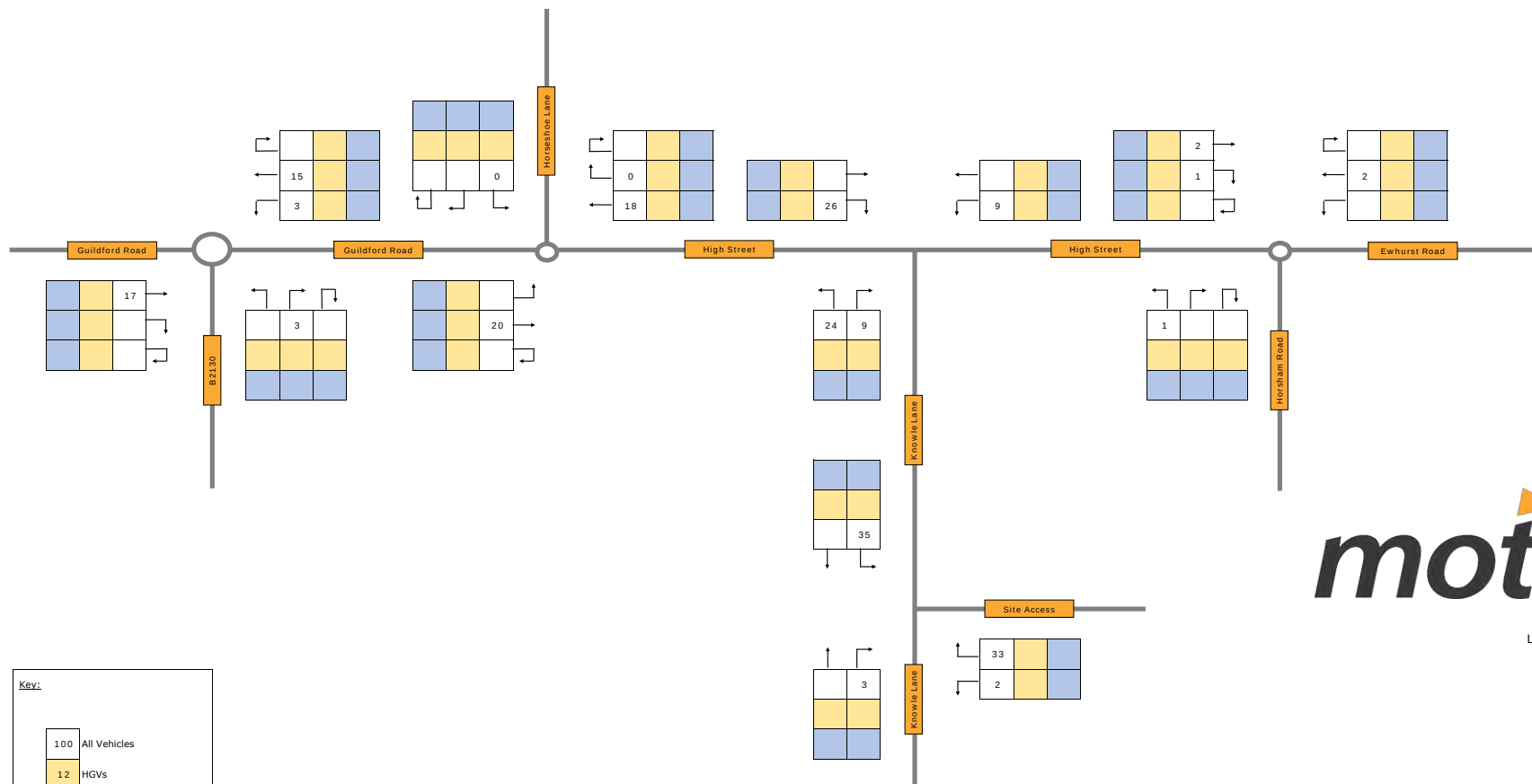
motion

Land at Knowle Lane, Cranleigh

Traffic Distribution

AM Peak Hour (08:00-09:00)

Motion Figure No. TF5



Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage

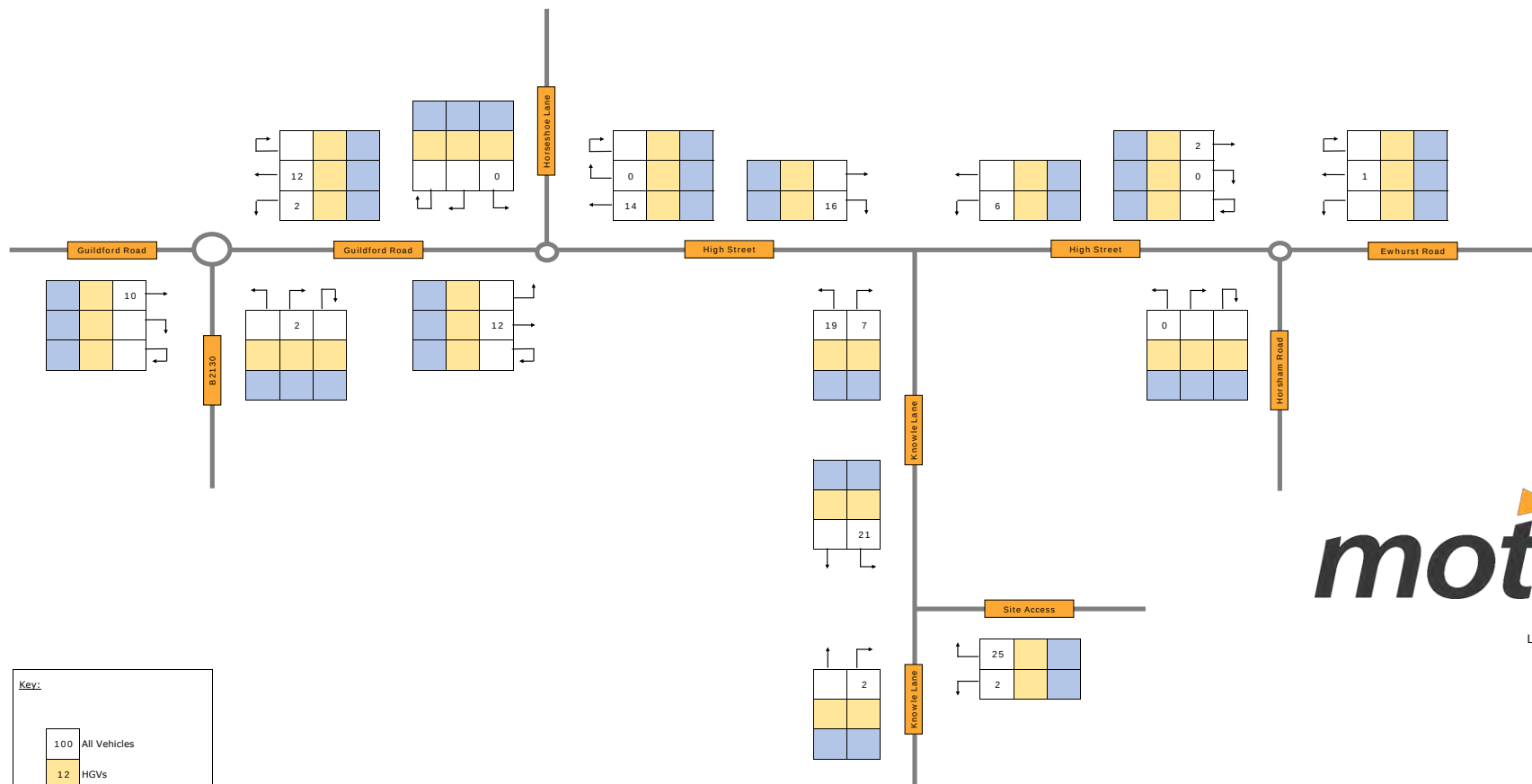
motion

Land at Knowle Lane, Cranleigh

Development Traffic

AM Peak Hour (08:00-09:00)

Motion Figure No. TF6



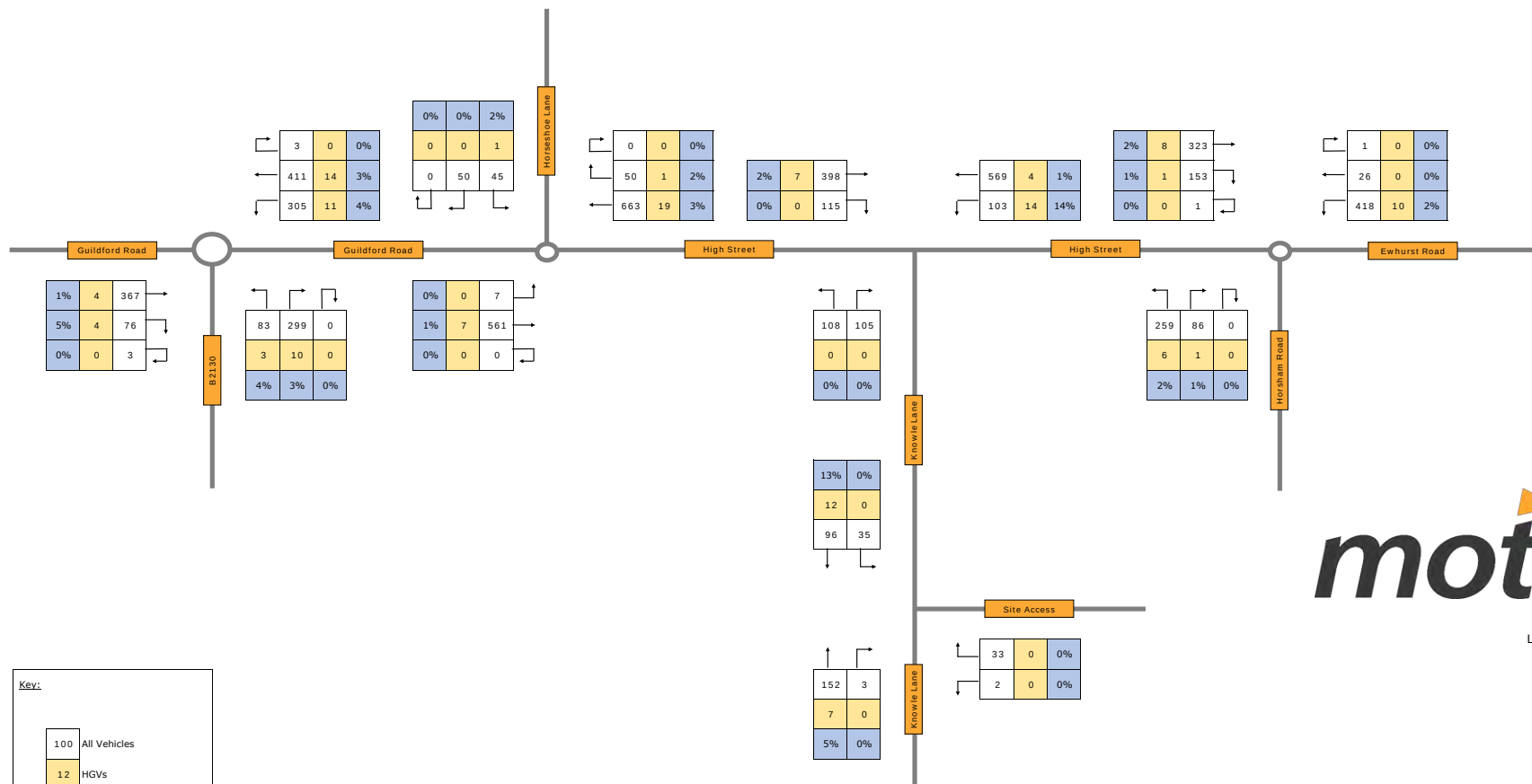
motion

Land at Knowle Lane, Cranleigh

Development Traffic

PM Peak Hour (17:00-18:00)

Motion Figure No. TF7



motion

Land at Knowle Lane, Cranleigh

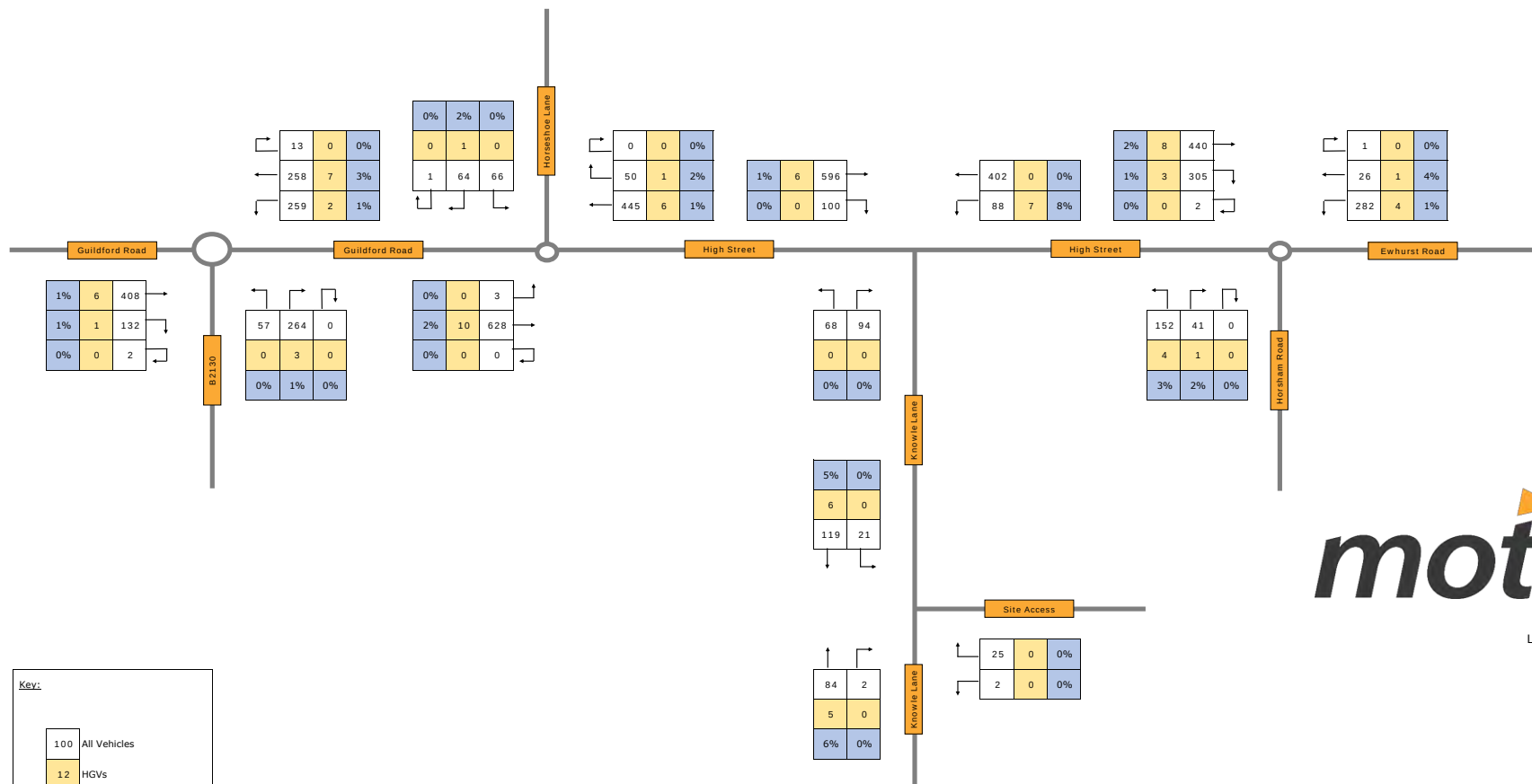
2022 with Development

AM Peak Hour (08:00-09:00)

Motion Figure No. TF8

Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage



Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage

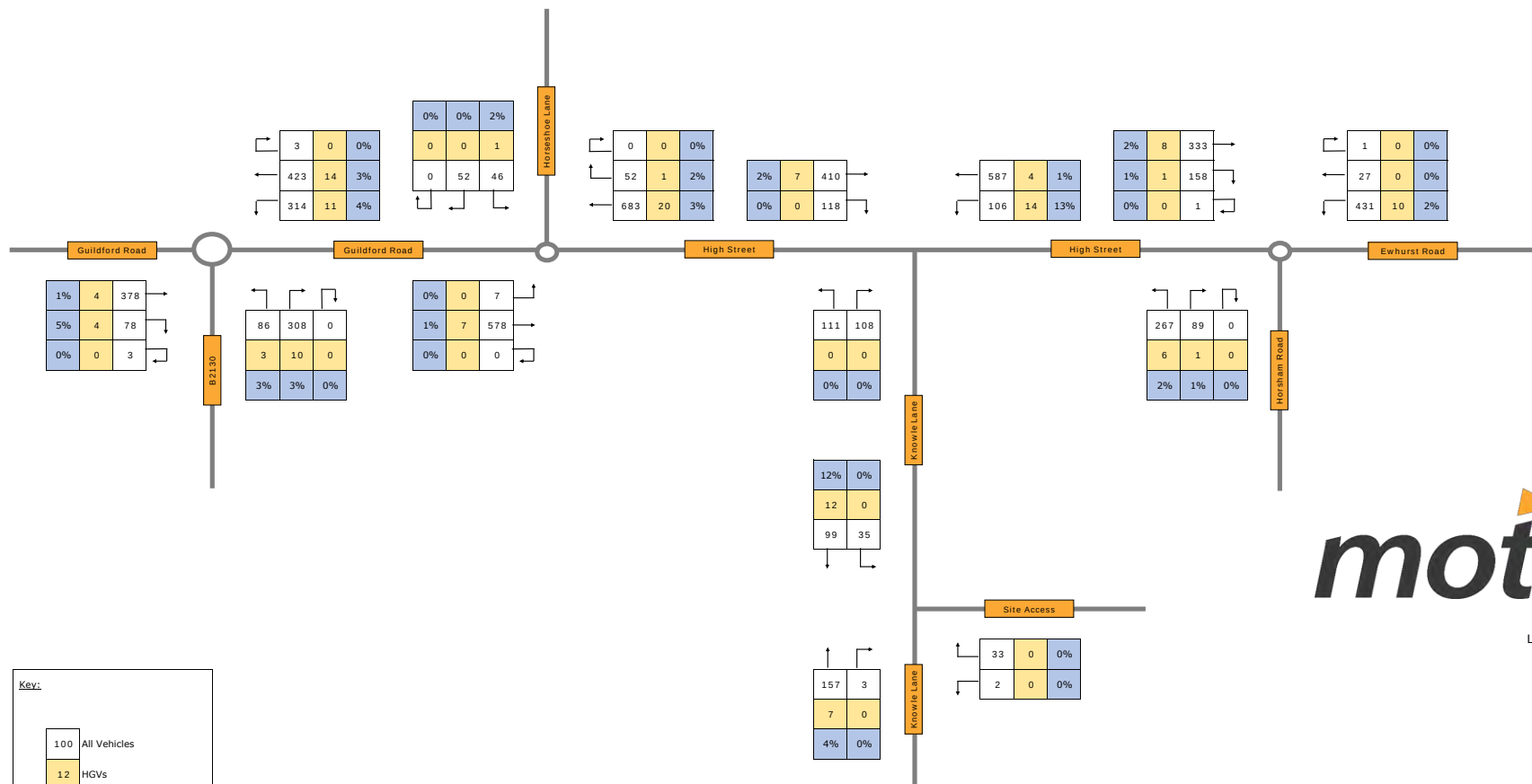
motion

Land at Knowle Lane, Cranleigh

2022 with Development

PM Peak Hour (17:00-18:00)

Motion Figure No. TF9



Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage

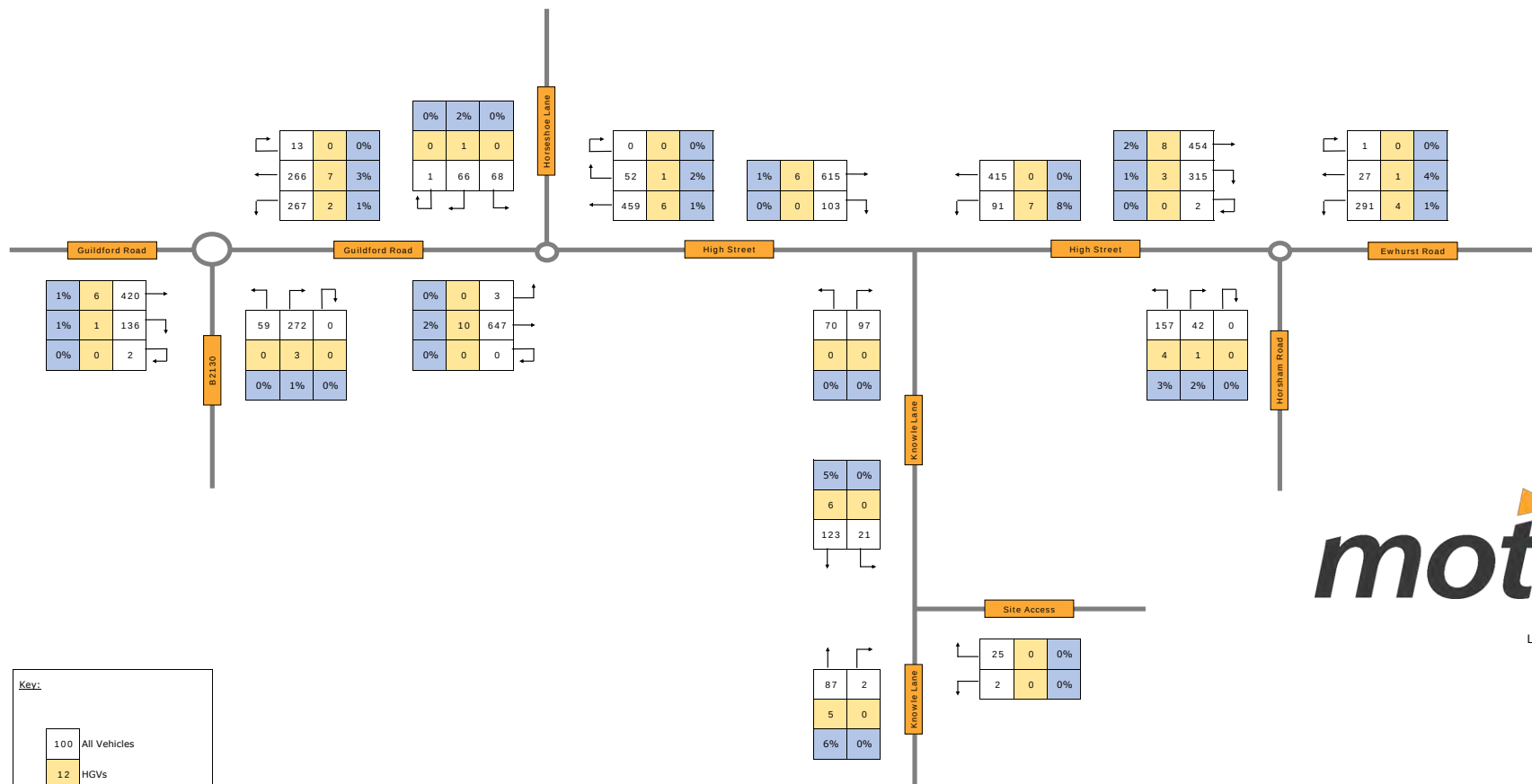
motion

Land at Knowle Lane, Cranleigh

2028 with Development

AM Peak Hour (08:00-09:00)

Motion Figure No. TF10



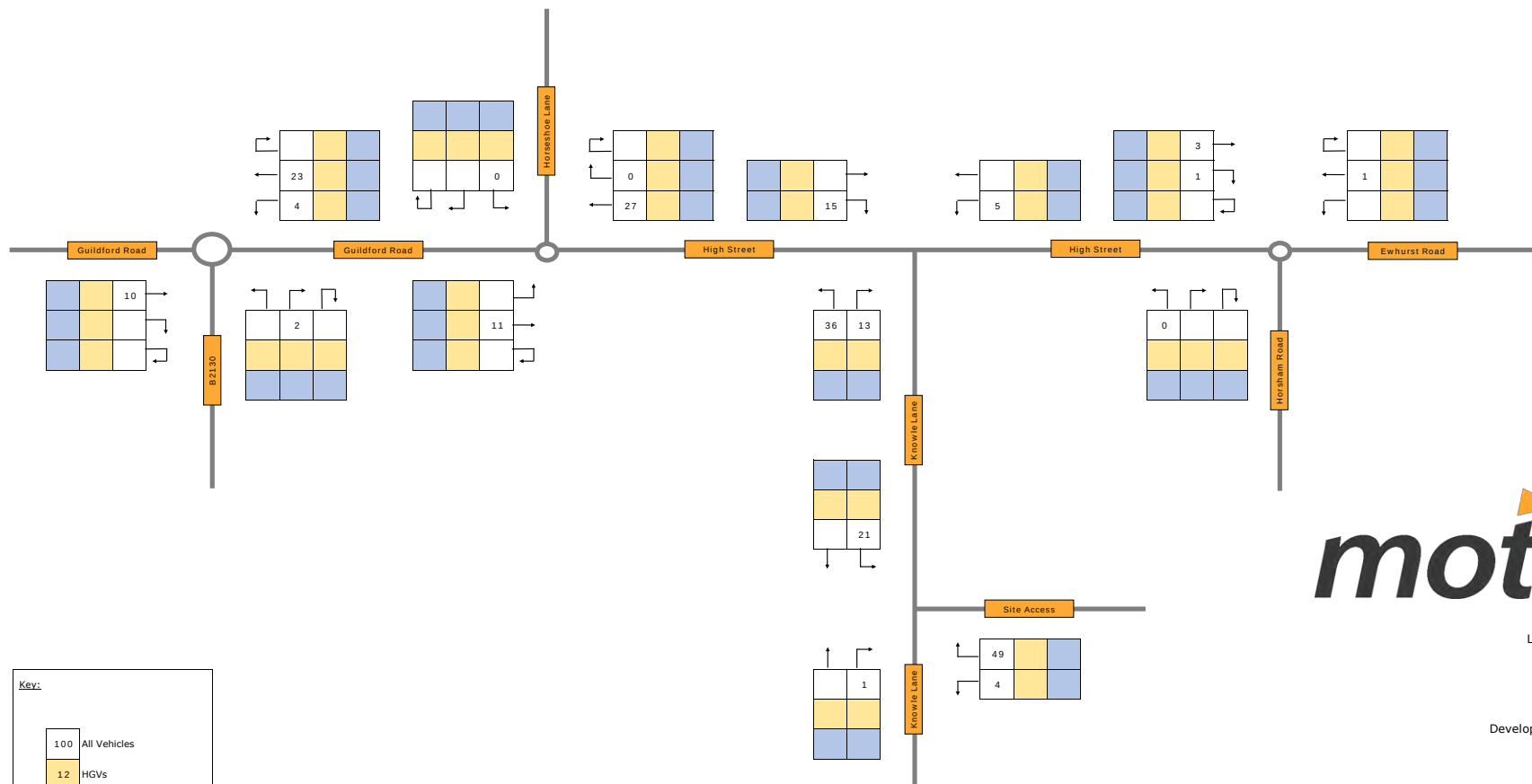
motion

Land at Knowle Lane, Cranleigh

2028 with Development

PM Peak Hour (17:00-18:00)

Motion Figure No. TF11



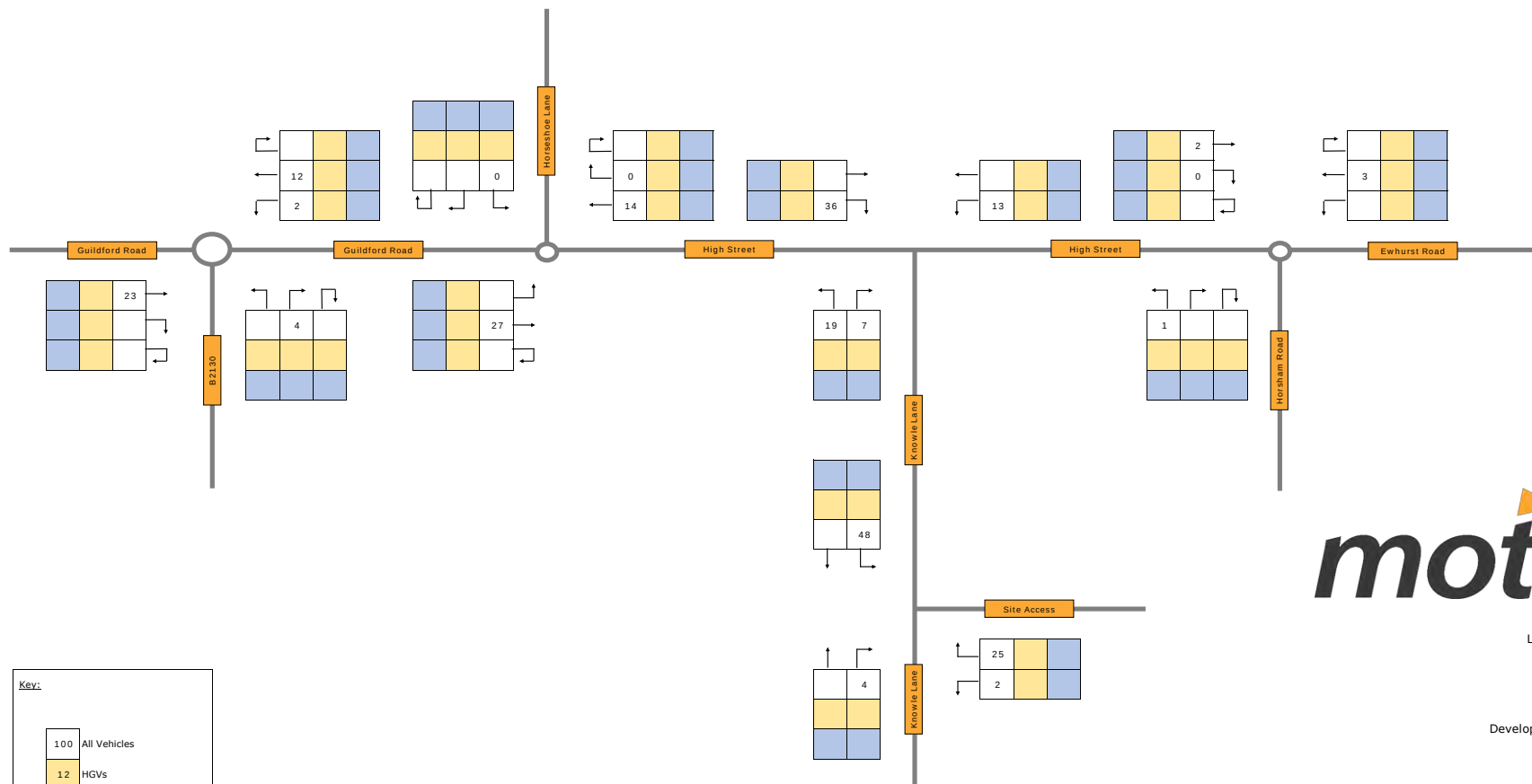
motion

Land at Knowle Lane, Cranleigh

Development Traffic (Sensitivity Test)

AM Peak Hour (08:00-09:00)

Motion Figure No. TF12



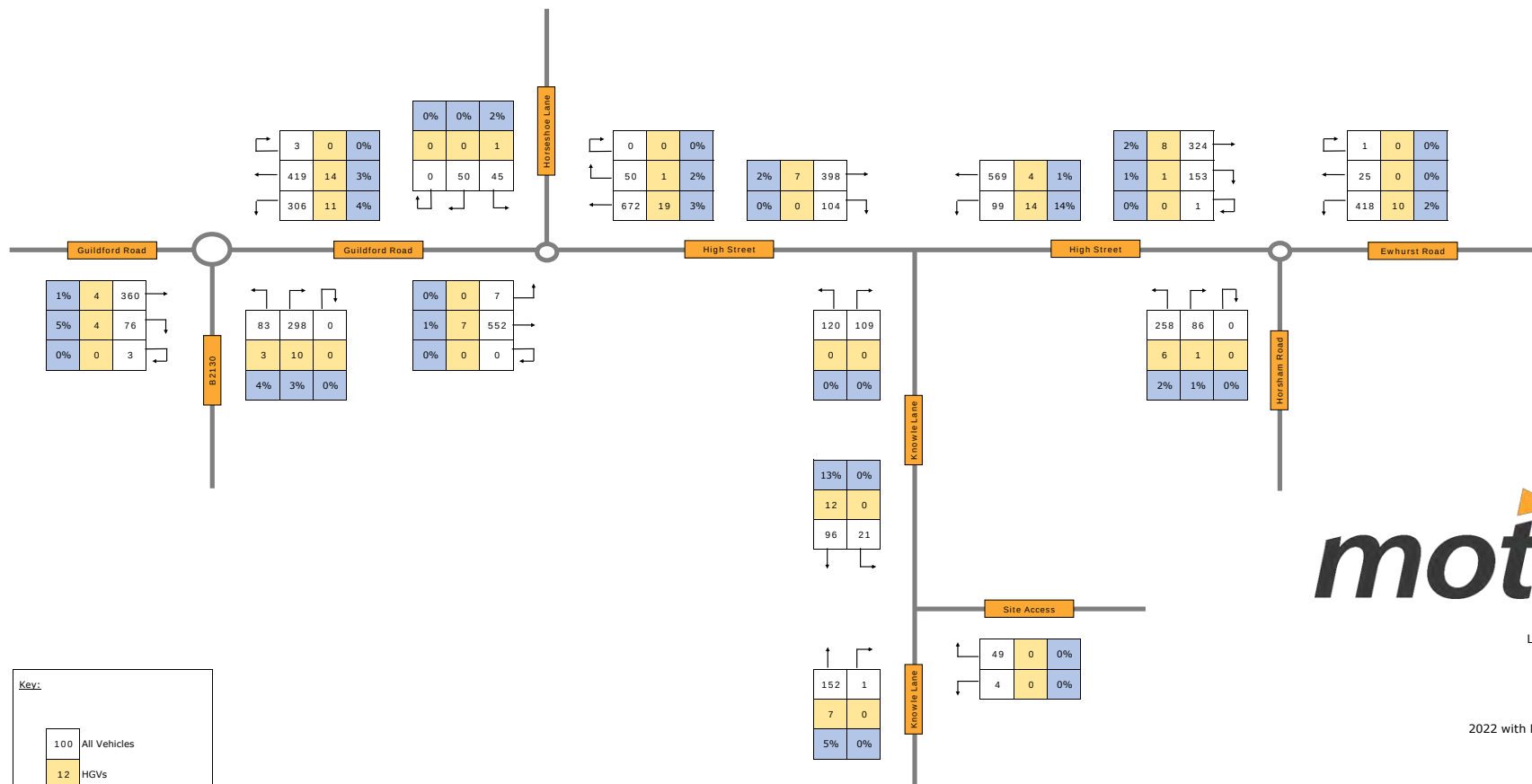
motion

Land at Knowle Lane, Cranleigh

Development Traffic (Sensitivity Test)

PM Peak Hour (17:00-18:00)

Motion Figure No. TF13



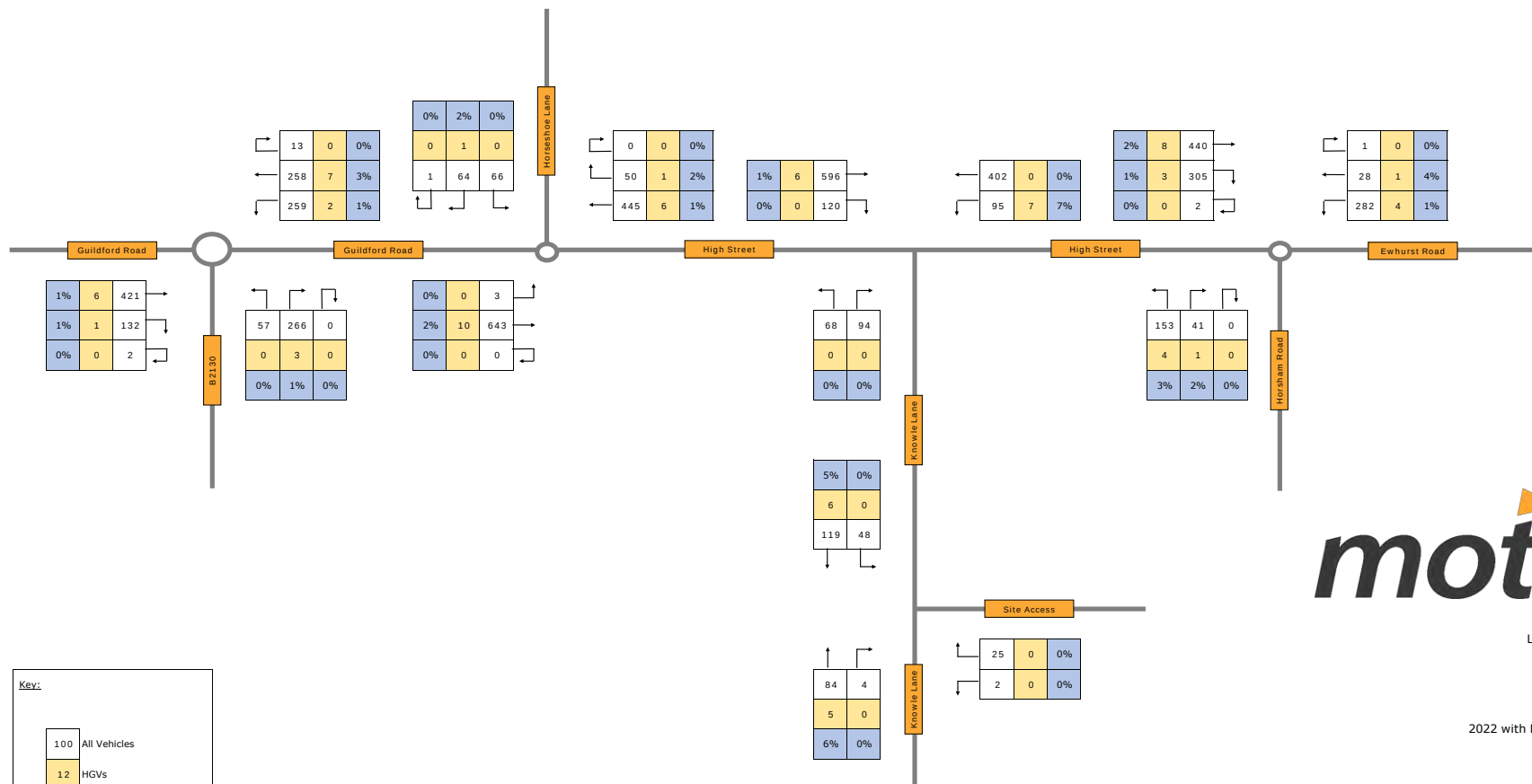
motion

Land at Knowle Lane, Cranleigh

2022 with Development (Sensitivity Test)

AM Peak Hour (08:00-09:00)

Motion Figure No. TF14



motion

Land at Knowle Lane, Cranleigh

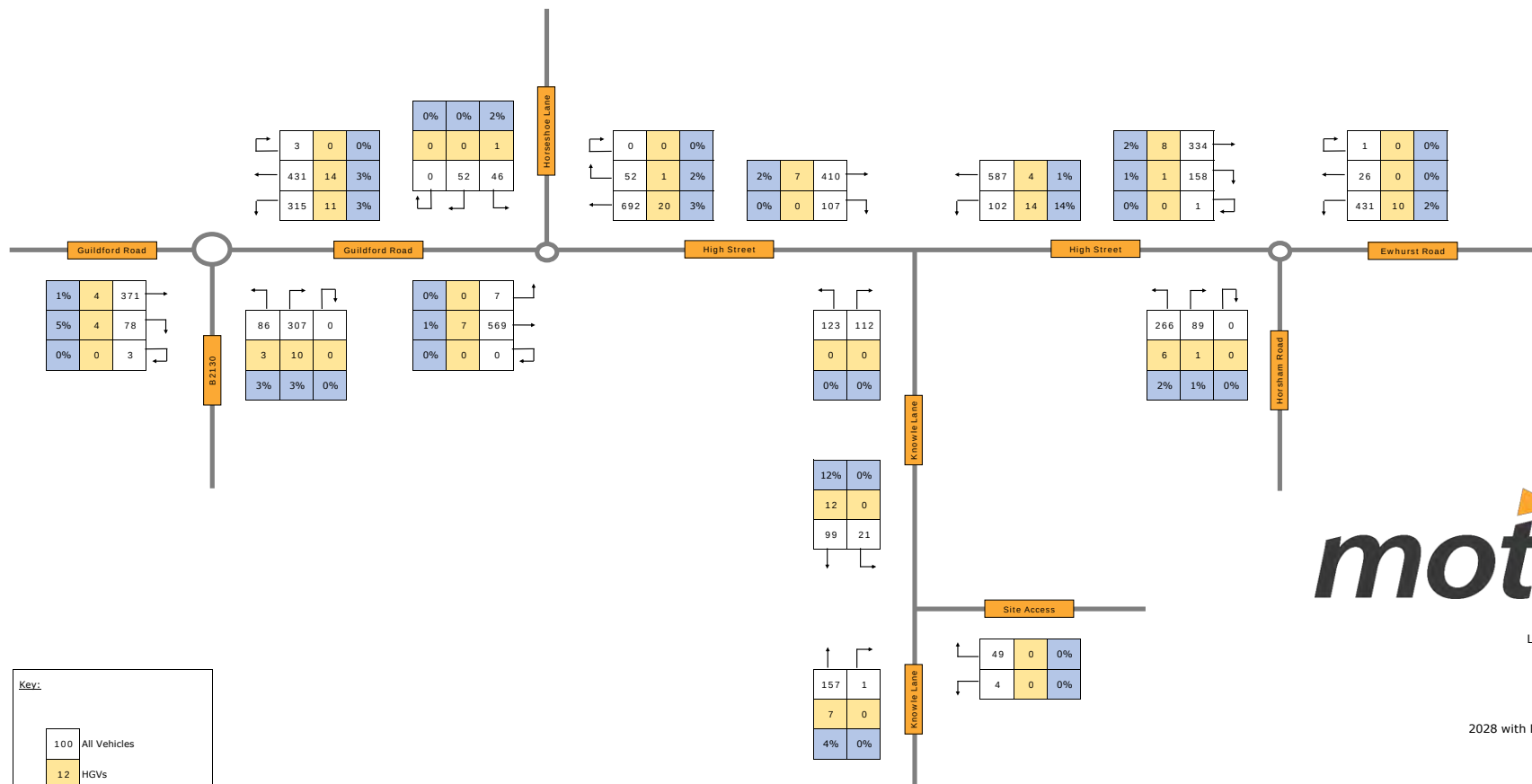
2022 with Development (Sensitivity Test)

PM Peak Hour (17:00-18:00)

Motion Figure No. TF15

Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage



Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage

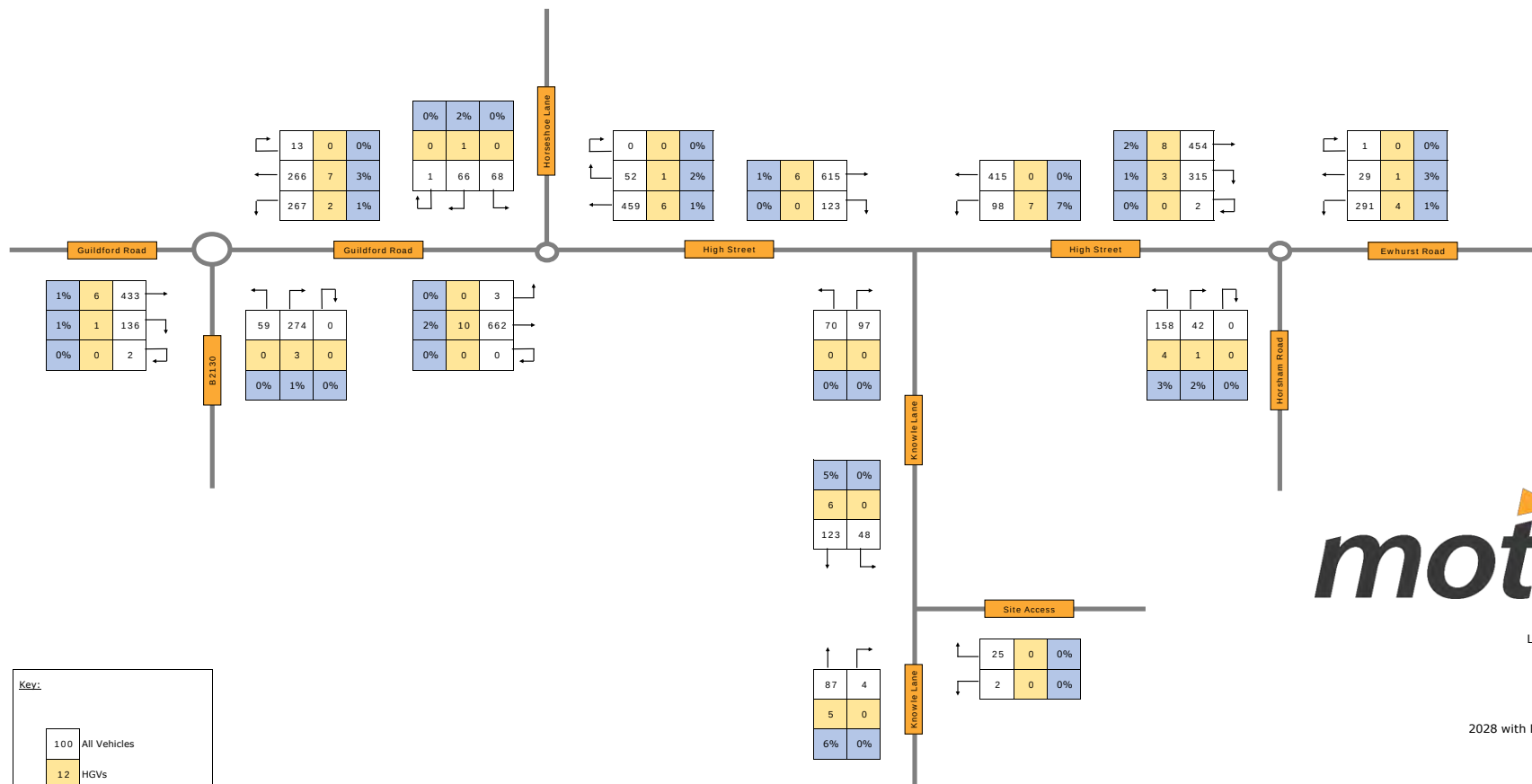
motion

Land at Knowle Lane, Cranleigh

2028 with Development (Sensitivity Test)

AM Peak Hour (08:00-09:00)

Motion Figure No. TF16



motion

Land at Knowle Lane, Cranleigh

2028 with Development (Sensitivity Test)

PM Peak Hour (17:00-18:00)

Motion Figure No. TF17

Key:

100	All Vehicles
12	HGVs
12 %	HGV Percentage

Appendix K

Census Traffic Distribution

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

ONS Crown Copyright Reserved [from Nomis on 21 October 2022]

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

place of work	usual residence		Route	A281 N	B2130	B2127	Alfold Road S	Knowle Lane S	B2128 S	B2128 N	Cranleigh Internal Trips
	E02006451 : Waverley 013	%age									
Waverley	2,012	55.0%		2.3%	8.2%	0.0%	0.0%	3.9%	0.0%	6.8%	33.5%
Guildford	708	19.4%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	19.4%	0.0%
Mole Valley	131	3.6%	B2127	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%
Horsham	123	3.4%	Knowle Lane S or B2128 S	0.0%	0.0%	0.0%	0.0%	1.7%	1.7%	0.0%	0.0%
Westminster, City of London	120	3.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%
Woking	82	2.2%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%
Elmbridge	62	1.7%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%
Reigate and Banstead	50	1.4%	B2127 or B2128 N	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.7%	0.0%
Crawley	46	1.3%	Knowle Lane S or B2127	0.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%
Rushmoor	43	1.2%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%
Runnymede	31	0.8%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%
Chichester	22	0.6%	Knowle Lane S	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%
Hillingdon	22	0.6%	B2127 or B2128 N	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%
Kingston upon Thames	22	0.6%	A281 N or B2128 N	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Surrey Heath	21	0.6%	A281 N or B2128 N	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Tower Hamlets	19	0.5%	B2127 or B2128 N	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%
Camden	17	0.5%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%
Lambeth	16	0.4%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%
Hounslow	15	0.4%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%
Epsom and Ewell	14	0.4%	B2127 or B2128 N	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%
Southwark	14	0.4%	B2127 or B2128 N	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%
Wandsworth	13	0.4%	B2127 or B2128 N	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%
Bracknell Forest	12	0.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Basingstoke and Deane	11	0.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Hart	11	0.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Kensington and Chelsea	11	0.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
Windsor and Maidenhead	10	0.3%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
	3,658	100.2%		2.9%	8.2%	6.1%	0.0%	6.8%	1.7%	40.6%	33.5%

		%age of Waverley	%age of Overall	Route	A281 N	B2130	B2127	Alfold Road S	Knowle Lane S	B2128 S	B2128 N	Cranleigh Internal Trips
E02006439 : Waverley 001	3	0.1%	0.1%	B2130 or A281 N or B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006441 : Waverley 003	23	1.1%	0.6%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%
E02006442 : Waverley 004	8	0.4%	0.2%	B2130 or A281 N or B2128 N	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
E02006443 : Waverley 005	22	1.1%	0.6%	A281 N	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006445 : Waverley 007	104	5.2%	2.9%	B2130 or A281 N or B2128 N	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%
E02006446 : Waverley 008	174	8.6%	4.7%	B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%
E02006447 : Waverley 009	5	0.2%	0.1%	B2130 or A281 N or B2128 N	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006448 : Waverley 010	39	1.9%	1.0%	B2130 or A281 N or B2128 N	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%
E02006449 : Waverley 011	17	0.8%	0.4%	B2130 or A281 N	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006450 : Waverley 012	80	4.0%	2.2%	B2130	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006451 : Waverley 013	1,226	60.9%	33.5%	Cranleigh Internal Trips	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.5%
E02006453 : Waverley 015	282	14.0%	7.7%	B2130 or Knowle Lane S	0.0%	3.9%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%
E02006454 : Waverley 016	13	0.6%	0.3%	B2130	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
E02006455 : Waverley 017	9	0.4%	0.2%	B2130 or A281 N or B2128 N	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
E02006839 : Waverley 018	7	0.3%	0.2%	B2130	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	2,012	100.0%	55.0%		2.3%	8.2%	0.0%	0.0%	3.9%	0.0%	6.8%	33.5%

Appendix L

Junction Modelling Output Reports

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

Filename: M01-Site Access Junction 23-01-09.j9

Path: C:\Users\JoeEarp\Motion\StaffSite - gscan 2010010\Analysis\Junction Modelling

Report generation date: 09/01/2023 14:39:57

»2028 with Dev, AM

»2028 with Dev, PM

»2028 with Dev (Sensitivity), AM

»2028 with Dev (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2028 with Dev						
Stream B-AC	0.1	8.40	0.08	0.1	8.04	0.06
Stream C-AB	0.0	5.31	0.01	0.0	5.67	0.00
2028 with Dev (Sensitivity)						
Stream B-AC	0.1	8.68	0.11	0.1	8.10	0.06
Stream C-AB	0.0	5.27	0.00	0.0	5.75	0.01

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\JoeEarp
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	DIRECT	08:00	09:00	60	15			
D2	2022 Observed	PM	DIRECT	17:00	18:00	60	15			
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15		Simple	D1*1.0313
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15		Simple	D2*1.0314
D5	Dev Traffic	AM	DIRECT	08:00	09:00	60	15			
D6	Dev Traffic	PM	DIRECT	17:00	18:00	60	15			
D7	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D9	Dev Traffic (Sensitivity)	AM	DIRECT	08:00	09:00	60	15			
D10	Dev Traffic (Sensitivity)	PM	DIRECT	17:00	18:00	60	15			
D11	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D9
D12	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D10

Analysis Set Details

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

2028 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Knowle Lane (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Knowle Lane (North)		Major
B	Site Access		Minor
C	Knowle Lane (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Knowle Lane (South)	5.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.55	16	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	129.427	0.098	0.249	0.156	0.355
B-C	167.230	0.107	0.270	-	-
C-B	157.969	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	8.75	27.85
	B - Site Access	8.25	0.00	0.50
	C - Knowle Lane (South)	34.65	0.75	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	8.75	19.39
	B - Site Access	8.25	0.00	0.50
	C - Knowle Lane (South)	48.26	0.75	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	8.75	21.86
	B - Site Access	8.25	0.00	0.50
	C - Knowle Lane (South)	38.98	0.75	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	8.75	29.70
	B - Site Access	8.25	0.00	0.50
	C - Knowle Lane (South)	35.06	0.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0	0	13
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0	0	7
	B - Site Access	0	0	0
	C - Knowle Lane (South)	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0	0	13
	B - Site Access	0	0	0
	C - Knowle Lane (South)	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0	0	15
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.08	8.40	0.1	~1	A	8.75	35.00
C-AB	0.01	5.31	0.0	~1	A	0.97	3.88
C-A						39.02	156.09
A-B						8.75	35.00
A-C						24.70	98.80

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.75	8.75	116.60	0.075	8.67	0.0	0.1	8.333	A
C-AB	0.94	0.94	170.40	0.006	0.94	0.0	0.0	5.310	A
C-A	34.46	34.46			34.46				
A-B	8.75	8.75			8.75				
A-C	27.85	27.85			27.85				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.75	8.75	117.03	0.075	8.75	0.1	0.1	8.311	A
C-AB	1.02	1.02	181.59	0.006	1.02	0.0	0.0	4.972	A
C-A	47.99	47.99			47.99				
A-B	8.75	8.75			8.75				
A-C	19.39	19.39			19.39				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.75	8.75	117.71	0.074	8.75	0.1	0.1	8.259	A
C-AB	0.97	0.97	175.06	0.006	0.97	0.0	0.0	5.193	A
C-A	38.77	38.77			38.77				
A-B	8.75	8.75			8.75				
A-C	21.86	21.86			21.86				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8.75	8.75	115.86	0.076	8.75	0.1	0.1	8.402	A
C-AB	0.95	0.95	170.04	0.006	0.95	0.0	0.0	5.312	A
C-A	34.87	34.87			34.87				
A-B	8.75	8.75			8.75				
A-C	29.70	29.70			29.70				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

2028 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Knowle Lane (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	5.25	32.80
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	24.96	0.50	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	33.42
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	17.33	0.50	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	30.53
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	19.18	0.50	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	25.58
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	25.37	0.50	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	4
	B - Site Access	0	0	0
	C - Knowle Lane (South)	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	4
	B - Site Access	0	0	0
	C - Knowle Lane (South)	6	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	6
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	6
	B - Site Access	0	0	0
	C - Knowle Lane (South)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.06	8.04	0.1	~1	A	6.75	27.00
C-AB	0.00	5.67	0.0	~1	A	0.58	2.31
C-A						21.63	86.53
A-B						5.25	21.00
A-C						30.58	122.32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	118.53	0.057	6.69	0.0	0.1	8.043	A
C-AB	0.59	0.59	164.42	0.004	0.59	0.0	0.0	5.492	A
C-A	24.87	24.87			24.87				
A-B	5.25	5.25			5.25				
A-C	32.80	32.80			32.80				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	119.47	0.057	6.75	0.1	0.1	7.984	A
C-AB	0.56	0.56	159.04	0.004	0.56	0.0	0.0	5.672	A
C-A	17.27	17.27			17.27				
A-B	5.25	5.25			5.25				
A-C	33.42	33.42			33.42				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	119.80	0.056	6.75	0.1	0.1	7.960	A
C-AB	0.57	0.57	160.90	0.004	0.57	0.0	0.0	5.614	A
C-A	19.12	19.12			19.12				
A-B	5.25	5.25			5.25				
A-C	30.53	30.53			30.53				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	119.95	0.056	6.75	0.1	0.1	7.950	A
C-AB	0.59	0.59	165.78	0.004	0.59	0.0	0.0	5.425	A
C-A	25.28	25.28			25.28				
A-B	5.25	5.25			5.25				
A-C	25.58	25.58			25.58				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 with Dev (Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Knowle Lane (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From	A - Knowle Lane (North)	0.00	5.25	27.85
	B - Site Access	12.25	0.00	1.00
	C - Knowle Lane (South)	34.65	0.25	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	19.39
	B - Site Access	12.25	0.00	1.00
	C - Knowle Lane (South)	48.26	0.25	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	21.86
	B - Site Access	12.25	0.00	1.00
	C - Knowle Lane (South)	38.98	0.25	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	5.25	29.70
	B - Site Access	12.25	0.00	1.00
	C - Knowle Lane (South)	35.06	0.25	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	13
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	7
	B - Site Access	0	0	0
	C - Knowle Lane (South)	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	13
	B - Site Access	0	0	0
	C - Knowle Lane (South)	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	15
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.11	8.68	0.1	~1	A	13.25	53.00
C-AB	0.00	5.27	0.0	~1	A	0.32	1.29
C-A						39.17	156.67
A-B						5.25	21.00
A-C						24.70	98.80

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.25	13.25	117.71	0.113	13.12	0.0	0.1	8.595	A
C-AB	0.31	0.31	171.23	0.002	0.31	0.0	0.0	5.265	A
C-A	34.59	34.59			34.59				
A-B	5.25	5.25			5.25				
A-C	27.85	27.85			27.85				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.25	13.25	118.17	0.112	13.25	0.1	0.1	8.577	A
C-AB	0.34	0.34	182.38	0.002	0.34	0.0	0.0	4.930	A
C-A	48.17	48.17			48.17				
A-B	5.25	5.25			5.25				
A-C	19.39	19.39			19.39				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.25	13.25	118.84	0.112	13.25	0.1	0.1	8.525	A
C-AB	0.32	0.32	175.87	0.002	0.32	0.0	0.0	5.152	A
C-A	38.91	38.91			38.91				
A-B	5.25	5.25			5.25				
A-C	21.86	21.86			21.86				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.25	13.25	116.97	0.113	13.25	0.1	0.1	8.676	A
C-AB	0.31	0.31	170.86	0.002	0.31	0.0	0.0	5.269	A
C-A	35.00	35.00			35.00				
A-B	5.25	5.25			5.25				
A-C	29.70	29.70			29.70				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	~1	~1	~1	~1			N/A	N/A
C-AB	0.00	~1	~1	~1	~1			N/A	N/A

2028 with Dev (Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Knowle Lane (South) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
	A - Knowle Lane (North)	0.00	12.00	32.80
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	24.96	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	12.00	33.42
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	17.33	1.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	12.00	30.53
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	19.18	1.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0.00	12.00	25.58
	B - Site Access	6.25	0.00	0.50
	C - Knowle Lane (South)	25.37	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	4
	B - Site Access	0	0	0
	C - Knowle Lane (South)	3	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	4
	B - Site Access	0	0	0
	C - Knowle Lane (South)	6	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	6
	B - Site Access	0	0	0
	C - Knowle Lane (South)	5	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A - Knowle Lane (North)	B - Site Access	C - Knowle Lane (South)
From				
	A - Knowle Lane (North)	0	0	6
	B - Site Access	0	0	0
	C - Knowle Lane (South)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.06	8.10	0.1	~1	A	6.75	27.00
C-AB	0.01	5.75	0.0	~1	A	1.16	4.63
C-A						21.55	86.22
A-B						12.00	48.00
A-C						30.58	122.32

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	117.68	0.057	6.69	0.0	0.1	8.104	A
C-AB	1.18	1.18	162.80	0.007	1.17	0.0	0.0	5.568	A
C-A	24.78	24.78			24.78				
A-B	12.00	12.00			12.00				
A-C	32.80	32.80			32.80				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	118.63	0.057	6.75	0.1	0.1	8.044	A
C-AB	1.12	1.12	157.39	0.007	1.12	0.0	0.0	5.752	A
C-A	17.20	17.20			17.20				
A-B	12.00	12.00			12.00				
A-C	33.42	33.42			33.42				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	118.96	0.057	6.75	0.1	0.1	8.020	A
C-AB	1.14	1.14	159.25	0.007	1.14	0.0	0.0	5.695	A
C-A	19.05	19.05			19.05				
A-B	12.00	12.00			12.00				
A-C	30.53	30.53			30.53				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6.75	6.75	119.11	0.057	6.75	0.1	0.1	8.010	A
C-AB	1.18	1.18	164.17	0.007	1.18	0.0	0.0	5.496	A
C-A	25.19	25.19			25.19				
A-B	12.00	12.00			12.00				
A-C	25.58	25.58			25.58				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: M02-Knowle Ln-High St Junction 22-11-30.j9

Path: C:\Users\JoeEarp\Motion\StaffSite - gscan 2010010\Analysis\Junction Modelling

Report generation date: 09/01/2023 11:13:58

- »Existing Junction Network - 2028 Baseline, AM
- »Existing Junction Network - 2028 Baseline, PM
- »Existing Junction Network - 2028 with Dev, AM
- »Existing Junction Network - 2028 with Dev, PM
- »Existing Junction Network - 2028 with Dev (Sensitivity), AM
- »Existing Junction Network - 2028 with Dev (Sensitivity), PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	Existing Junction Network - 2028 Baseline							
Stream B-AC	D3	1.7	28.93	0.64	D4	0.9	20.96	0.49
Stream C-AB		0.3	11.60	0.24		0.3	9.56	0.20
	Existing Junction Network - 2028 with Dev							
Stream B-AC	D9	2.6	38.15	0.75	D10	1.2	23.09	0.55
Stream C-AB		0.4	12.67	0.31		0.3	10.01	0.24
	Existing Junction Network - 2028 with Dev (Sensitivity)							
Stream B-AC	D15	3.0	41.53	0.78	D16	1.2	24.20	0.56
Stream C-AB		0.4	12.20	0.28		0.4	10.61	0.28

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

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

File summary

File Description

Title	High Street, Knowle Lane Priority Junction
Location	
Site number	
Date	10/01/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\ElleUpton
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	DIRECT	08:00	09:00	60	15			
D2	2022 Observed	PM	DIRECT	17:00	18:00	60	15			
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314
D5	Dev Traffic	AM	DIRECT	08:00	09:00	60	15			
D6	Dev Traffic	PM	DIRECT	17:00	18:00	60	15			
D7	2022 with Dev	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D5
D8	2022 with Dev	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D6
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D11	Dev Traffic (Sensitivity)	AM	DIRECT	08:00	09:00	60	15			
D12	Dev Traffic (Sensitivity)	PM	DIRECT	17:00	18:00	60	15			
D13	2022 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D11
D14	2022 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D12
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

Analysis Set Details

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

Existing Junction Network - 2028 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street East		Major
B	Knowle Lane		Minor
C	High Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street West	6.10		✓	2.20	35.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Knowle Lane	One lane	3.00	21	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	123.952	0.090	0.227	0.143	0.325
B-C	159.604	0.097	0.246	-	-
C-B	148.558	0.229	0.229	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	To			
	From	A - High Street East	B - Knowle Lane	C - High Street West
		0.00	23.72	151.60
		18.56	0.00	18.56
		76.32	16.50	0.00

Demand (Veh/TS)

08:15 - 08:30	To			
	From	A - High Street East	B - Knowle Lane	C - High Street West
		0.00	19.59	148.51
		27.85	0.00	24.75
		109.32	23.72	0.00

Demand (Veh/TS)

08:30 - 08:45	To			
	From	A - High Street East	B - Knowle Lane	C - High Street West
		0.00	19.59	123.76
		30.94	0.00	23.72
		100.04	26.81	0.00

Demand (Veh/TS)

08:45 - 09:00	To			
	From	A - High Street East	B - Knowle Lane	C - High Street West
		0.00	34.03	162.95
		21.66	0.00	19.59
		124.79	24.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
	From	A - High Street East	B - Knowle Lane	C - High Street West
		0	9	2
		0	0	0
		3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.64	28.93	1.7	D	46.41	185.63
C-AB	0.24	11.60	0.3	B	23.01	92.02
C-A					102.56	410.22
A-B					24.24	96.94
A-C					146.70	586.81

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37.13	37.13	88.06	0.422	36.42	0.0	0.7	17.208	C
C-AB	16.51	16.51	107.23	0.154	16.33	0.0	0.2	9.886	A
C-A	76.31	76.31			76.31				
A-B	23.72	23.72			23.72				
A-C	151.60	151.60			151.60				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52.60	52.60	81.86	0.643	51.65	0.7	1.7	28.927	D
C-AB	23.77	23.77	109.18	0.218	23.68	0.2	0.3	10.514	B
C-A	109.26	109.26			109.26				
A-B	19.59	19.59			19.59				
A-C	148.51	148.51			148.51				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54.66	54.66	86.71	0.630	54.64	1.7	1.7	28.002	D
C-AB	26.88	26.88	115.02	0.234	26.86	0.3	0.3	10.204	B
C-A	99.97	99.97			99.97				
A-B	19.59	19.59			19.59				
A-C	123.76	123.76			123.76				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41.25	41.25	74.28	0.555	41.60	1.7	1.3	27.866	D
C-AB	24.86	24.86	102.39	0.243	24.84	0.3	0.3	11.603	B
C-A	124.68	124.68			124.68				
A-B	34.03	34.03			34.03				
A-C	162.95	162.95			162.95				

Existing Junction Network - 2028 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	20.63	95.92
	B - Knowle Lane	22.69	0.00	21.66
	C - High Street West	160.90	19.60	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	21.66	110.36
	B - Knowle Lane	24.75	0.00	9.28
	C - High Street West	128.93	23.72	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	23.72	114.49
	B - Knowle Lane	22.69	0.00	6.19
	C - High Street West	163.99	21.66	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	18.57	93.86
	B - Knowle Lane	19.60	0.00	13.41
	C - High Street West	160.90	21.66	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0	0	3
	B - Knowle Lane	0	0	0
	C - High Street West	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.49	20.96	0.9	C	35.07	140.27
C-AB	0.20	9.56	0.3	A	21.69	86.76
C-A					153.65	614.59
A-B					21.14	84.57
A-C					103.66	414.62

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44.35	44.35	91.17	0.486	43.44	0.0	0.9	18.530	C
C-AB	19.61	19.61	121.29	0.162	19.42	0.0	0.2	8.820	A
C-A	160.88	160.88			160.88				
A-B	20.63	20.63			20.63				
A-C	95.92	95.92			95.92				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34.04	34.04	80.07	0.425	34.18	0.9	0.8	19.687	C
C-AB	23.77	23.77	117.75	0.202	23.71	0.2	0.3	9.564	A
C-A	128.88	128.88			128.88				
A-B	21.66	21.66			21.66				
A-C	110.36	110.36			110.36				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28.88	28.88	71.98	0.401	28.95	0.8	0.7	20.964	C
C-AB	21.70	21.70	116.29	0.187	21.71	0.3	0.2	9.518	A
C-A	163.96	163.96			163.96				
A-B	23.72	23.72			23.72				
A-C	114.49	114.49			114.49				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33.00	33.00	86.62	0.381	33.06	0.7	0.6	16.831	C
C-AB	21.69	21.69	122.30	0.177	21.70	0.2	0.2	8.949	A
C-A	160.87	160.87			160.87				
A-B	18.57	18.57			18.57				
A-C	93.86	93.86			93.86				

Existing Junction Network - 2028 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	25.97	151.60
	B - Knowle Lane	20.81	0.00	24.56
	C - High Street West	76.32	23.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	21.84	148.51
	B - Knowle Lane	30.10	0.00	30.75
	C - High Street West	109.32	30.22	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	21.84	123.76
	B - Knowle Lane	33.19	0.00	29.72
	C - High Street West	100.04	33.31	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	36.28	162.95
	B - Knowle Lane	23.91	0.00	25.59
	C - High Street West	124.79	31.25	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0	8	2
	B - Knowle Lane	0	0	0
	C - High Street West	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.75	38.15	2.6	E	54.66	218.63
C-AB	0.31	12.67	0.4	B	29.64	118.56
C-A					102.42	409.68
A-B					26.49	105.94
A-C					146.70	586.81

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45.38	45.38	88.15	0.515	44.36	0.0	1.0	20.130	C
C-AB	23.04	23.04	106.83	0.216	22.77	0.0	0.3	10.672	B
C-A	76.28	76.28			76.28				
A-B	25.97	25.97			25.97				
A-C	151.60	151.60			151.60				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	60.85	60.85	81.55	0.746	59.33	1.0	2.5	38.146	E
C-AB	30.40	30.40	109.07	0.279	30.29	0.3	0.4	11.408	B
C-A	109.13	109.13			109.13				
A-B	21.84	21.84			21.84				
A-C	148.51	148.51			148.51				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	62.91	62.91	86.55	0.727	62.88	2.5	2.6	37.746	E
C-AB	33.53	33.53	114.93	0.292	33.50	0.4	0.4	11.049	B
C-A	99.82	99.82			99.82				
A-B	21.84	21.84			21.84				
A-C	123.76	123.76			123.76				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49.50	49.50	74.25	0.667	49.90	2.6	2.2	37.734	E
C-AB	31.60	31.60	102.57	0.308	31.56	0.4	0.4	12.665	B
C-A	124.44	124.44			124.44				
A-B	36.28	36.28			36.28				
A-C	162.95	162.95			162.95				

Existing Junction Network - 2028 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	22.13	95.92
	B - Knowle Lane	24.44	0.00	26.41
	C - High Street West	160.90	23.60	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	23.16	110.36
	B - Knowle Lane	26.50	0.00	14.03
	C - High Street West	128.93	27.72	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	25.22	114.49
	B - Knowle Lane	24.44	0.00	10.94
	C - High Street West	163.99	25.66	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	20.07	93.86
	B - Knowle Lane	21.35	0.00	18.16
	C - High Street West	160.90	25.66	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0	0	3
	B - Knowle Lane	0	0	0
	C - High Street West	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.55	23.09	1.2	C	41.57	166.27
C-AB	0.24	10.01	0.3	B	25.73	102.93
C-A					153.60	614.42
A-B					22.64	90.57
A-C					103.66	414.62

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50.85	50.85	91.69	0.555	49.67	0.0	1.2	20.893	C
C-AB	23.64	23.64	121.07	0.195	23.40	0.0	0.2	9.193	A
C-A	160.85	160.85			160.85				
A-B	22.13	22.13			22.13				
A-C	95.92	95.92			95.92				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40.54	40.54	81.90	0.495	40.70	1.2	1.0	21.951	C
C-AB	27.82	27.82	117.60	0.237	27.75	0.2	0.3	10.010	B
C-A	128.83	128.83			128.83				
A-B	23.16	23.16			23.16				
A-C	110.36	110.36			110.36				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35.38	35.38	74.57	0.474	35.46	1.0	0.9	23.086	C
C-AB	25.75	25.75	116.14	0.222	25.76	0.3	0.3	9.962	A
C-A	163.90	163.90			163.90				
A-B	25.22	25.22			25.22				
A-C	114.49	114.49			114.49				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39.50	39.50	88.14	0.448	39.60	0.9	0.8	18.592	C
C-AB	25.73	25.73	122.11	0.211	25.74	0.3	0.3	9.342	A
C-A	160.83	160.83			160.83				
A-B	20.07	20.07			20.07				
A-C	93.86	93.86			93.86				

Existing Junction Network - 2028 with Dev (Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15		To			
	From		A - High Street East	B - Knowle Lane	C - High Street West
		A - High Street East	0.00	24.97	151.60
		B - Knowle Lane	21.81	0.00	27.56
		C - High Street West	76.32	20.25	0.00

Demand (Veh/TS)

08:15 - 08:30		To			
	From		A - High Street East	B - Knowle Lane	C - High Street West
		A - High Street East	0.00	20.84	148.51
		B - Knowle Lane	31.10	0.00	33.75
		C - High Street West	109.32	27.47	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	20.84	123.76
	B - Knowle Lane	34.19	0.00	32.72
	C - High Street West	100.04	30.56	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	35.28	162.95
	B - Knowle Lane	24.91	0.00	28.59
	C - High Street West	124.79	28.50	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0	9	2
	B - Knowle Lane	0	0	0
	C - High Street West	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.78	41.53	3.0	E	58.66	234.63
C-AB	0.28	12.20	0.4	B	26.82	107.27
C-A					102.49	409.97
A-B					25.49	101.94
A-C					146.70	586.81

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49.38	49.38	89.77	0.550	48.22	0.0	1.2	21.118	C
C-AB	20.27	20.27	107.00	0.189	20.04	0.0	0.2	10.324	B
C-A	76.30	76.30			76.30				
A-B	24.97	24.97			24.97				
A-C	151.60	151.60			151.60				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	64.85	64.85	83.24	0.779	63.07	1.2	2.9	41.411	E
C-AB	27.58	27.58	109.09	0.253	27.48	0.2	0.3	11.012	B
C-A	109.20	109.20			109.20				
A-B	20.84	20.84			20.84				
A-C	148.51	148.51			148.51				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66.91	66.91	88.29	0.758	66.86	2.9	3.0	41.534	E
C-AB	30.70	30.70	114.94	0.267	30.67	0.3	0.4	10.676	B
C-A	99.90	99.90			99.90				
A-B	20.84	20.84			20.84				
A-C	123.76	123.76			123.76				

08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	53.50	53.50	76.11	0.703	53.89	3.0	2.6	41.529	E
C-AB	28.72	28.72	102.44	0.280	28.69	0.4	0.4	12.198	B
C-A	124.57	124.57			124.57				
A-B	35.28	35.28			35.28				
A-C	162.95	162.95			162.95				

Existing Junction Network - 2028 with Dev (Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Knowle Lane		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	23.88	95.92
	B - Knowle Lane	24.44	0.00	26.41
	C - High Street West	160.90	28.60	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	24.91	110.36
	B - Knowle Lane	26.50	0.00	14.03
	C - High Street West	128.93	32.72	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	26.97	114.49
	B - Knowle Lane	24.44	0.00	10.94
	C - High Street West	163.99	30.66	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0.00	21.82	93.86
	B - Knowle Lane	21.35	0.00	18.16
	C - High Street West	160.90	30.66	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - High Street East	B - Knowle Lane	C - High Street West
From	A - High Street East	0	0	3
	B - Knowle Lane	0	0	0
	C - High Street West	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.56	24.20	1.2	C	41.57	166.27
C-AB	0.28	10.61	0.4	B	30.84	123.36
C-A					153.50	613.99
A-B					24.39	97.57
A-C					103.66	414.62

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50.85	50.85	90.10	0.564	49.62	0.0	1.2	21.641	C
C-AB	28.72	28.72	120.95	0.237	28.41	0.0	0.3	9.694	A
C-A	160.78	160.78			160.78				
A-B	23.88	23.88			23.88				
A-C	95.92	95.92			95.92				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40.54	40.54	80.20	0.505	40.70	1.2	1.1	22.906	C
C-AB	32.94	32.94	117.58	0.280	32.87	0.3	0.4	10.614	B
C-A	128.70	128.70			128.70				
A-B	24.91	24.91			24.91				
A-C	110.36	110.36			110.36				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35.38	35.38	72.79	0.486	35.46	1.1	1.0	24.197	C
C-AB	30.88	30.88	116.16	0.266	30.89	0.4	0.4	10.557	B
C-A	163.77	163.77			163.77				
A-B	26.97	26.97			26.97				
A-C	114.49	114.49			114.49				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39.50	39.50	86.46	0.457	39.62	1.0	0.9	19.271	C
C-AB	30.82	30.82	122.05	0.253	30.85	0.4	0.3	9.873	A
C-A	160.73	160.73			160.73				
A-B	21.82	21.82			21.82				
A-C	93.86	93.86			93.86				

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.5.1.7462						
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Filename: M03-High St-Ewhurst Rd Mini-Rdbt Junction 23-01-09.j9

Path: C:\Users\JoeEarp\Motion\StaffSite - gscan 2010010\Analysis\Junction Modelling

Report generation date: 10/01/2023 10:43:59

- »2028 Baseline, AM
- »2028 Baseline, PM
- »2028 with Dev, AM
- »2028 with Dev, PM
- »2028 with Dev (Sensitivity), AM
- »2028 with Dev (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2028 Baseline						
1 - Ewhurst Road	1.3	8.53	0.57	0.6	6.36	0.39
2 - Horsham Road	1.5	12.38	0.60	0.5	7.50	0.34
3 - High Street	1.7	10.33	0.63	4.9	21.67	0.84
2028 with Dev						
1 - Ewhurst Road	1.3	8.58	0.57	0.6	6.37	0.39
2 - Horsham Road	1.5	12.46	0.61	0.5	7.51	0.34
3 - High Street	1.7	10.41	0.64	4.9	21.90	0.85
2028 with Dev (Sensitivity)						
1 - Ewhurst Road	1.3	8.56	0.57	0.6	6.39	0.40
2 - Horsham Road	1.5	12.40	0.60	0.5	7.54	0.35
3 - High Street	1.7	10.44	0.64	4.9	21.90	0.85

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\JoeEarp
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	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	DIRECT	08:00	09:00	60	15			
D2	2022 Observed	PM	DIRECT	17:00	18:00	60	15			
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314
D5	Dev Traffic	AM	DIRECT	08:00	09:00	60	15			
D6	Dev Traffic	PM	DIRECT	17:00	18:00	60	15			
D7	2022 with Dev	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D5
D8	2022 with Dev	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D6
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D11	Dev Traffic (Sensitivity)	AM	DIRECT	08:00	09:00	60	15			
D12	Dev Traffic (Sensitivity)	PM	DIRECT	17:00	18:00	60	15			
D13	2022 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D11
D14	2022 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D12
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

Analysis Set Details

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

2028 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.23	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Ewhurst Road	
2	Horsham Road	
3	High Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Ewhurst Road	2.76	2.76	6.00	15.5	10.40	5.13	0.0	✓
2 - Horsham Road	3.07	2.91	3.79	1.9	14.90	14.63	0.0	✓
3 - High Street	3.60	3.60	5.10	1.7	11.00	5.70	0.0	✓

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - Ewhurst Road	✓	75
2 - Horsham Road		
3 - High Street		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Ewhurst Road	0.544	275.487
2 - Horsham Road	0.510	232.651
3 - High Street	0.517	254.153

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)	Run automatically	Relationship type	Relationship
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	From	To		
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	1.03	12.38	105.19
	2 - Horsham Road	33.00	0.00	73.22
	3 - High Street	61.88	34.03	1.03

Demand (Veh/TS)

08:15 - 08:30	From	To		
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	0.00	10.31	99.00
	2 - Horsham Road	17.53	0.00	60.85
	3 - High Street	82.50	33.00	0.00

Demand (Veh/TS)

08:30 - 08:45	From	To		
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	0.00	6.19	94.88
	2 - Horsham Road	27.85	0.00	75.28
	3 - High Street	111.38	37.13	0.00

Demand (Veh/TS)

08:45 - 09:00	From	To		
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	0.00	14.44	132.01
	2 - Horsham Road	10.31	0.00	56.72
	3 - High Street	75.28	52.60	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15	From	To		
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	0	0	2
	2 - Horsham Road	0	0	1
	3 - High Street	2	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	1
	2 - Horsham Road	0	0	2
	3 - High Street	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	4	0	5
	3 - High Street	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.57	8.53	1.3	?	A	118.68	442.95
2 - Horsham Road	0.60	12.38	1.5	?	B	88.69	354.75
3 - High Street	0.63	10.33	1.7	?	B	122.21	488.83

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Ewhurst Road	118.42	109.32	109.32	9.28	0.00	34.81	251.17	0.435	108.56	94.99	0.0	0.8	6.279	A
2 - Horsham Road	106.22	106.22	106.22	0.00	9.28	106.51	176.08	0.603	104.76	36.86	0.0	1.5	12.380	B
3 - High Street	96.94	96.94	96.94	0.00	0.00	33.57	231.41	0.419	96.23	177.69	0.0	0.7	6.624	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignal level servi
1 - Ewhurst Road	109.24	101.58	101.58	7.73	0.00	33.01	255.03	0.398	101.68	100.15	0.8	0.7	5.872	A
2 - Horsham Road	78.38	78.38	78.38	0.00	7.73	99.10	178.88	0.438	79.06	35.58	1.5	0.8	9.077	A
3 - High Street	115.51	115.51	115.51	0.00	0.00	17.82	244.91	0.472	115.34	160.34	0.7	0.9	6.937	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	100.93	96.43	96.43	4.64	0.00	36.96	248.10	0.389	96.45	138.39	0.7	0.6	5.938	A
2 - Horsham Road	103.13	103.13	103.13	0.00	4.64	94.90	174.61	0.591	102.53	38.51	0.8	1.4	12.381	B
3 - High Street	148.51	148.51	148.51	0.00	0.00	27.65	234.06	0.635	147.70	169.78	0.9	1.7	10.326	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	146.14	135.62	135.62	10.83	0.00	52.57	239.89	0.565	134.98	86.50	0.6	1.3	8.527	A
2 - Horsham Road	67.03	67.03	67.03	0.00	10.83	131.40	163.48	0.410	67.72	56.16	1.4	0.7	9.463	A
3 - High Street	127.88	127.88	127.88	0.00	0.00	10.59	247.17	0.517	128.48	188.53	1.7	1.1	7.618	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.76	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.47	?	?	?	?			N/A	N/A
3 - High Street	0.71	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.67	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.79	~1	~1	~1	~1			N/A	N/A
3 - High Street	0.88	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.64	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.40	?	?	?	?			N/A	N/A
3 - High Street	1.68	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	1.27	?	?	?	?			N/A	N/A
2 - Horsham Road	0.71	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.09	?	?	?	?			N/A	N/A

2028 Baseline, 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 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.30	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	1.03	21.66	74.26
	2 - Horsham Road	12.38	0.00	35.07
	3 - High Street	116.55	88.70	1.03

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0.00	26.82	86.64
	2 - Horsham Road	13.41	0.00	49.51
	3 - High Street	88.70	68.07	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0.00	12.38	75.29
	2 - Horsham Road	13.41	0.00	33.00
	3 - High Street	116.55	78.39	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0.00	15.47	54.66
	2 - Horsham Road	3.09	0.00	39.19
	3 - High Street	129.96	79.42	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	3
	3 - High Street	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	4	0
	2 - Horsham Road	8	0	2
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	0	0	0
	2 - Horsham Road	0	0	5
	3 - High Street	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.39	6.36	0.6	~1	A	92.03	310.96
2 - Horsham Road	0.34	7.50	0.5	~1	A	49.77	199.06
3 - High Street	0.84	21.67	4.9	?	C	192.11	768.44

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	96.52	80.71	80.71	16.24	0.00	87.76	221.18	0.365	80.14	127.30	0.0	0.6	6.356	A
2 - Horsham Road	47.44	47.44	47.44	0.00	16.24	75.77	188.71	0.251	47.11	92.13	0.0	0.3	6.342	A
3 - High Street	206.28	206.28	206.28	0.00	0.00	13.31	246.21	0.838	201.74	109.57	0.0	4.5	18.688	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	114.20	93.34	93.34	20.11	0.00	69.25	237.09	0.394	93.27	103.62	0.6	0.6	6.255	A
2 - Horsham Road	62.92	62.92	62.92	0.00	20.11	86.59	182.52	0.345	62.73	75.93	0.3	0.5	7.500	A
3 - High Street	156.77	156.77	156.77	0.00	0.00	13.39	245.30	0.639	159.48	135.93	4.5	1.8	10.798	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	87.41	78.39	78.39	9.28	0.00	78.74	226.19	0.347	78.49	128.85	0.6	0.5	6.099	A
2 - Horsham Road	46.41	46.41	46.41	0.00	9.28	76.39	192.48	0.241	46.61	80.85	0.5	0.3	6.177	A
3 - High Street	195.97	195.97	195.97	0.00	0.00	13.42	245.75	0.797	194.17	109.57	1.8	3.6	16.871	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	70.14	58.53	58.53	11.60	0.00	79.06	231.16	0.253	58.73	132.29	0.5	0.3	5.224	A
2 - Horsham Road	42.29	42.29	42.29	0.00	11.60	54.88	195.68	0.216	42.33	82.90	0.3	0.3	5.872	A
3 - High Street	209.37	209.37	209.37	0.00	0.00	3.17	248.20	0.844	208.17	94.04	3.6	4.8	21.666	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.57	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.33	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.54	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.64	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.52	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.82	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.54	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.32	~1	~1	~1	~1			N/A	N/A
3 - High Street	3.62	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.34	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.28	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.81	?	?	?	?			N/A	N/A

2028 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.30	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
From		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	1.03	12.38	105.69
	2 - Horsham Road	33.00	0.00	73.47
	3 - High Street	62.38	34.28	1.03

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	10.31	99.50
	2 - Horsham Road	17.53	0.00	61.10
	3 - High Street	83.00	33.25	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	6.19	95.38
	2 - Horsham Road	27.85	0.00	75.53
	3 - High Street	111.88	37.38	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	14.44	132.51
	2 - Horsham Road	10.31	0.00	56.97
	3 - High Street	75.78	52.85	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	2
	2 - Horsham Road	0	0	1
	3 - High Street	2	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	1
	2 - Horsham Road	0	0	2
	3 - High Street	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	4	0	5
	3 - High Street	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.57	8.58	1.3	?	A	119.18	444.95
2 - Horsham Road	0.61	12.46	1.5	?	B	88.94	355.75
3 - High Street	0.64	10.41	1.7	?	B	122.96	491.83

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	118.92	109.82	109.82	9.28	0.00	35.05	251.06	0.437	109.05	95.48	0.0	0.8	6.304	A
2 - Horsham Road	106.47	106.47	106.47	0.00	9.28	107.00	175.83	0.606	104.99	37.10	0.0	1.5	12.461	B
3 - High Street	97.69	97.69	97.69	0.00	0.00	33.57	231.45	0.422	96.97	178.43	0.0	0.7	6.659	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	109.74	102.08	102.08	7.73	0.00	33.26	254.90	0.400	102.18	100.65	0.8	0.7	5.896	A
2 - Horsham Road	78.63	78.63	78.63	0.00	7.73	99.60	178.63	0.440	79.31	35.83	1.5	0.8	9.121	A
3 - High Street	116.26	116.26	116.26	0.00	0.00	17.82	244.91	0.475	116.09	161.09	0.7	0.9	6.975	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	101.43	96.93	96.93	4.64	0.00	37.20	248.00	0.391	96.95	138.88	0.7	0.6	5.961	A
2 - Horsham Road	103.38	103.38	103.38	0.00	4.64	95.40	174.39	0.593	102.77	38.76	0.8	1.4	12.458	B
3 - High Street	149.26	149.26	149.26	0.00	0.00	27.64	234.09	0.638	148.44	170.53	0.9	1.7	10.410	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	146.64	136.12	136.12	10.83	0.00	52.82	239.78	0.568	135.48	87.01	0.6	1.3	8.576	A
2 - Horsham Road	67.28	67.28	67.28	0.00	10.83	131.89	163.23	0.412	67.98	56.41	1.4	0.7	9.515	A
3 - High Street	128.63	128.63	128.63	0.00	0.00	10.59	247.18	0.520	129.24	189.28	1.7	1.1	7.668	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.77	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.48	?	?	?	?			N/A	N/A
3 - High Street	0.72	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.67	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.80	~1	~1	~1	~1			N/A	N/A
3 - High Street	0.89	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.65	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.41	?	?	?	?			N/A	N/A
3 - High Street	1.71	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	1.29	?	?	?	?			N/A	N/A
2 - Horsham Road	0.71	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.10	?	?	?	?			N/A	N/A

2028 with 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 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.44	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	1.03	21.66	74.51
	2 - Horsham Road	12.38	0.00	35.07
	3 - High Street	117.05	88.70	1.03

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	26.82	86.89
	2 - Horsham Road	13.41	0.00	49.51
	3 - High Street	89.20	68.07	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	12.38	75.54
	2 - Horsham Road	13.41	0.00	33.00
	3 - High Street	117.05	78.39	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	15.47	54.91
	2 - Horsham Road	3.09	0.00	39.19
	3 - High Street	130.46	79.42	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	3
	3 - High Street	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	4	0
	2 - Horsham Road	8	0	2
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	0
	2 - Horsham Road	0	0	5
	3 - High Street	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.39	6.37	0.6	~1	A	92.28	311.96
2 - Horsham Road	0.34	7.51	0.5	~1	A	49.77	199.06
3 - High Street	0.85	21.90	4.9	?	C	192.61	770.44

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	96.77	80.96	80.96	16.24	0.00	87.74	221.21	0.366	80.39	127.76	0.0	0.6	6.366	A
2 - Horsham Road	47.44	47.44	47.44	0.00	16.24	76.02	188.59	0.252	47.11	92.11	0.0	0.3	6.348	A
3 - High Street	206.78	206.78	206.78	0.00	0.00	13.31	246.21	0.840	202.19	109.82	0.0	4.6	18.850	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	114.45	93.59	93.59	20.11	0.00	69.27	237.09	0.395	93.52	104.15	0.6	0.6	6.266	A
2 - Horsham Road	62.92	62.92	62.92	0.00	20.11	86.84	182.40	0.345	62.73	75.94	0.3	0.5	7.508	A
3 - High Street	157.27	157.27	157.27	0.00	0.00	13.39	245.31	0.641	160.02	136.18	4.6	1.8	10.874	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	87.66	78.64	78.64	9.28	0.00	78.74	226.22	0.348	78.74	129.34	0.6	0.5	6.109	A
2 - Horsham Road	46.41	46.41	46.41	0.00	9.28	76.64	192.36	0.241	46.61	80.84	0.5	0.3	6.185	A
3 - High Street	196.47	196.47	196.47	0.00	0.00	13.42	245.75	0.799	194.65	109.82	1.8	3.7	17.016	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	70.39	58.78	58.78	11.60	0.00	79.05	231.17	0.254	58.98	132.77	0.5	0.3	5.234	A
2 - Horsham Road	42.29	42.29	42.29	0.00	11.60	55.13	195.56	0.216	42.33	82.90	0.3	0.3	5.874	A
3 - High Street	209.88	209.88	209.88	0.00	0.00	3.17	248.21	0.846	208.65	94.30	3.7	4.9	21.899	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.57	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.33	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.59	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.65	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.52	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.84	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.54	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.32	~1	~1	~1	~1			N/A	N/A
3 - High Street	3.66	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.34	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.28	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.88	?	?	?	?			N/A	N/A

2028 with Dev (Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.29	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From	1 - Ewhurst Road	1.03	12.38	105.44
	2 - Horsham Road	33.00	0.00	73.22
	3 - High Street	62.63	34.28	1.03

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	10.31	99.25
	2 - Horsham Road	17.53	0.00	60.85
	3 - High Street	83.25	33.25	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	6.19	95.13
	2 - Horsham Road	27.85	0.00	75.28
	3 - High Street	112.13	37.38	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	14.44	132.26
	2 - Horsham Road	10.31	0.00	56.72
	3 - High Street	76.03	52.85	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	2
	2 - Horsham Road	0	0	1
	3 - High Street	2	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	1
	2 - Horsham Road	0	0	2
	3 - High Street	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	4	0	5
	3 - High Street	3	0	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.57	8.56	1.3	?	A	118.93	443.95
2 - Horsham Road	0.60	12.40	1.5	?	B	88.69	354.75
3 - High Street	0.64	10.44	1.7	?	B	123.21	492.84

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	118.67	109.57	109.57	9.28	0.00	35.05	251.05	0.436	108.80	95.73	0.0	0.8	6.293	A
2 - Horsham Road	106.22	106.22	106.22	0.00	9.28	106.75	175.95	0.604	104.75	37.10	0.0	1.5	12.402	B
3 - High Street	97.94	97.94	97.94	0.00	0.00	33.57	231.46	0.423	97.22	177.94	0.0	0.7	6.668	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	109.49	101.83	101.83	7.73	0.00	33.26	254.90	0.399	101.93	100.90	0.8	0.7	5.886	A
2 - Horsham Road	78.38	78.38	78.38	0.00	7.73	99.35	178.75	0.439	79.06	35.83	1.5	0.8	9.087	A
3 - High Street	116.51	116.51	116.51	0.00	0.00	17.82	244.91	0.476	116.34	160.59	0.7	0.9	6.989	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	101.18	96.68	96.68	4.64	0.00	37.20	247.98	0.390	96.70	139.13	0.7	0.6	5.950	A
2 - Horsham Road	103.13	103.13	103.13	0.00	4.64	95.15	174.49	0.591	102.52	38.76	0.8	1.4	12.398	B
3 - High Street	149.51	149.51	149.51	0.00	0.00	27.65	234.09	0.639	148.69	170.03	0.9	1.7	10.437	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	146.39	135.87	135.87	10.83	0.00	52.82	239.77	0.567	135.23	87.26	0.6	1.3	8.558	A
2 - Horsham Road	67.03	67.03	67.03	0.00	10.83	131.65	163.36	0.410	67.72	56.41	1.4	0.7	9.476	A
3 - High Street	128.88	128.88	128.88	0.00	0.00	10.59	247.19	0.521	129.49	188.78	1.7	1.1	7.685	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.76	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.47	?	?	?	?			N/A	N/A
3 - High Street	0.72	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.67	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.79	~1	~1	~1	~1			N/A	N/A
3 - High Street	0.89	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.64	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	1.40	?	?	?	?			N/A	N/A
3 - High Street	1.71	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	1.28	?	?	?	?			N/A	N/A
2 - Horsham Road	0.71	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.11	?	?	?	?			N/A	N/A

2028 with Dev (Sensitivity), 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 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.43	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Ewhurst Road		DIRECT	✓	100.000
2 - Horsham Road		DIRECT	✓	100.000
3 - High Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
	1 - Ewhurst Road	1.03	21.66	75.01
	2 - Horsham Road	12.38	0.00	35.32
	3 - High Street	117.05	88.70	1.03

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	26.82	87.39
	2 - Horsham Road	13.41	0.00	49.76
	3 - High Street	89.20	68.07	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	12.38	76.04
	2 - Horsham Road	13.41	0.00	33.25
	3 - High Street	117.05	78.39	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0.00	15.47	55.41
	2 - Horsham Road	3.09	0.00	39.44
	3 - High Street	130.46	79.42	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	3
	3 - High Street	0	1	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	4	0
	2 - Horsham Road	8	0	2
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	3
	2 - Horsham Road	0	0	0
	3 - High Street	1	0	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Ewhurst Road	2 - Horsham Road	3 - High Street
From				
	1 - Ewhurst Road	0	0	0
	2 - Horsham Road	0	0	5
	3 - High Street	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Ewhurst Road	0.40	6.39	0.6	~1	A	92.79	313.96
2 - Horsham Road	0.35	7.54	0.5	~1	A	50.02	200.07
3 - High Street	0.85	21.90	4.9	?	C	192.61	770.44

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	97.27	81.46	81.46	16.24	0.00	87.74	221.24	0.368	80.88	127.76	0.0	0.6	6.387	A
2 - Horsham Road	47.69	47.69	47.69	0.00	16.24	76.51	188.36	0.253	47.36	92.11	0.0	0.3	6.367	A
3 - High Street	206.78	206.78	206.78	0.00	0.00	13.31	246.21	0.840	202.19	110.56	0.0	4.6	18.850	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	114.95	94.09	94.09	20.11	0.00	69.27	237.09	0.397	94.02	104.15	0.6	0.7	6.288	A
2 - Horsham Road	63.17	63.17	63.17	0.00	20.11	87.34	182.17	0.347	62.98	75.94	0.3	0.5	7.537	A
3 - High Street	157.27	157.27	157.27	0.00	0.00	13.39	245.31	0.641	160.02	136.93	4.6	1.8	10.872	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	88.16	79.14	79.14	9.28	0.00	78.74	226.26	0.350	79.25	129.34	0.7	0.5	6.126	A
2 - Horsham Road	46.66	46.66	46.66	0.00	9.28	77.14	192.10	0.243	46.86	80.84	0.5	0.3	6.204	A
3 - High Street	196.47	196.47	196.47	0.00	0.00	13.42	245.75	0.799	194.65	110.57	1.8	3.7	17.016	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction demand (Veh/TS)	Junction Arrivals (Veh)	Bypass demand (Veh/TS)	Bypass exit flow (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsign level servi
1 - Ewhurst Road	70.89	59.28	59.28	11.60	0.00	79.05	231.17	0.256	59.48	132.77	0.5	0.3	5.247	A
2 - Horsham Road	42.54	42.54	42.54	0.00	11.60	55.63	195.36	0.218	42.58	82.90	0.3	0.3	5.891	A
3 - High Street	209.88	209.88	209.88	0.00	0.00	3.17	248.21	0.846	208.65	95.05	3.7	4.9	21.899	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.58	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.34	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.59	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.65	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.52	~1	~1	~1	~1			N/A	N/A
3 - High Street	1.84	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.54	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.32	~1	~1	~1	~1			N/A	N/A
3 - High Street	3.66	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Ewhurst Road	0.35	~1	~1	~1	~1			N/A	N/A
2 - Horsham Road	0.28	~1	~1	~1	~1			N/A	N/A
3 - High Street	4.88	?	?	?	?			N/A	N/A

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: M04-High St-Guildford Rd Mini-Rdbt Junction 23-01-09.j9

Path: C:\Users\JoeEarp\Motion\StaffSite - gscan 2010010\Analysis\Junction Modelling

Report generation date: 10/01/2023 15:38:44

- »2028 Baseline, AM
- »2028 Baseline, PM
- »2028 with Dev, AM
- »2028 with Dev, PM
- »2028 with Dev (Sensitivity), AM
- »2028 with Dev (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2028 Baseline						
1 - Horseshoe Lane	0.5	12.68	0.32	0.7	15.07	0.41
2 - High Street	10.5	39.81	0.96	1.7	10.69	0.64
3 - Guildford Road	3.3	17.25	0.78	3.4	17.13	0.79
2028 with Dev						
1 - Horseshoe Lane	0.5	13.23	0.33	0.7	15.47	0.42
2 - High Street	12.3	44.57	0.98	1.8	11.11	0.65
3 - Guildford Road	3.8	18.77	0.81	3.6	17.99	0.80
2028 with Dev (Sensitivity)						
1 - Horseshoe Lane	0.5	12.97	0.32	0.7	16.00	0.43
2 - High Street	13.4	47.18	0.99	1.8	11.11	0.65
3 - Guildford Road	3.6	18.05	0.80	4.0	19.34	0.82

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\JoeEarp
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	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	DIRECT	08:00	09:00	60	15			
D2	2022 Observed	PM	DIRECT	17:00	18:00	60	15			
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314
D5	Dev Traffic	AM	DIRECT	08:00	09:00	60	15			
D6	Dev Traffic	PM	DIRECT	17:00	18:00	60	15			
D7	2022 with Dev	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D5
D8	2022 with Dev	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D6
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D11	Dev Traffic (Sensitivity)	AM	DIRECT	08:00	09:00	60	15			
D12	Dev Traffic (Sensitivity)	PM	DIRECT	17:00	18:00	60	15			
D13	2022 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D11
D14	2022 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D12
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

Analysis Set Details

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

2028 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	28.73	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Horseshoe Lane	
2	High Street	
3	Guildford 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 - Horseshoe Lane	3.00	2.75	4.00	2.3	9.00	3.80	0.0	
2 - High Street	3.50	3.40	3.40	0.0	16.00	14.90	0.0	
3 - Guildford Road	3.25	3.25	3.25	0.0	10.00	5.70	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Horseshoe Lane	0.598	193.659
2 - High Street	0.629	239.563
3 - Guildford Road	0.600	231.796

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)	Run automatically	Relationship type	Relationship
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	8.25	0.00	147.48
	3 - Guildford Road	1.03	93.85	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	5.16	5.16
	2 - High Street	15.47	0.00	187.70
	3 - Guildford Road	3.09	168.10	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	12.38	9.28
	2 - High Street	17.53	0.00	127.88
	3 - Guildford Road	1.03	148.51	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	10.31	0.00	202.13
	3 - Guildford Road	2.06	147.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	7	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	3
	2 - High Street	6	0	7
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	3
	3 - Guildford Road	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.32	12.68	0.5	~1	B	24.49	97.96
2 - High Street	0.96	39.81	10.5	?	E	179.18	716.73
3 - Guildford Road	0.78	17.25	3.3	?	C	141.29	565.16

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	93.15	133.87	0.247	32.68	9.16	0.0	0.3	8.866	A
2 - High Street	155.73	155.73	18.38	223.76	0.696	153.54	107.44	0.0	2.2	12.459	B
3 - Guildford Road	94.88	94.88	8.13	226.92	0.418	94.17	163.79	0.0	0.7	6.746	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	10.31	10.31	165.54	92.61	0.111	10.51	18.21	0.3	0.1	10.986	B
2 - High Street	203.17	203.17	5.27	234.06	0.868	199.87	170.77	2.2	5.5	24.241	C
3 - Guildford Road	171.20	171.20	15.17	218.43	0.784	168.58	189.98	0.7	3.3	17.247	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	21.66	21.66	149.52	102.04	0.212	21.52	18.79	0.1	0.3	11.158	B
2 - High Street	145.41	145.41	9.23	218.97	0.665	148.82	161.81	5.5	2.1	13.410	B
3 - Guildford Road	149.54	149.54	17.71	218.34	0.685	150.60	140.34	3.3	2.3	13.491	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	147.61	103.64	0.318	32.81	12.11	0.3	0.5	12.677	B
2 - High Street	212.45	212.45	18.42	221.56	0.958	204.01	162.00	2.1	10.5	39.810	E
3 - Guildford Road	149.54	149.54	10.06	221.42	0.675	149.66	212.37	2.3	2.1	12.581	B

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.32	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.19	?	?	?	?			N/A	N/A
3 - Guildford Road	0.71	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.13	~1	~1	~1	~1			N/A	N/A
2 - High Street	5.48	?	?	?	?			N/A	N/A
3 - Guildford Road	3.32	?	?	?	?			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.27	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.06	?	?	?	?			N/A	N/A
3 - Guildford Road	2.26	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.46	~1	~1	~1	~1			N/A	N/A
2 - High Street	10.49	?	?	?	?			N/A	N/A
3 - Guildford Road	2.14	?	?	?	?			N/A	N/A

2028 Baseline, 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 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	14.40	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	16.50
	2 - High Street	17.53	0.00	124.80
	3 - Guildford Road	1.03	169.15	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	1.03	20.63	22.69
	2 - High Street	13.41	0.00	97.98
	3 - Guildford Road	0.00	140.27	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	18.57	13.41
	2 - High Street	11.35	0.00	115.52
	3 - Guildford Road	1.03	161.93	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	16.50	13.41
	2 - High Street	9.28	0.00	106.23
	3 - Guildford Road	1.03	163.99	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	6
	2 - High Street	6	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	0
	3 - Guildford Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.41	15.07	0.7	~1	C	34.29	137.17
2 - High Street	0.64	10.69	1.7	?	B	124.02	496.09
3 - Guildford Road	0.79	17.13	3.4	?	C	159.86	639.45

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	30.94	30.94	165.81	89.67	0.345	30.43	18.34	0.0	0.5	15.070	C
2 - High Street	142.33	142.33	16.23	223.18	0.638	140.63	180.01	0.0	1.7	10.694	B
3 - Guildford Road	170.18	170.18	17.32	216.48	0.786	166.82	139.53	0.0	3.4	17.130	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	44.35	44.35	141.81	107.96	0.411	44.18	14.53	0.5	0.7	14.072	B
2 - High Street	111.39	111.39	23.63	222.68	0.500	112.08	162.36	1.7	1.0	8.186	A
3 - Guildford Road	140.27	140.27	14.51	220.82	0.635	141.83	121.20	3.4	1.8	11.609	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	31.97	31.97	162.05	94.86	0.337	32.13	12.39	0.7	0.5	14.388	B
2 - High Street	126.86	126.86	14.57	226.30	0.561	126.63	179.61	1.0	1.2	9.006	A
3 - Guildford Road	163.99	163.99	11.37	220.64	0.743	163.06	129.83	1.8	2.7	15.362	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	29.91	29.91	163.97	94.62	0.316	29.96	10.34	0.5	0.5	13.932	B
2 - High Street	115.52	115.52	13.43	231.07	0.500	115.75	180.50	1.2	1.0	7.821	A
3 - Guildford Road	165.02	165.02	9.31	223.95	0.737	165.00	119.87	2.7	2.7	15.240	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.51	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.70	?	?	?	?			N/A	N/A
3 - Guildford Road	3.36	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.68	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.02	?	?	?	?			N/A	N/A
3 - Guildford Road	1.80	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.52	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.25	?	?	?	?			N/A	N/A
3 - Guildford Road	2.73	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.47	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.02	?	?	?	?			N/A	N/A
3 - Guildford Road	2.75	?	?	?	?			N/A	N/A

2028 with 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 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	31.85	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	8.25	0.00	151.98
	3 - Guildford Road	1.03	98.85	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	5.16	5.16
	2 - High Street	15.47	0.00	192.20
	3 - Guildford Road	3.09	173.10	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	12.38	9.28
	2 - High Street	17.53	0.00	132.38
	3 - Guildford Road	1.03	153.51	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	10.31	0.00	206.63
	3 - Guildford Road	2.06	152.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	7	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	3
	2 - High Street	6	0	7
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	3
	3 - Guildford Road	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.33	13.23	0.5	~1	B	24.49	97.96
2 - High Street	0.98	44.57	12.3	?	E	183.68	734.73
3 - Guildford Road	0.81	18.77	3.8	?	C	146.29	585.17

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	98.08	131.00	0.252	32.67	9.15	0.0	0.3	9.121	A
2 - High Street	160.23	160.23	18.38	223.88	0.716	157.84	112.37	0.0	2.4	13.192	B
3 - Guildford Road	99.88	99.88	8.13	226.92	0.440	99.10	168.09	0.0	0.8	7.000	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	10.31	10.31	170.19	89.83	0.115	10.51	18.16	0.3	0.1	11.375	B
2 - High Street	207.67	207.67	5.28	234.10	0.887	203.82	175.43	2.4	6.2	26.790	D
3 - Guildford Road	176.20	176.20	15.13	218.57	0.806	173.23	193.97	0.8	3.7	18.772	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	21.66	21.66	154.66	99.00	0.219	21.51	18.83	0.1	0.3	11.594	B
2 - High Street	149.91	149.91	9.23	219.43	0.685	153.88	166.95	6.2	2.3	14.493	B
3 - Guildford Road	154.54	154.54	17.75	218.39	0.707	155.74	145.37	3.7	2.5	14.640	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	152.65	100.63	0.328	32.80	12.05	0.3	0.5	13.229	B
2 - High Street	216.95	216.95	18.41	221.69	0.978	206.88	167.03	2.3	12.3	44.566	E
3 - Guildford Road	154.54	154.54	10.00	221.60	0.697	154.69	215.29	2.5	2.4	13.507	B

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.33	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.39	?	?	?	?			N/A	N/A
3 - Guildford Road	0.78	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.13	~1	~1	~1	~1			N/A	N/A
2 - High Street	6.24	?	?	?	?			N/A	N/A
3 - Guildford Road	3.74	?	?	?	?			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.28	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.26	?	?	?	?			N/A	N/A
3 - Guildford Road	2.54	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.48	~1	~1	~1	~1			N/A	N/A
2 - High Street	12.32	?	?	?	?			N/A	N/A
3 - Guildford Road	2.38	?	?	?	?			N/A	N/A

2028 with 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 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.02	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	16.50
	2 - High Street	17.53	0.00	128.30
	3 - Guildford Road	1.03	172.15	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	1.03	20.63	22.69
	2 - High Street	13.41	0.00	101.48
	3 - Guildford Road	0.00	143.27	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	18.57	13.41
	2 - High Street	11.35	0.00	119.02
	3 - Guildford Road	1.03	164.93	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	16.50	13.41
	2 - High Street	9.28	0.00	109.73
	3 - Guildford Road	1.03	166.99	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	6
	2 - High Street	6	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	0
	3 - Guildford Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.42	15.47	0.7	~1	C	34.29	137.17
2 - High Street	0.65	11.11	1.8	?	B	127.52	510.09
3 - Guildford Road	0.80	17.99	3.6	?	C	162.86	651.45

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	30.94	30.94	168.56	88.08	0.351	30.41	18.33	0.0	0.5	15.473	C
2 - High Street	145.83	145.83	16.22	223.32	0.653	144.02	182.75	0.0	1.8	11.111	B
3 - Guildford Road	173.18	173.18	17.32	216.56	0.800	169.57	142.92	0.0	3.6	17.988	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	44.35	44.35	144.95	106.09	0.418	44.18	14.54	0.5	0.7	14.494	B
2 - High Street	114.89	114.89	23.63	222.74	0.516	115.62	165.50	1.8	1.1	8.460	A
3 - Guildford Road	143.27	143.27	14.52	220.87	0.649	144.97	124.74	3.6	1.9	12.111	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	31.97	31.97	164.98	93.11	0.343	32.14	12.39	0.7	0.5	14.805	B
2 - High Street	130.36	130.36	14.57	226.40	0.576	130.12	182.54	1.1	1.3	9.321	A
3 - Guildford Road	166.99	166.99	11.37	220.72	0.757	165.99	133.32	1.9	2.9	16.124	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	29.91	29.91	166.97	92.83	0.322	29.96	10.35	0.5	0.5	14.328	B
2 - High Street	119.02	119.02	13.43	231.07	0.515	119.26	183.49	1.3	1.1	8.068	A
3 - Guildford Road	168.02	168.02	9.31	223.99	0.750	168.00	123.38	2.9	2.9	16.038	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.53	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.82	?	?	?	?			N/A	N/A
3 - Guildford Road	3.61	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.70	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.08	?	?	?	?			N/A	N/A
3 - Guildford Road	1.91	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.54	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.33	?	?	?	?			N/A	N/A
3 - Guildford Road	2.91	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.48	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.08	?	?	?	?			N/A	N/A
3 - Guildford Road	2.94	?	?	?	?			N/A	N/A

2028 with Dev (Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	33.09	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	8.25	0.00	154.23
	3 - Guildford Road	1.03	96.60	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	5.16	5.16
	2 - High Street	15.47	0.00	194.45
	3 - Guildford Road	3.09	170.85	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	12.38	9.28
	2 - High Street	17.53	0.00	134.63
	3 - Guildford Road	1.03	151.26	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	18.56
	2 - High Street	10.31	0.00	208.88
	3 - Guildford Road	2.06	150.23	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	7	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	3
	2 - High Street	6	0	7
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	3
	3 - Guildford Road	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.32	12.97	0.5	~1	B	24.49	97.96
2 - High Street	0.99	47.18	13.4	?	E	185.93	743.73
3 - Guildford Road	0.80	18.05	3.6	?	C	144.04	576.17

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	95.86	132.29	0.249	32.67	9.15	0.0	0.3	9.005	A
2 - High Street	162.48	162.48	18.38	223.94	0.726	159.98	110.16	0.0	2.5	13.589	B
3 - Guildford Road	97.63	97.63	8.12	226.92	0.430	96.88	170.23	0.0	0.7	6.883	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	10.31	10.31	168.11	91.08	0.113	10.51	18.14	0.3	0.1	11.197	B
2 - High Street	209.92	209.92	5.28	234.13	0.897	205.74	173.34	2.5	6.7	28.222	D
3 - Guildford Road	173.95	173.95	15.10	218.53	0.796	171.15	195.92	0.7	3.5	18.050	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	21.66	21.66	152.34	100.37	0.216	21.52	18.84	0.1	0.3	11.392	B
2 - High Street	152.16	152.16	9.23	219.65	0.694	156.46	164.63	6.7	2.4	15.122	C
3 - Guildford Road	152.29	152.29	17.76	218.35	0.697	153.42	147.92	3.5	2.4	14.101	B

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	33.00	33.00	150.38	101.98	0.324	32.80	12.01	0.3	0.5	12.972	B
2 - High Street	219.20	219.20	18.41	221.75	0.988	208.19	164.77	2.4	13.4	47.178	E
3 - Guildford Road	152.29	152.29	9.97	221.56	0.687	152.43	216.64	2.4	2.3	13.064	B

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.33	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.50	?	?	?	?			N/A	N/A
3 - Guildford Road	0.75	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.13	~1	~1	~1	~1			N/A	N/A
2 - High Street	6.67	?	?	?	?			N/A	N/A
3 - Guildford Road	3.54	?	?	?	?			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.27	~1	~1	~1	~1			N/A	N/A
2 - High Street	2.37	?	?	?	?			N/A	N/A
3 - Guildford Road	2.41	?	?	?	?			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.47	~1	~1	~1	~1			N/A	N/A
2 - High Street	13.36	?	?	?	?			N/A	N/A
3 - Guildford Road	2.27	?	?	?	?			N/A	N/A

2028 with Dev (Sensitivity), 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 2 and 3 have 91% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.80	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horseshoe Lane		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - Guildford Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	14.44	16.50
	2 - High Street	17.53	0.00	128.30
	3 - Guildford Road	1.53	175.90	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	1.03	20.63	22.69
	2 - High Street	13.41	0.00	101.48
	3 - Guildford Road	0.50	147.02	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	18.57	13.41
	2 - High Street	11.35	0.00	119.02
	3 - Guildford Road	1.53	168.68	1.03

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0.00	16.50	13.41
	2 - High Street	9.28	0.00	109.73
	3 - Guildford Road	1.53	170.74	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	6
	2 - High Street	6	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	1
	3 - Guildford Road	0	1	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	2
	3 - Guildford Road	0	2	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		1 - Horseshoe Lane	2 - High Street	3 - Guildford Road
From	1 - Horseshoe Lane	0	0	0
	2 - High Street	0	0	0
	3 - Guildford Road	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Horseshoe Lane	0.43	16.00	0.7	~1	C	34.29	137.17
2 - High Street	0.65	11.11	1.8	?	B	127.52	510.09
3 - Guildford Road	0.82	19.34	4.0	?	C	167.11	668.45

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	30.94	30.94	171.92	86.13	0.359	30.40	18.81	0.0	0.5	15.999	C
2 - High Street	145.83	145.83	16.21	223.32	0.653	144.02	186.11	0.0	1.8	11.110	B
3 - Guildford Road	177.43	177.43	17.32	216.66	0.819	173.42	142.91	0.0	4.0	19.340	C

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	44.35	44.35	148.92	103.71	0.427	44.17	15.04	0.5	0.7	15.066	C
2 - High Street	114.89	114.89	23.62	222.74	0.516	115.62	169.46	1.8	1.1	8.459	A
3 - Guildford Road	147.52	147.52	14.51	220.92	0.668	149.44	124.73	4.0	2.1	12.910	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	31.97	31.97	168.61	90.93	0.352	32.15	12.88	0.7	0.6	15.358	C
2 - High Street	130.36	130.36	14.58	226.40	0.576	130.12	186.18	1.1	1.3	9.321	A
3 - Guildford Road	171.24	171.24	11.37	220.82	0.776	170.12	133.32	2.1	3.2	17.336	C

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Horseshoe Lane	29.91	29.91	170.71	90.60	0.330	29.96	10.85	0.6	0.5	14.858	B
2 - High Street	119.02	119.02	13.43	231.07	0.515	119.26	187.23	1.3	1.1	8.068	A
3 - Guildford Road	172.27	172.27	9.31	224.04	0.769	172.24	123.38	3.2	3.2	17.316	C

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.55	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.82	?	?	?	?			N/A	N/A
3 - Guildford Road	4.01	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.73	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.08	?	?	?	?			N/A	N/A
3 - Guildford Road	2.09	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.56	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.33	?	?	?	?			N/A	N/A
3 - Guildford Road	3.21	?	?	?	?			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Horseshoe Lane	0.50	~1	~1	~1	~1			N/A	N/A
2 - High Street	1.08	?	?	?	?			N/A	N/A
3 - Guildford Road	3.24	?	?	?	?			N/A	N/A

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.5.1.7462 © Copyright TRL Limited, 2019		
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Filename: M05-Guildford Rd-B2130 Rdbt Junction 23-01-10.j9

Path: C:\Users\JoeEarp\Motion\StaffSite - gscan 2010010\Analysis\Junction Modelling

Report generation date: 10/01/2023 12:15:46

- »2028 Baseline, AM
- »2028 Baseline, PM
- »2028 with Dev, AM
- »2028 with Dev, PM
- »2028 with Dev (Sensitivity), AM
- »2028 with Dev (Sensitivity), PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2028 Baseline						
1 - Guildford Road East	2.3	9.55	0.71	0.9	5.57	0.48
2 - B2130	0.8	5.71	0.44	0.4	4.16	0.30
3 - Guildford Road West	0.9	6.68	0.48	1.6	8.32	0.61
2028 with Dev						
1 - Guildford Road East	2.5	9.98	0.72	1.0	5.69	0.49
2 - B2130	0.8	5.82	0.44	0.4	4.20	0.30
3 - Guildford Road West	1.0	6.91	0.50	1.6	8.53	0.62
2028 with Dev (Sensitivity)						
1 - Guildford Road East	2.5	10.22	0.73	1.0	5.69	0.49
2 - B2130	0.8	5.85	0.44	0.4	4.21	0.31
3 - Guildford Road West	0.9	6.82	0.49	1.7	8.81	0.64

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/01/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\JoeEarp
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	perTimeSegment	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	DIRECT	08:00	09:00	60	15			
D2	2022 Observed	PM	DIRECT	17:00	18:00	60	15			
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314
D5	Dev Traffic	AM	DIRECT	08:00	09:00	60	15			
D6	Dev Traffic	PM	DIRECT	17:00	18:00	60	15			
D7	2022 with Dev	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D5
D8	2022 with Dev	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D6
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D11	Dev Traffic (Sensitivity)	AM	DIRECT	08:00	09:00	60	15			
D12	Dev Traffic (Sensitivity)	PM	DIRECT	17:00	18:00	60	15			
D13	2022 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15		Simple	D1+D11
D14	2022 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15		Simple	D2+D12
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

Analysis Set Details

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

2028 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Guildford Road East	
2	B2130	
3	Guildford Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Guildford Road East	2.78	6.02	10.3	14.0	24.3	22.0	
2 - B2130	3.28	6.39	9.7	20.0	24.3	35.0	
3 - Guildford Road West	2.98	5.14	8.7	20.0	24.3	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Guildford Road East	0.590	335.101
2 - B2130	0.602	358.413
3 - Guildford Road West	0.579	320.214

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)	Run automatically	Relationship type	Relationship
D3	2028 Baseline	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.0313

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	0.00	70.13	100.04
		2 - B2130	49.50	0.00	21.66
		3 - Guildford Road West	64.97	21.66	1.03

Demand (Veh/TS)

08:15 - 08:30	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	2.06	82.50	111.38
		2 - B2130	97.97	0.00	23.72
		3 - Guildford Road West	107.26	15.47	1.03

Demand (Veh/TS)

08:30 - 08:45	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	1.03	43.31	92.82
		2 - B2130	89.72	0.00	12.38
		3 - Guildford Road West	96.94	20.63	0.00

Demand (Veh/TS)

08:45 - 09:00	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	0.00	115.51	104.16
		2 - B2130	69.10	0.00	27.85
		3 - Guildford Road West	91.79	20.63	1.03

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	0	4	0
		2 - B2130	4	0	0
		3 - Guildford Road West	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30	From	To			
			1 - Guildford Road East	2 - B2130	3 - Guildford Road West
		1 - Guildford Road East	0	1	3
		2 - B2130	1	0	13
		3 - Guildford Road West	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0	10	9
	2 - B2130	2	0	0
	3 - Guildford Road West	1	5	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0	3	3
	2 - B2130	7	0	0
	3 - Guildford Road West	1	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.71	9.55	2.3	?	A	180.73	722.91
2 - B2130	0.44	5.71	0.8	~1	A	97.98	391.90
3 - Guildford Road West	0.48	6.68	0.9	~1	A	110.61	442.44

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	170.17	170.17	22.58	316.55	0.538	169.02	113.93	0.0	1.1	6.056	A
2 - B2130	71.16	71.16	100.39	289.90	0.245	70.84	91.21	0.0	0.3	4.102	A
3 - Guildford Road West	87.66	87.66	49.28	290.53	0.302	87.23	121.95	0.0	0.4	4.418	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	195.95	195.95	16.49	318.60	0.615	195.53	206.41	1.1	1.6	7.288	A
2 - B2130	121.69	121.69	114.24	278.34	0.437	121.24	97.78	0.3	0.8	5.713	A
3 - Guildford Road West	123.76	123.76	99.63	257.49	0.481	123.27	135.86	0.4	0.9	6.681	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	137.16	137.16	20.61	295.24	0.465	137.84	187.96	1.6	0.9	5.744	A
2 - B2130	102.10	102.10	94.17	291.57	0.350	102.33	64.28	0.8	0.5	4.760	A
3 - Guildford Road West	117.57	117.57	90.91	262.06	0.449	117.66	105.59	0.9	0.8	6.238	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	219.67	219.67	21.66	311.07	0.706	218.22	161.06	0.9	2.3	9.549	A
2 - B2130	96.94	96.94	104.70	279.58	0.347	96.95	135.18	0.5	0.5	4.928	A
3 - Guildford Road West	113.44	113.44	69.20	267.90	0.424	113.52	132.45	0.8	0.7	5.835	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.15	?	?	?	?			N/A	N/A
2 - B2130	0.32	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.43	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.57	?	?	?	?			N/A	N/A
2 - B2130	0.77	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.91	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.88	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.54	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.82	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	2.32	?	?	?	?			N/A	N/A
2 - B2130	0.53	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.74	~1	~1	~1	~1			N/A	N/A

2028 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028 Baseline	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.0314

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	4.13	72.20	71.17
	2 - B2130	74.26	0.00	18.57
	3 - Guildford Road West	119.64	47.44	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	5.16	64.98	59.82
	2 - B2130	61.88	0.00	17.53
	3 - Guildford Road West	102.11	29.91	2.06

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	62.92	69.10
	2 - B2130	71.17	0.00	13.41
	3 - Guildford Road West	93.86	27.85	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	64.98	53.63
	2 - B2130	62.92	0.00	9.28
	3 - Guildford Road West	94.89	30.94	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0	0	0
	2 - B2130	2	0	0
	3 - Guildford Road West	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.48	5.57	0.9	~1	A	133.05	532.20
2 - B2130	0.30	4.16	0.4	~1	A	82.25	329.02
3 - Guildford Road West	0.61	8.32	1.6	?	A	137.18	548.71

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	147.49	147.49	47.00	307.35	0.480	146.58	196.55	0.0	0.9	5.567	A
2 - B2130	92.83	92.83	74.83	308.43	0.301	92.40	118.76	0.0	0.4	4.157	A
3 - Guildford Road West	167.09	167.09	78.02	272.22	0.614	165.54	89.21	0.0	1.6	8.321	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	129.96	129.96	32.19	316.10	0.411	130.16	169.62	0.9	0.7	4.847	A
2 - B2130	79.42	79.42	67.14	313.11	0.254	79.50	95.21	0.4	0.3	3.853	A
3 - Guildford Road West	134.08	134.08	67.11	278.50	0.481	134.69	79.53	1.6	0.9	6.286	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	134.08	134.08	27.89	318.64	0.421	134.07	167.15	0.7	0.7	4.876	A
2 - B2130	84.57	84.57	71.15	310.35	0.273	84.54	90.80	0.3	0.4	3.985	A
3 - Guildford Road West	121.71	121.71	73.20	274.87	0.443	121.84	82.50	0.9	0.8	5.888	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	120.67	120.67	30.93	316.84	0.381	120.78	159.93	0.7	0.6	4.592	A
2 - B2130	72.20	72.20	55.79	319.26	0.226	72.28	95.91	0.4	0.3	3.644	A
3 - Guildford Road West	125.83	125.83	65.04	279.70	0.450	125.82	63.03	0.8	0.8	5.848	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.91	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.43	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	1.55	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.70	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.34	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.94	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.72	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.37	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.80	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.62	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.29	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.81	~1	~1	~1	~1			N/A	N/A

2028 with Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2028 with Dev	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0.00	70.88	103.79
	2 - B2130	50.25	0.00	21.66
	3 - Guildford Road West	69.22	21.66	1.03

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	2.06	83.25	115.13
	2 - B2130	98.72	0.00	23.72
	3 - Guildford Road West	111.51	15.47	1.03

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	1.03	44.06	96.57
	2 - B2130	90.47	0.00	12.38
	3 - Guildford Road West	101.19	20.63	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0.00	116.26	107.91
	2 - B2130	69.85	0.00	27.85
	3 - Guildford Road West	96.04	20.63	1.03

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	4	0
	2 - B2130	4	0	0
	3 - Guildford Road West	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	1	3
	2 - B2130	1	0	13
	3 - Guildford Road West	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	10	9
	2 - B2130	2	0	0
	3 - Guildford Road West	1	5	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	3	3
	2 - B2130	7	0	0
	3 - Guildford Road West	1	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.72	9.98	2.5	?	A	185.23	740.91
2 - B2130	0.44	5.82	0.8	~1	A	98.73	394.90
3 - Guildford Road West	0.50	6.91	1.0	~1	A	114.86	459.44

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	174.66	174.66	22.57	316.69	0.552	173.45	118.90	0.0	1.2	6.232	A
2 - B2130	71.91	71.91	104.09	287.82	0.250	71.58	91.94	0.0	0.3	4.156	A
3 - Guildford Road West	91.91	91.91	50.02	290.10	0.317	91.45	125.65	0.0	0.5	4.521	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	200.45	200.45	16.49	318.75	0.629	200.00	211.37	1.2	1.7	7.550	A
2 - B2130	122.44	122.44	117.97	276.22	0.443	121.98	98.52	0.3	0.8	5.817	A
3 - Guildford Road West	128.01	128.01	100.36	257.21	0.498	127.49	139.59	0.5	1.0	6.910	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	141.66	141.66	20.60	296.04	0.479	142.38	192.97	1.7	0.9	5.884	A
2 - B2130	102.85	102.85	97.94	289.37	0.355	103.09	65.05	0.8	0.6	4.838	A
3 - Guildford Road West	121.82	121.82	91.66	261.79	0.465	121.92	109.37	1.0	0.9	6.441	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	224.17	224.17	21.66	311.26	0.720	222.61	166.07	0.9	2.5	9.984	A
2 - B2130	97.69	97.69	108.39	277.56	0.352	97.70	135.88	0.6	0.5	5.003	A
3 - Guildford Road West	117.69	117.69	69.95	267.81	0.440	117.78	136.14	0.9	0.8	6.002	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.21	?	?	?	?			N/A	N/A
2 - B2130	0.33	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.46	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.66	?	?	?	?			N/A	N/A
2 - B2130	0.79	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.98	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.93	?	?	?	?			N/A	N/A
2 - B2130	0.56	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.88	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	2.48	?	?	?	?			N/A	N/A
2 - B2130	0.55	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.79	~1	~1	~1	~1			N/A	N/A

2028 with Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2028 with Dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	4.13	72.70	74.17
	2 - B2130	74.76	0.00	18.57
	3 - Guildford Road West	122.14	47.44	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	5.16	65.48	62.82
	2 - B2130	62.38	0.00	17.53
	3 - Guildford Road West	104.61	29.91	2.06

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	63.42	72.10
	2 - B2130	71.67	0.00	13.41
	3 - Guildford Road West	96.36	27.85	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	65.48	56.63
	2 - B2130	63.42	0.00	9.28
	3 - Guildford Road West	97.39	30.94	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0	0	0
	2 - B2130	2	0	0
	3 - Guildford Road West	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.49	5.69	1.0	~1	A	136.55	546.20
2 - B2130	0.30	4.20	0.4	~1	A	82.75	331.02
3 - Guildford Road West	0.62	8.53	1.6	?	A	139.68	558.71

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	150.99	150.99	46.99	307.36	0.491	150.04	199.49	0.0	1.0	5.687	A
2 - B2130	93.33	93.33	77.80	306.69	0.304	92.89	119.23	0.0	0.4	4.201	A
3 - Guildford Road West	169.59	169.59	78.51	271.96	0.624	167.97	92.18	0.0	1.6	8.528	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	133.46	133.46	32.20	316.09	0.422	133.67	172.64	1.0	0.7	4.941	A
2 - B2130	79.92	79.92	70.15	311.35	0.257	80.00	95.72	0.4	0.3	3.893	A
3 - Guildford Road West	136.58	136.58	67.62	278.24	0.491	137.22	82.53	1.6	1.0	6.412	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	137.58	137.58	27.89	318.64	0.432	137.57	170.16	0.7	0.8	4.970	A
2 - B2130	85.07	85.07	74.15	308.61	0.276	85.04	91.30	0.3	0.4	4.026	A
3 - Guildford Road West	124.21	124.21	73.70	274.61	0.452	124.35	85.50	1.0	0.8	5.997	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	124.17	124.17	30.93	316.84	0.392	124.28	162.93	0.8	0.6	4.677	A
2 - B2130	72.70	72.70	58.80	317.51	0.229	72.78	96.41	0.4	0.3	3.677	A
3 - Guildford Road West	128.33	128.33	65.54	279.44	0.459	128.32	66.04	0.8	0.8	5.955	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.95	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.43	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	1.62	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.74	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.35	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.98	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.75	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.38	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.84	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.65	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.30	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.84	~1	~1	~1	~1			N/A	N/A

2028 with Dev (Sensitivity), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2028 with Dev (Sensitivity)	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0.00	71.13	105.79
	2 - B2130	50.00	0.00	21.66
	3 - Guildford Road West	67.47	21.66	1.03

Demand (Veh/TS)

08:15 - 08:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	2.06	83.50	117.13
	2 - B2130	98.47	0.00	23.72
	3 - Guildford Road West	109.76	15.47	1.03

Demand (Veh/TS)

08:30 - 08:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	1.03	44.31	98.57
	2 - B2130	90.22	0.00	12.38
	3 - Guildford Road West	99.44	20.63	0.00

Demand (Veh/TS)

08:45 - 09:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0.00	116.51	109.91
	2 - B2130	69.60	0.00	27.85
	3 - Guildford Road West	94.29	20.63	1.03

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	4	0
	2 - B2130	4	0	0
	3 - Guildford Road West	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	1	3
	2 - B2130	1	0	13
	3 - Guildford Road West	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	10	8
	2 - B2130	2	0	0
	3 - Guildford Road West	1	5	0

Heavy Vehicle Percentages

08:45 - 09:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From				
	1 - Guildford Road East	0	3	3
	2 - B2130	7	0	0
	3 - Guildford Road West	1	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.73	10.22	2.5	?	B	187.48	749.91
2 - B2130	0.44	5.85	0.8	~1	A	98.48	393.90
3 - Guildford Road West	0.49	6.82	0.9	~1	A	113.11	452.45

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	176.91	176.91	22.58	316.75	0.559	175.67	116.91	0.0	1.2	6.324	A
2 - B2130	71.66	71.66	106.07	286.63	0.250	71.33	92.18	0.0	0.3	4.174	A
3 - Guildford Road West	90.16	90.16	49.77	290.24	0.311	89.71	127.62	0.0	0.4	4.478	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	202.70	202.70	16.49	318.82	0.636	202.23	209.38	1.2	1.7	7.688	A
2 - B2130	122.19	122.19	119.96	275.04	0.444	121.73	98.76	0.3	0.8	5.853	A
3 - Guildford Road West	126.26	126.26	100.11	257.30	0.491	125.76	141.58	0.4	0.9	6.816	A

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	143.91	143.91	20.61	296.42	0.486	144.65	190.97	1.7	1.0	5.959	A
2 - B2130	102.60	102.60	99.95	288.17	0.356	102.84	65.30	0.8	0.6	4.861	A
3 - Guildford Road West	120.07	120.07	91.41	261.87	0.459	120.16	111.38	0.9	0.9	6.357	A

08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	226.42	226.42	21.66	311.35	0.727	224.81	164.07	1.0	2.6	10.217	B
2 - B2130	97.44	97.44	110.36	276.39	0.353	97.45	136.10	0.6	0.5	5.029	A
3 - Guildford Road West	115.94	115.94	69.70	267.81	0.433	116.03	138.11	0.9	0.8	5.932	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.25	?	?	?	?			N/A	N/A
2 - B2130	0.33	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.45	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	1.71	?	?	?	?			N/A	N/A
2 - B2130	0.79	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.95	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.96	?	?	?	?			N/A	N/A
2 - B2130	0.56	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.86	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	2.56	?	?	?	?			N/A	N/A
2 - B2130	0.55	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.77	~1	~1	~1	~1			N/A	N/A

2028 with Dev (Sensitivity), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2028 with Dev, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2028 with Dev (Sensitivity)	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Guildford Road East		DIRECT	✓	100.000
2 - B2130		DIRECT	✓	100.000
3 - Guildford Road West		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
From		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
	1 - Guildford Road East	4.13	72.70	74.17
	2 - B2130	75.26	0.00	18.57
	3 - Guildford Road West	125.39	47.44	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	5.16	65.48	62.82
	2 - B2130	62.88	0.00	17.53
	3 - Guildford Road West	107.86	29.91	2.06

Demand (Veh/TS)

17:30 - 17:45

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	63.42	72.10
	2 - B2130	72.17	0.00	13.41
	3 - Guildford Road West	99.61	27.85	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	2.06	65.48	56.63
	2 - B2130	63.92	0.00	9.28
	3 - Guildford Road West	100.64	30.94	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Guildford Road East	2 - B2130	3 - Guildford Road West
From	1 - Guildford Road East	0	0	0
	2 - B2130	2	0	0
	3 - Guildford Road West	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Guildford Road East	0.49	5.69	1.0	~1	A	136.55	546.20
2 - B2130	0.31	4.21	0.4	~1	A	83.25	333.02
3 - Guildford Road West	0.64	8.81	1.7	?	A	142.93	571.71

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	150.99	150.99	46.98	307.37	0.491	150.04	203.17	0.0	1.0	5.687	A
2 - B2130	93.83	93.83	77.80	306.72	0.306	93.39	119.22	0.0	0.4	4.210	A
3 - Guildford Road West	172.84	172.84	79.01	271.71	0.636	171.14	92.18	0.0	1.7	8.807	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	133.46	133.46	32.21	316.09	0.422	133.67	176.42	1.0	0.7	4.941	A
2 - B2130	80.42	80.42	70.14	311.38	0.258	80.51	95.73	0.4	0.4	3.901	A
3 - Guildford Road West	139.83	139.83	68.12	277.99	0.503	140.51	82.53	1.7	1.0	6.579	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	137.58	137.58	27.89	318.63	0.432	137.57	173.91	0.7	0.8	4.970	A
2 - B2130	85.57	85.57	74.15	308.63	0.277	85.54	91.31	0.4	0.4	4.034	A
3 - Guildford Road West	127.45	127.45	74.20	274.36	0.465	127.60	85.50	1.0	0.9	6.138	A

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Guildford Road East	124.17	124.17	30.93	316.84	0.392	124.28	166.68	0.8	0.6	4.677	A
2 - B2130	73.20	73.20	58.80	317.54	0.231	73.28	96.41	0.4	0.3	3.687	A
3 - Guildford Road West	131.58	131.58	66.04	279.19	0.471	131.57	66.04	0.9	0.9	6.096	A

Queue Variation Results for each time segment

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.95	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.44	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	1.70	?	?	?	?			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.74	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.35	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	1.03	?	?	?	?			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.75	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.38	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.88	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - Guildford Road East	0.65	~1	~1	~1	~1			N/A	N/A
2 - B2130	0.30	~1	~1	~1	~1			N/A	N/A
3 - Guildford Road West	0.89	~1	~1	~1	~1			N/A	N/A