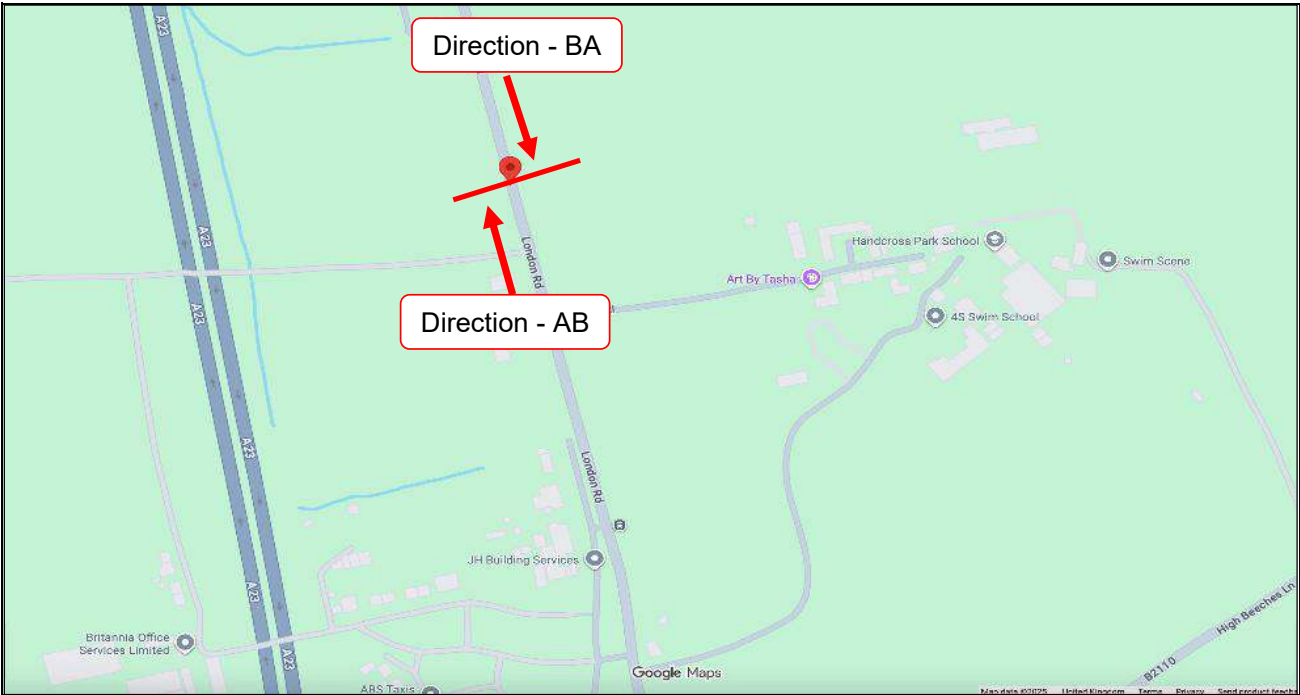


APPENDIX A. ATC Data

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0463	Handcross	B2114 London Road (North)	51.063122, -0.200494	03/11/2025 - 09/11/2025	Monday - Sunday	0000-0000hrs on each day



03 November 2025

[illegible]

04 November 2025

[illegible]

05 November 2025

[illegible]

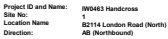
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08 November 2025

[illegible]

07 November 2025

[illegible]

[illegible]

08 November 2025

[illegible]

09 November 2025

[illegible]

03 November 2025

Time	Total	Cls	Cls							Cls	Cls	Mean	Vpp	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	
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04 November 2025

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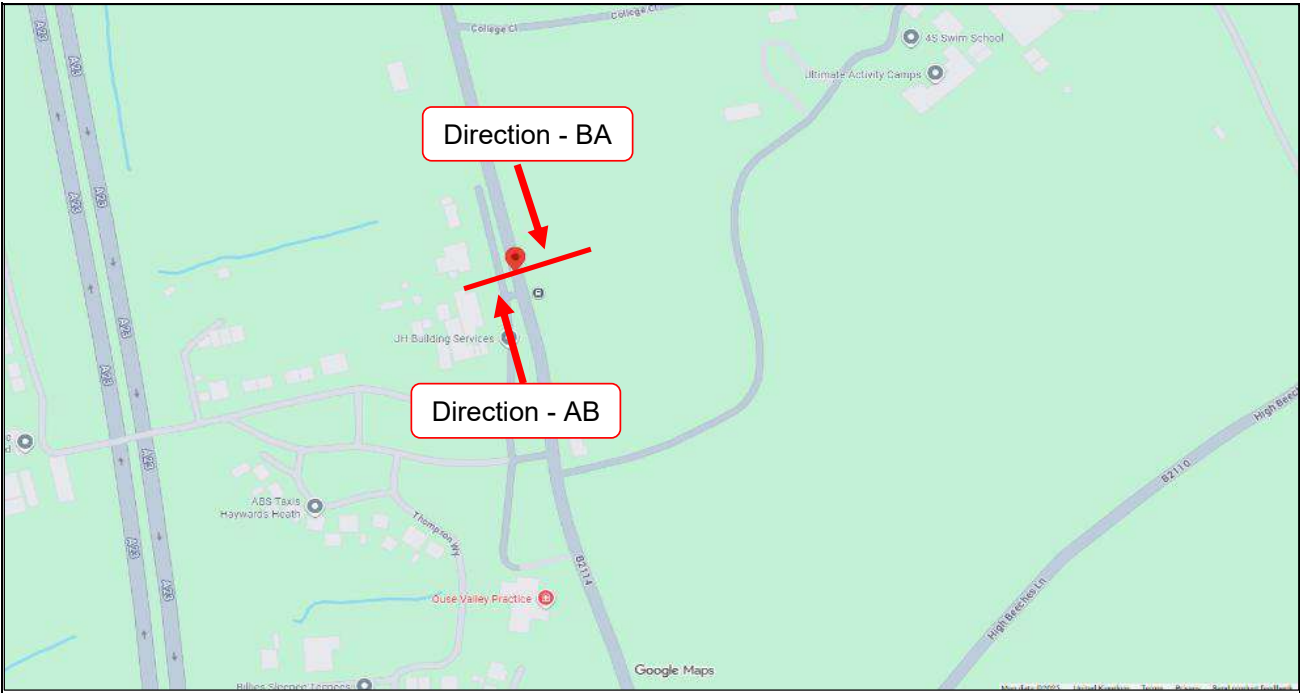
05 November 2025

[illegible]



[illegible]

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0463	Handcross	B2114 London Road (South)	51.060861, -0.199600	03/11/2025 - 09/11/2025	Monday - Sunday	0000-0000hrs on each day

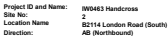




INNOWISE
V1.0 1-5

Project ID and Name: (W043) Harcross
Site No: 2
Location Name: B2114 London Road (South)
Direction: AB (Northbound)

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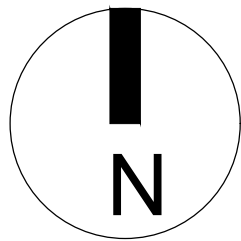
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[illegible]

APPENDIX B. Illustrative Site Layout



Rev	Date	Revision Details	Dr	Ch
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Client's Name
Welbeck Land

Job Title
London Road, Handcross

Drawing Title
Illustrative Site Layout

Scale
1:500 @ A1 / 1:1000 @ A3
metres 10 20 30 40 50

Drawn KB
Checked KE
Date 22.01.26

Job No 7671
Drawing No PL-03
Rev

Status
PRELIMINARY

CAD Plot date: 22/01/2026 - 10:07:31 7671-site.dwg

APPENDIX C. Stage 1 Road Safety Audit

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design.



Proposed Simple Priority Junction off the B2114 London Road Handcross

Client:
i-Transport

Client reference:
ITB210283

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-25-197	Issue no	1	Date	March 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-197-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	March 2026
Document reference and revision:	RSA-25-197-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Welbeck Strategic Land

REV	ISSUE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			17 th February 2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	27 th March 2026

Contents:

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2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
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	A.2 General	
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Appendices:

Stage 1	A1 Documents and Drawings provided for this Road Safety Audit	
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2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed simple priority junction along the B2114 London Road in Handcross. The proposed access is to be situated circa 44 metres north of the 30mph village gateway and forms a left/right staggered junction with College Close with a 20 metre road centreline spacing. The private road serves the Brighton College Prep Handcross education establishment and therefore no movements between the two side roads are expected. The scheme drawing illustrates that visibility splays in accordance with observed 85th percentile approach speeds, are achievable to both the north and south of the junction. As part of the works, as well as a footway along the southern side of the access road and an uncontrolled crossing over the proposed bellmouth, the former gated field to the south is to be upgraded to a 3.7 metre wide footpath/cyclepath. It is understood that the scheme is to facilitate access to a residential development of circa 52 homes.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during February and March 2026 in accordance with the initial scheme drawings and formal Road Safety Audit Brief provided on the 23rd January 2026 and 12th February 2026 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Welbeck Strategic Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as utilities to include covers, cabinets, telegraph/electric poles and street lighting are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental. Moreover, it is understood that all vegetation and items within the visibility splays illustrated, are to be removed or cut back and maintained at a maximum height of 600mm above the carriageway. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

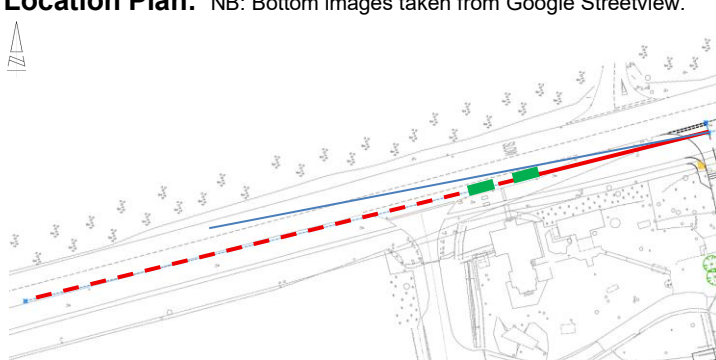
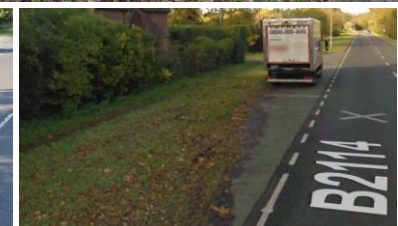
Jamie Fenning BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency
Road Safety / Highway Engineer

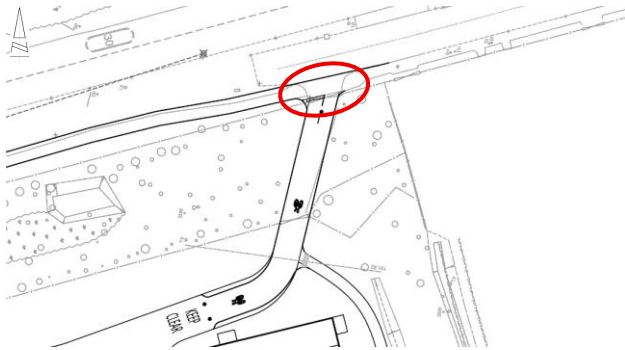
Audit Team Member

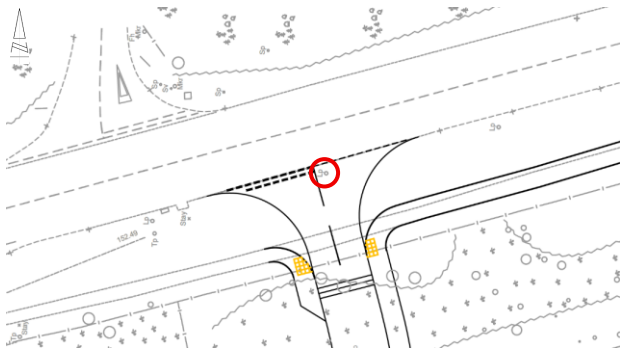
Zane Beswick MCIHT, MSoRSA
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of 28th January 2026 between the hours of 14:45 and 15:30. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was cloudy, the road surface was dry and visibility was good. A number of pedestrians and a single cyclist were observed during the site visit. Vehicular traffic was also observed to include cars, a passenger service vehicle and light as well as heavy goods vehicles. The traffic flow was light and free flowing. It was noted during the Audit, that parking within the facility associated with Ouse Valley Practice was at capacity, on-street parking along Hoadlands was nearing capacity and that on-street parking takes place along the western side of London Road to the south of the proposed access. Furthermore, carriageway cracking was within the southbound lane of the B2114 London Road opposite the proposed junction.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.
- 3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**
- 3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the proposals that are assessed within this document.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	London Road
Summary:	Visibility will become limited when vehicles park within the layby to the north
Acc Type:	Side / rear impact type collision
The B2114 London Road is a wide single carriageway two-way road that accommodates a layby adjacent to the Hyde Estate and is subject to a 50mph speed limit which reduces to 30mph on approach to the village of Handcross. The proposals include the provision of a simple priority junction off the western side of the carriageway just south of the existing layby. The scheme drawings detail that visibility in accordance 85th percentile approach speeds is achievable from the proposed access, however, it is noted that the visibility splay to the north encroaches the existing layby. Whilst no vehicles were observed within the existing layby during the site visit associated with this Stage 1 Road Safety Audit, historic street view imagery has been interrogated which indicates that vehicles do utilise the parking bay. The Audit Team are unaware if thus is a frequent occurrence, however, have concerns that stationary vehicles within the layby will limit the level of visibility that is achievable. Limited visibility could result in a motorist attempting to exit the site road when it is not safe to do so and lead to a rear of side impact type collision.	
RECOMMENDATION:	
It is recommended for the existing SLOW marking to be enhanced and/or the speed limit decreased to 30 mph before the proposed site.	
Location Plan: NB: Bottom images taken from Google Streetview.    	

A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Hoadlands
Summary:	No measures are provided to highlight the change in route characteristics
Acc Type:	Cyclist to pedestrian type collision
To the north of Handcross, the B2114 London Road benefits from a footway along the western side which is offset from the carriageway by a grass verge. Upon entry to the village of Handcross, the footway continues along a street known as Hoadlands which runs parallel to London Road. A gated field access is situated at the end of Hoadlands which is understood to have formerly served the application site. It is noted that the existing access is served via a small bellmouth formed with dropped kerbs with an upstand of circa 25mm which do not allow level access along for pedestrians. The proposals include the use of the former field access as a shared footpath cyclepath but do not propose any works to the existing infrastructure. Whilst the provision of the proposed footpath cyclepath access is beneficial to allow for Active Travel connections, the Audit Team have concerns that the existing kerbing albeit with just a 25mm upstand, is a trip hazard which could lead to trips, falls and personal injuries and that no measures are proposed to highlight the change in route characteristics which could lead to cyclists to pedestrian type collisions.	
RECOMMENDATION:	
It is recommended that a footway crossover is formed with hazard warning corduroy paving installed either side of the proposed shared footway cycleway to highlight the change in route characteristics to users of the existing footpath.	
Location Plan:  	

A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	PROBLEM
Location:	B2113 London Road
Summary:	Proposals will have an impact in the level of street lighting in proximity
Acc Type:	Vehicle to pedestrian type collision
The B2114 London Road is a wide single carriageway road that is subject to a 50mph speed limit and benefits from street lighting with columns within the verge on both sides. The proposals include the provision of a simple priority junction off the western side of the carriageway that benefits from an uncontrolled crossing that is marginally offset from the existing footway. As detailed on the scheme drawing, the proposed access is to be provided at the location of an existing street lighting column. The Audit Brief identifies that items of street furniture will be assessed through the detailed design stage of the scheme, nevertheless, the removal or relocation of the street lighting column could have an adverse impact on the level of illuminance in the vicinity to the proposed uncontrolled crossing. Motorists are required to proceed with headlights illuminated during the hours of darkness, however, the Audit Team have concerns that the level of lighting may not be adequate to highlight the presence of a pedestrian crossing the proposed uncontrolled crossing.	
RECOMMENDATION:	
It is recommended that the level of illuminance is adequate.	
Location Plan:  	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

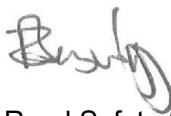
Organisation: Fenley Road Safety Limited

Date: 27th March 2026

Audit Team Member

Name: **Zane Beswick** *MSoRSA, MCIHT*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 27th March 2026

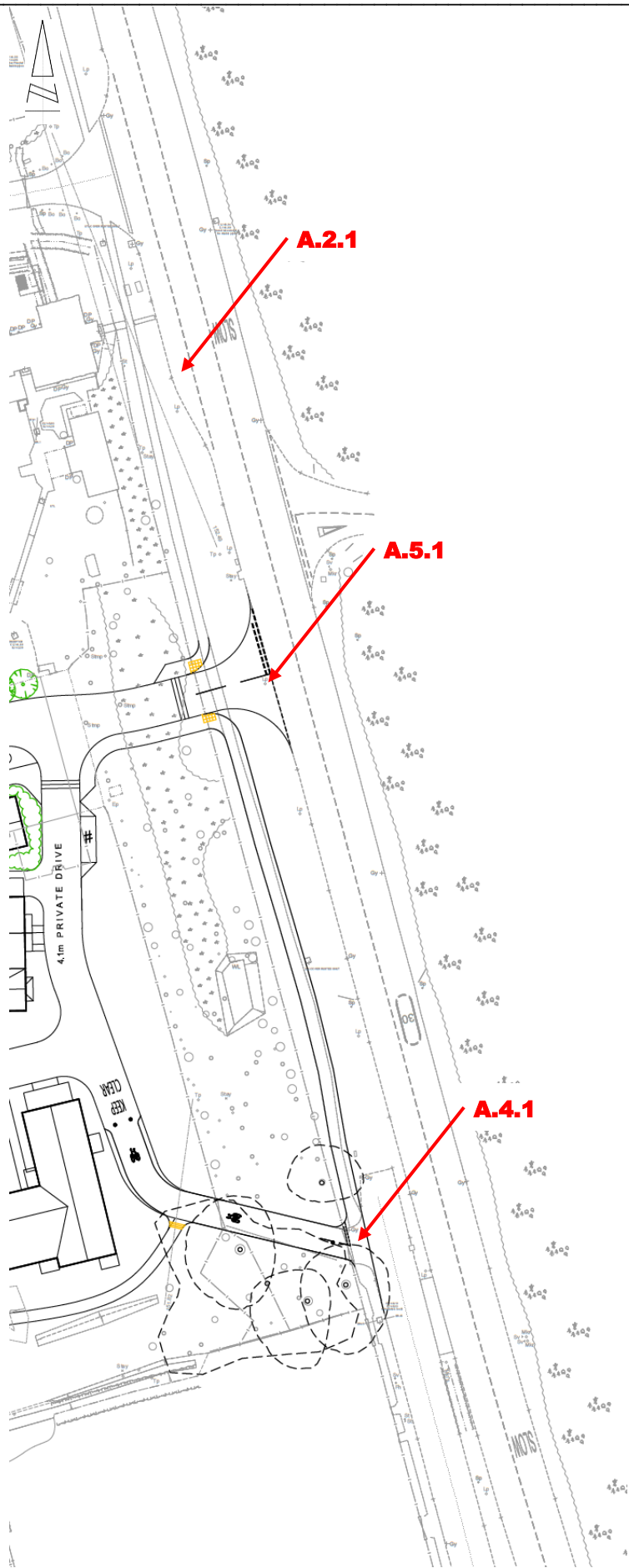
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	RS/ITB210283-002		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB210283-GA-001	A	Potential site access arrangement
	ITB210283-GA-003	-	Swept path analysis- Refuse vehicle

Appendix A2

Item Location Plan



fenley

RSA Problem	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
A.2.1	London Road - concerns that stationary vehicles within the layby will limit the level of visibility that is achievable. Limited visibility could result in a motorist attempting to exit the site road when it is not safe to do so and lead to a rear of side impact type collision.	It is recommended for the existing SLOW marking to be enhanced and/or the speed limit decreased to 30 mph before the proposed site.	It is proposed to relocate the existing gateway feature and 30mph speed limit to the north of the access. This will better integrate the site with the existing urban area. The Client will commit to funding a TRO to relocate the speed limit, however if this was to be unsuccessful, the proposed access could still be achievable in terms of visibility splays and the recorded speeds. The proposed location is presented on the drawing.		
A.4.1	Proposed shared cycle / pedestrian access point - concerns that the existing kerbing albeit with just a 25mm upstand, is a trip hazard which could lead to trips, falls and personal injuries and that no measures are proposed to highlight the change in route characteristics which could lead to cyclists to pedestrian type collisions.	It is recommended that a footway crossover is formed with hazard warning corduroy paving installed either side of the proposed shared footway cycleway to highlight the change in route characteristics to users of the existing footpath.	The footway either side of the shared footway / cycleway will be for pedestrians only and will not accommodate cycle use. The northern kerb line has been removed to allow for cyclists to enter the carriageway. Tactile paving is provided either side, with corduroy paving provided on the shared route. This is presented on the drawing.		
A.5.1	Proposed access location - The Audit Brief identifies that items of street furniture will be assessed through the detailed design stage of the scheme, nevertheless, the removal or relocation of the street lighting column could have an adverse impact on the level of illuminance in the vicinity to the proposed uncontrolled crossing. Motorists are required to proceed with headlights illuminated during the hours of darkness, however, the Audit Team have concerns that the level of lighting may not be adequate to highlight the presence of a pedestrian crossing the proposed uncontrolled crossing.	It is recommended that the level of illuminance is adequate.	The lighting column located at the access will be relocated. Details of the precise location are to be determined at the detailed design stage.		

APPENDIX D. TRICS Output



Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE
	ES	EAST SUSSEX
	HC	HAMPSHIRE
	KC	KENT
	SC	SURREY
	WS	WEST SUSSEX
03	SOUTH WEST	
	SM	SOMERSET
04	EAST ANGLIA	
	NF	NORFOLK
	SF	SUFFOLK
06	WEST MIDLANDS	
	WK	WARWICKSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	DH	DURHAM

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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:	DWELLS
Actual Range:	40 to 80 (units:DWELLS)
Range Selected by User:	40 to 80 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/16 to 30/06/25

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:	
Friday	3 days
Monday	1 days
Thursday	4 days
Tuesday	9 days
Wednesday	8 days

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

Selected survey types:	
Manual count	25
Direction ATC Count	0

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	16 days
Neighbourhood Centre	5 days
Suburban Area	4 days

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:	
Out of Town	1 days
Residential Zone	19 days
Village	5 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	9 days
Servicing vehicles Unknown	15 days

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Secondary Filtering Selection:

Use Class:

C3	25 surveys
----	------------

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

Population within 500m Range:

200 - 6103

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	7 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	7 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	6 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	18 surveys
1.6 to 2.0	2 surveys

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.

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	10 surveys
Yes	15 surveys

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	25 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

1 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.690000057220459 hect Survey date: Tuesday 27/06/2023	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE	Survey Type: Manual
2 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.8999999761581421 hect Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
3 PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603000164031982 hect Survey date: Friday 19/10/2018	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: Manual
4 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 1.5 hect Survey date:	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
5 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Site area: 1.690000057220459 hect Survey date: Wednesday 31/10/2018	HC-03-A-22	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
6 CANADA WAY LIPHOOK Suburban Area Residential Zone Site area: 1.399999976158142 hect Survey date: Tuesday 19/11/2019	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
7 DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
8 KILN ROAD LIPHOOK Edge of Town Residential Zone Site area: 2.1700000762939453 hect	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Survey date: Friday 07/10/2022

Survey Type: Manual

9 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Site area: 3.46 hect Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
10 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area Residential Zone Site area: 1.3799999952316284 hect Survey date: Thursday 14/07/2016	KC-03-A-03	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
11 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
12 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Site area: 3.0999999046325684 hect Survey date: Tuesday 21/09/2021	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
13 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Site area: 3.1500000953674316 hect Survey date: Tuesday 27/09/2022	NF-03-A-34	MIXED HOUSES	NORFOLK	Survey Type: Manual
14 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Site area: 1.6399999856948853 hect Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
15 PALACE ROAD RIPON Edge of Town Residential Zone Site area: 2.9000000953674316 hect Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
16 FOLLY HILL FARNHAM	SC-03-A-07	MIXED HOUSES	SURREY	

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Edge of Town Residential Zone Site area: 2.799999952316284 hect Survey date: Wednesday 11/05/2022 Survey Type: Manual			
17	SF-03-A-07	MIXED HOUSES	SUFFOLK
FOXHALL ROAD IPSWICH Suburban Area Residential Zone Site area: 3.700000047683716 hect Survey date: Thursday 09/05/2019 Survey Type: Manual			
18	SF-03-A-11	BUNGALOWS	SUFFOLK
WHITTON CHURCH LANE IPSWICH WHITTON Edge of Town Residential Zone Site area: 1.55 hect Survey date: Wednesday 06/11/2024 Survey Type: Manual			
19	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Site area: 2.869999885559082 hect Survey date: Tuesday 25/09/2018 Survey Type: Manual			
20	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre Village Site area: 2.6500000953674316 hect Survey date: Tuesday 25/09/2018 Survey Type: Manual			
21	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE
DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Site area: 2.424999952316284 hect Survey date: Friday 27/09/2019 Survey Type: Manual			
22	WS-03-A-07	BUNGALOWS	WEST SUSSEX
EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre Village Site area: 3.25 hect Survey date: Thursday 19/10/2017 Survey Type: Manual			
23	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone			

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Site area: 2.2699999809265137 hect
Survey date: Wednesday 07/11/2018

Survey Type: Manual

24 WS-03-A-16 DETACHED & SEMI-DETACHED WEST SUSSEX

BRACKLESHAM LANE
BRACKLESHAM BAY
Neighbourhood Centre
Village

Site area: 1.899999976158142 hect
Survey date: Wednesday 09/11/2022

Survey Type: Manual

25 WS-03-A-25 PRIVATE HOUSES & FLATS WEST SUSSEX

LIDSEY ROAD
WOODGATE
Neighbourhood Centre
Village

Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05 30-04-2021	30-04-2021	covid
CL-03-A-01 24-10-2024	24-10-2024	not appropriate
CL-03-A-02 25-10-2024	25-10-2024	not appropriate
CS-03-A-04 27-10-2016	27-10-2016	not appropriate
DL-03-A-10 20-06-2018	20-06-2018	not appropriate
IM-03-A-04 20-05-2024	20-05-2024	not appropriate
IM-03-A-05 21-05-2024	21-05-2024	not appropriate
ME-03-A-01 30-10-2024	30-10-2024	not appropriate
MG-03-A-01 12-10-2021	12-10-2021	covid
TI-03-A-01 17-06-2021	17-06-2021	covid

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.093	0.309	0.402
08:00-09:00	25	54	0.158	0.371	0.529
09:00-10:00	25	54	0.149	0.190	0.339
10:00-11:00	25	54	0.138	0.176	0.314
11:00-12:00	25	54	0.140	0.162	0.302
12:00-13:00	25	54	0.173	0.165	0.338
13:00-14:00	25	54	0.163	0.162	0.325
14:00-15:00	25	54	0.185	0.206	0.391
15:00-16:00	25	54	0.273	0.175	0.448
16:00-17:00	25	54	0.297	0.171	0.468
17:00-18:00	25	54	0.348	0.165	0.513
18:00-19:00	25	54	0.252	0.149	0.401
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.369	2.401	4.770

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.129	0.490	0.619
08:00-09:00	25	54	0.245	0.799	1.044
09:00-10:00	25	54	0.243	0.299	0.542
10:00-11:00	25	54	0.207	0.290	0.497
11:00-12:00	25	54	0.221	0.244	0.465
12:00-13:00	25	54	0.271	0.260	0.531
13:00-14:00	25	54	0.243	0.238	0.481
14:00-15:00	25	54	0.284	0.291	0.575
15:00-16:00	25	54	0.599	0.315	0.914
16:00-17:00	25	54	0.508	0.285	0.793
17:00-18:00	25	54	0.551	0.296	0.847
18:00-19:00	25	54	0.428	0.242	0.670
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.929	4.049	7.978

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.

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Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.004	0.010	0.014
08:00-09:00	25	54	0.004	0.026	0.030
09:00-10:00	25	54	0.005	0.007	0.012
10:00-11:00	25	54	0.005	0.004	0.009
11:00-12:00	25	54	0.004	0.002	0.006
12:00-13:00	25	54	0.004	0.002	0.006
13:00-14:00	25	54	0.004	0.000	0.004
14:00-15:00	25	54	0.004	0.001	0.005
15:00-16:00	25	54	0.012	0.004	0.016
16:00-17:00	25	54	0.010	0.004	0.014
17:00-18:00	25	54	0.009	0.012	0.021
18:00-19:00	25	54	0.007	0.004	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.072	0.076	0.148

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

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Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
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Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.002	0.001	0.003
08:00-09:00	25	54	0.000	0.001	0.001
09:00-10:00	25	54	0.000	0.000	0.000
10:00-11:00	25	54	0.000	0.000	0.000
11:00-12:00	25	54	0.000	0.000	0.000
12:00-13:00	25	54	0.000	0.000	0.000
13:00-14:00	25	54	0.000	0.000	0.000
14:00-15:00	25	54	0.001	0.001	0.002
15:00-16:00	25	54	0.001	0.001	0.002
16:00-17:00	25	54	0.001	0.001	0.002
17:00-18:00	25	54	0.001	0.001	0.002
18:00-19:00	25	54	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	25/09/2018 - 27/09/2022
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.001	0.001	0.002
08:00-09:00	25	54	0.002	0.001	0.003
09:00-10:00	25	54	0.006	0.005	0.011
10:00-11:00	25	54	0.004	0.004	0.008
11:00-12:00	25	54	0.003	0.006	0.009
12:00-13:00	25	54	0.001	0.002	0.003
13:00-14:00	25	54	0.001	0.001	0.002
14:00-15:00	25	54	0.001	0.001	0.002
15:00-16:00	25	54	0.001	0.002	0.003
16:00-17:00	25	54	0.001	0.001	0.002
17:00-18:00	25	54	0.001	0.001	0.002
18:00-19:00	25	54	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.023	0.026	0.049

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.003	0.003	0.006
08:00-09:00	25	54	0.005	0.005	0.010
09:00-10:00	25	54	0.007	0.006	0.013
10:00-11:00	25	54	0.004	0.005	0.009
11:00-12:00	25	54	0.004	0.004	0.008
12:00-13:00	25	54	0.004	0.004	0.008
13:00-14:00	25	54	0.001	0.001	0.002
14:00-15:00	25	54	0.004	0.004	0.008
15:00-16:00	25	54	0.004	0.004	0.008
16:00-17:00	25	54	0.003	0.003	0.006
17:00-18:00	25	54	0.004	0.004	0.008
18:00-19:00	25	54	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.044	0.044	0.088

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	28/03/2017 - 06/11/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.076	0.275	0.351
08:00-09:00	25	54	0.132	0.345	0.477
09:00-10:00	25	54	0.116	0.161	0.277
10:00-11:00	25	54	0.101	0.139	0.240
11:00-12:00	25	54	0.110	0.127	0.237
12:00-13:00	25	54	0.144	0.132	0.276
13:00-14:00	25	54	0.132	0.136	0.268
14:00-15:00	25	54	0.145	0.174	0.319
15:00-16:00	25	54	0.239	0.141	0.380
16:00-17:00	25	54	0.269	0.142	0.411
17:00-18:00	25	54	0.319	0.148	0.467
18:00-19:00	25	54	0.236	0.138	0.374
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.019	2.058	4.077

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.

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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.010	0.026	0.036
08:00-09:00	25	54	0.018	0.018	0.036
09:00-10:00	25	54	0.018	0.018	0.036
10:00-11:00	25	54	0.026	0.025	0.051
11:00-12:00	25	54	0.021	0.026	0.047
12:00-13:00	25	54	0.024	0.025	0.049
13:00-14:00	25	54	0.028	0.024	0.052
14:00-15:00	25	54	0.032	0.025	0.057
15:00-16:00	25	54	0.027	0.024	0.051
16:00-17:00	25	54	0.021	0.021	0.042
17:00-18:00	25	54	0.021	0.012	0.033
18:00-19:00	25	54	0.012	0.007	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.258	0.251	0.509

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.000	0.003	0.003
08:00-09:00	25	54	0.001	0.001	0.002
09:00-10:00	25	54	0.001	0.001	0.002
10:00-11:00	25	54	0.001	0.003	0.004
11:00-12:00	25	54	0.002	0.000	0.002
12:00-13:00	25	54	0.000	0.001	0.001
13:00-14:00	25	54	0.001	0.001	0.002
14:00-15:00	25	54	0.001	0.001	0.002
15:00-16:00	25	54	0.000	0.002	0.002
16:00-17:00	25	54	0.003	0.002	0.005
17:00-18:00	25	54	0.002	0.001	0.003
18:00-19:00	25	54	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.013	0.017	0.030

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.105	0.392	0.497
08:00-09:00	25	54	0.184	0.566	0.750
09:00-10:00	25	54	0.174	0.235	0.409
10:00-11:00	25	54	0.163	0.221	0.384
11:00-12:00	25	54	0.162	0.191	0.353
12:00-13:00	25	54	0.209	0.212	0.421
13:00-14:00	25	54	0.202	0.207	0.409
14:00-15:00	25	54	0.224	0.249	0.473
15:00-16:00	25	54	0.425	0.235	0.660
16:00-17:00	25	54	0.419	0.226	0.645
17:00-18:00	25	54	0.455	0.226	0.681
18:00-19:00	25	54	0.327	0.197	0.524
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.049	3.157	6.206

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.020	0.057	0.077
08:00-09:00	25	54	0.056	0.162	0.218
09:00-10:00	25	54	0.060	0.043	0.103
10:00-11:00	25	54	0.029	0.054	0.083
11:00-12:00	25	54	0.049	0.044	0.093
12:00-13:00	25	54	0.050	0.038	0.088
13:00-14:00	25	54	0.035	0.029	0.064
14:00-15:00	25	54	0.046	0.036	0.082
15:00-16:00	25	54	0.137	0.065	0.202
16:00-17:00	25	54	0.062	0.054	0.116
17:00-18:00	25	54	0.058	0.053	0.111
18:00-19:00	25	54	0.068	0.040	0.108
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.670	0.675	1.345

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.000	0.029	0.029
08:00-09:00	25	54	0.001	0.042	0.043
09:00-10:00	25	54	0.004	0.014	0.018
10:00-11:00	25	54	0.010	0.012	0.022
11:00-12:00	25	54	0.006	0.007	0.013
12:00-13:00	25	54	0.009	0.007	0.016
13:00-14:00	25	54	0.002	0.002	0.004
14:00-15:00	25	54	0.009	0.005	0.014
15:00-16:00	25	54	0.019	0.010	0.029
16:00-17:00	25	54	0.018	0.001	0.019
17:00-18:00	25	54	0.029	0.005	0.034
18:00-19:00	25	54	0.026	0.001	0.027
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.133	0.135	0.268

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.000	0.015	0.015
08:00-09:00	25	54	0.001	0.028	0.029
09:00-10:00	25	54	0.004	0.012	0.016
10:00-11:00	25	54	0.010	0.010	0.020
11:00-12:00	25	54	0.005	0.007	0.012
12:00-13:00	25	54	0.008	0.007	0.015
13:00-14:00	25	54	0.001	0.002	0.003
14:00-15:00	25	54	0.007	0.005	0.012
15:00-16:00	25	54	0.014	0.007	0.021
16:00-17:00	25	54	0.012	0.001	0.013
17:00-18:00	25	54	0.014	0.002	0.016
18:00-19:00	25	54	0.012	0.001	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.088	0.097	0.185

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 06/11/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.000	0.002	0.002
08:00-09:00	25	54	0.000	0.001	0.001
09:00-10:00	25	54	0.000	0.000	0.000
10:00-11:00	25	54	0.000	0.000	0.000
11:00-12:00	25	54	0.000	0.000	0.000
12:00-13:00	25	54	0.000	0.000	0.000
13:00-14:00	25	54	0.000	0.000	0.000
14:00-15:00	25	54	0.001	0.000	0.001
15:00-16:00	25	54	0.004	0.003	0.007
16:00-17:00	25	54	0.001	0.000	0.001
17:00-18:00	25	54	0.003	0.003	0.006
18:00-19:00	25	54	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.009	0.018

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	25/09/2018 - 27/09/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
Surveys manually removed from selection:	0

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

Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

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

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	25	54	0.000	0.012	0.012
08:00-09:00	25	54	0.000	0.012	0.012
09:00-10:00	25	54	0.000	0.002	0.002
10:00-11:00	25	54	0.000	0.002	0.002
11:00-12:00	25	54	0.001	0.000	0.001
12:00-13:00	25	54	0.001	0.000	0.001
13:00-14:00	25	54	0.001	0.000	0.001
14:00-15:00	25	54	0.001	0.000	0.001
15:00-16:00	25	54	0.001	0.000	0.001
16:00-17:00	25	54	0.004	0.000	0.004
17:00-18:00	25	54	0.012	0.000	0.012
18:00-19:00	25	54	0.013	0.000	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.034	0.028	0.062

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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Audit Code: 1bc1e618-ca22-4ca9-aecb-19cf081f7fd3

Parameter Summary:

Trip rate parameter range selected:	40 - 80 (units: DWELLS)
Survey date date range:	14/07/2016 - 13/03/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	15
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 E. Distribution Model

Journey to Work

Area	Car Mode Split	Proportion by Car	Route Split	Proportion on Route	Route 1	Route 2	Route 3	Route 4	Route 5	Time
Banstead	100%	1%	100%	1.248%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	45
Billingshurst / Petworth	89%	1%	50%	0.651%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	33
			50%	0.651%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	31
Brighton	74%	4%	100%	4.015%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	45
Burgess Hill	87%	5%	50%	2.306%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	21
			50%	2.306%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	22
Central Crawley	93%	2%	100%	2.008%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	13
			0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	13
Central Horsham	74%	3%	70%	1.823%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	21
			30%	0.781%	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	22
Central London	6%	1%	100%	0.705%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
			60%	0.098%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	38
Cranleigh	75%	0%	40%	0.065%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	48
			40%	0.065%	London Road (South)	B2110 High Street	B2110 Horsham Road	A264 Westbound	A264 Westbound	43
Dorking	94%	1%	100%	0.814%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	43
East Crawley	95%	2%	90%	1.758%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	14
			10%	0.195%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	23
East Grinstead	73%	3%	70%	2.165%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	29
			30%	0.928%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	36
East Horsham	80%	1%	60%	0.391%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	15
			40%	0.260%	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	17
East London	12%	0%	100%	0.326%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
			60%	0.293%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	A23 Southbound	-
Eastbourne	75%	0%	40%	0.195%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	-
			60%	0.391%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	63
Guildford	92%	1%	40%	0.260%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	70
Handcross	56%	8%	100%	8.302%	London Road (South)	B2110 High Street	-	-	-	2
Hastings	80%	0%	70%	0.152%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	-
			30%	0.065%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	-
Haywards Heath	80%	14%	50%	6.972%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	19
			25%	3.486%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	19
Henfield			25%	3.486%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	20
			50%	0.271%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	22
Horley	91%	2%	50%	0.271%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	23
			50%	1.167%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	23
Hurstpierpoint / Hassocks	88%	3%	50%	1.167%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	25
			100%	3.093%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	16
Leatherhead	92%	1%	100%	0.597%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	43
			89%	3%	50%	1.275%	London Road (South)	B2110 High Street	B2114 Brighton Road	A23 Southbound
Lewes			50%	1.275%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	40
			89%	0%	80%	0.347%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road
Littlehampton			15%	0.065%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	63
			5%	0.022%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	63
London Gatwick Airport	92%	7%	50%	3.283%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	18
			50%	3.283%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	20
North East Crawley	79%	1%	0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	16
			90%	0.537%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	17
North Horsham	84%	1%	100%	0.060%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	19
			100%	1.139%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	16
North London	0%	0%	100%	0.000%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
			69%	0%	0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	A23 Northbound
North West Crawley			100%	0.488%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	19
			87%	1%	100%	0.705%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound
Other East	74%	2%	100%	1.736%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
Other North	75%	0%	100%	0.326%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	-
Other South West	85%	2%	100%	1.574%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
Other West	93%	2%	100%	2.279%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	43
Redhill	100%	2%	100%	1.574%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	39
Reigate	86%	1%	50%	0.326%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	33
			50%	0.326%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	43
Shoreham-by-Sea / Southwick	87%	1%	0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	11
			100%	1.411%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	11
South East London	60%	0%	100%	0.163%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	50
			50%	0.543%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	22
South Horsham	100%	1%	50%	0.543%	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	-
			50%	0.543%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
South London	66%	3%	100%	2.550%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	-
			100%	0%	70%	0.228%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road
Storrington			30%	0.098%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	45
			70%	8.280%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	18
Three Bridges	88%	12%	0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	18
			30%	3.549%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	22
Tonbridge / Sevenoaks	84%	1%	80%	0.695%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	53
			20%	0.174%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	60
Tunbridge Wells	75%	0%	80%	0.391%	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	58
			20%	0.098%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	63
Uckfield	89%	0%	100%	0.434%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	48
Warlingham / Caterham / Oxted	93%	1%	100%	0.760%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	33
			81%	2%	100%	1.574%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road
West Crawley			0%	0.000%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	12
			73%	4%	100%	3.744%	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound
West London	75%	0%	70%	0.342%	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	43
			30%	0.147%	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	50
Worthing										

Route 1	Route 2	Route 3	Route 4	Route 5
London Road (North) 44%	B2114 Brighton Road (North) 44%	Brighton Road (North) 42%	M23 Northbound 33%	M23 Northbound 33%
London Road (South) 56%	B2110 High Street 40%	B2110 Horsham Road 5%	A264 Westbound 3%	A264 Westbound 3%
	B2110 High Beeches Lane 16%	B2114 Brighton Road 27%	B2110 Horsham Road 5%	B2110 Horsham Road 5%
		Horsham Road 2%	B2110 Brighton Road 16%	A23 Southbound 16%
		B2110 High Beeches Lane 16%	B2114 Brighton Road 11%	B2114 Brighton Road 11%
		- 8%	A23 Brighton Road 6%	A23 Brighton Road 6%
			B2110 0%	A23 Northbound 0%
			Horsham Road 2%	Horsham Road 2%
			B2110 High Beeches Lane 16%	B2110 High Beeches Lane 16%
			- 8%	- 8%
Total 100%	Total 100%	Total 100%	Total 100%	Total 100%

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Route 1	Route 2	Route 3	Route 4	Route 5
London Road (North) 18.8%	B2114 Brighton Road (North) 18.8%	Brighton Road (North) 18.1%	M23 Northbound 14.3%	M23 Northbound 14.3%
London Road (South) 24.2%	B2110 High Street 17.2%	B2110 Horsham Road 2.2%	A264 Westbound 1.4%	A264 Westbound 1.4%
	B2110 High Beeches Lane 7.0%	B2114 Brighton Road 11.4%	B2110 Horsham Road 2.2%	B2110 Horsham Road 2.2%
		Horsham Road 0.7%	B2110 Brighton Road 6.7%	A23 Southbound 6.7%
		B2110 High Beeches Lane 7.0%	B2114 Brighton Road 4.7%	B2114 Brighton Road 4.7%
		- 3.6%	A23 Brighton Road 2.4%	A23 Brighton Road 2.4%
			B2110 0.0%	A23 Northbound 0.0%
			Horsham Road 0.7%	Horsham Road 0.7%
			B2110 High Beeches Lane 7.0%	B2110 High Beeches Lane 7.0%
			- 3.6%	- 3.6%
Total 43%	Total 43%	Total 43%	Total 43%	Total 43%

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Area	Route 1	Route 2	Route 3	Route 4	Route 5	Time (Mins)	2011 Census	P/T	P/T^2	% of Total	Car Driver Mode Split		% of Car Driver	% of Car Driver (Time)
Billingshurst / Petworth	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	33	9,455	287	9	0.50%	89%	0.44%	0.60%	0.30%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	31								0.30%
Burgess Hill	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	21	30,635	1459	69	3.97%	87%	3.44%	4.67%	2.34%
	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	22								2.34%
Central Crawley	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	13	8,589	661	51	2.90%	93%	2.69%	3.65%	3.65%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	13								0.00%
Central Horsham	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	21	17,161	817	39	2.22%	74%	1.64%	2.23%	1.56%
	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	22								0.67%
East Crawley	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	14	16,888	1206	86	4.92%	95%	4.66%	6.33%	5.70%
	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	23								0.63%
East Grinstead	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	29	29,084	1003	35	1.98%	73%	1.44%	1.96%	1.37%
	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	36								0.59%
East Horsham	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	15	7,986	532	35	2.03%	80%	1.62%	2.20%	1.32%
	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	17								0.88%
Handcross	London Road (South)	B2110 High Street	-	-	-	2	2,769	1385	692	39.55%	56%	22.08%	29.99%	29.99%
Haywards Heath	London Road (South)	B2110 High Street	B2114 Brighton Road	B2114 Brighton Road	B2114 Brighton Road	19	33,845	1781	94	5.36%	80%	4.27%	5.81%	2.90%
	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	19								1.45%
	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	20								1.45%
Henfield	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	22	4,799	218	10	0.57%	77%	0.44%	0.59%	0.30%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	23								0.30%
	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	23	22,693	987	43	2.45%	91%	2.24%	3.04%	1.52%
Horley	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	25								1.52%
	London Road (South)	B2110 High Street	B2114 Brighton Road	B2110 Brighton Road	A23 Southbound	16	12,730	796	50	2.84%	88%	2.49%	3.38%	3.38%
Hurstpierpoint / Hassocks	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	16	7,958	497	31	1.78%	79%	1.40%	1.89%	0.00%
	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	17								1.71%
	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	19								0.19%
North Horsham	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A264 Westbound	A264 Westbound	16	19,804	1238	77	4.42%	84%	3.71%	5.04%	5.04%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	19	7,922	417	22	1.25%	69%	0.87%	1.18%	0.00%
North West Crawley	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	19								1.18%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	11	23,986	2181	198	11.32%	87%	9.81%	13.33%	0.00%
South Crawley	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	11								13.33%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110 Horsham Road	B2110 Horsham Road	19	17,211	906	48	2.72%	100%	2.72%	3.70%	1.85%
	London Road (North)	B2114 Brighton Road (North)	Horsham Road	Horsham Road	Horsham Road	22								1.85%
South Horsham	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	M23 Northbound	M23 Northbound	18	17,550	975	54	3.09%	88%	2.72%	3.69%	2.59%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	18								0.00%
	London Road (South)	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	B2110 High Beeches Lane	22								1.11%
Three Bridges	London Road (North)	B2114 Brighton Road (North)	Brighton Road (North)	A23 Brighton Road	A23 Brighton Road	12	15,449	1287	107	6.13%	81%	4.94%	6.70%	6.70%
	London Road (South)	B2110 High Street	B2110 Horsham Road	B2110	A23 Northbound	12								0.00%
TOTAL								18632	1750	100.000%		74%	100.0%	100%

Route 1		Route 2		Route 3		Route 4		Route 5	
London Road (North)	41%	B2114 Brighton Road (North)	41%	Brighton Road (North)	37%	M23 Northbound	6%	M23 Northbound	6%
London Road (South)	59%	B2110 High Street	48%	B2110 Horsham Road	5%	A264 Westbound	5%	A264 Westbound	5%
		B2110 High Beeches Lane	11%	B2114 Brighton Road	13%	B2110 Horsham Road	5%	B2110 Horsham Road	5%
				Horsham Road	3%	B2110 Brighton Road	7%	A23 Southbound	7%
				B2110 High Beeches Lane	11%	B2114 Brighton Road	5%	B2114 Brighton Road	5%
				-	30%	A23 Brighton Road	25%	A23 Brighton Road	25%
						B2110	0%	A23 Northbound	0%
						Horsham Road	3%	Horsham Road	3%
						B2110 High Beeches Lane	11%	B2110 High Beeches Lane	11%
						-	30%	-	30%
Total	100%	Total	100%	Total	100%	Total	100%	Total	100%

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57%	Route 1		Route 2		Route 3		Route 4		Route 5	
	London Road (North)	23.2%	B2114 Brighton Road (North)	23.2%	Brighton Road (North)	21.2%	M23 Northbound	3.6%	M23 Northbound	3.6%
	London Road (South)	33.8%	B2110 High Street	27.4%	B2110 Horsham Road	3.0%	A264 Westbound	3.0%	A264 Westbound	3.0%
			B2110 High Beeches Lane	6.5%	B2114 Brighton Road	7.2%	B2110 Horsham Road	3.0%	B2110 Horsham Road	3.0%
					Horsham Road	1.9%	B2110 Brighton Road	4.3%	A23 Southbound	4.3%
					B2110 High Beeches Lane	6.5%	B2114 Brighton Road	3.0%	B2114 Brighton Road	3.0%
					-	17.1%	A23 Brighton Road	14.5%	A23 Brighton Road	14.5%
							B2110	0.0%	A23 Northbound	0.0%
							Horsham Road	1.9%	Horsham Road	1.9%
							B2110 High Beeches Lane	6.5%	B2110 High Beeches Lane	6.5%
							-	17.1%	-	17.1%
Total	57%		Total	57%	Total	57%	Total	57%	Total	57%

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DEPARTURES										
43%	Route 1		Route 2		Route 3		Route 4		Route 5	
	London Road (North)	18.8%	B2114 Brighton Road (North)	18.8%	Brighton Road (North)	18.1%	M23 Northbound	14.3%	M23 Northbound	14.3%
	London Road (South)	24.2%	B2110 High Street	17.2%	B2110 Horsham Road	2.2%	A264 Westbound	1.4%	A264 Westbound	1.4%
			B2110 High Beeches Lane	7.0%	B2114 Brighton Road	11.4%	B2110 Horsham Road	2.2%	B2110 Horsham Road	2.2%
					Horsham Road	0.7%	B2110 Brighton Road	6.7%	A23 Southbound	6.7%
					B2110 High Beeches Lane	7.0%	B2114 Brighton Road	4.7%	B2114 Brighton Road	4.7%
					-	3.6%	B2110 Brighton Road	6.7%	A23 Southbound	6.7%
							A23 Brighton Road	2.4%	A23 Brighton Road	2.4%
							B2110	0.0%	A23 Northbound	0.0%
							Horsham Road	0.7%	Horsham Road	0.7%
							B2110 High Beeches Lane	7.0%	B2110 High Beeches Lane	7.0%
							-	3.6%	-	3.6%
	Total	43%	Total	43%	Total	43%	Total	43%	Total	43%

57%	Route 1		Route 2		Route 3		Route 4		Route 5	
	London Road (North)	23.2%	B2114 Brighton Road (North)	23.2%	Brighton Road (North)	21.2%	M23 Northbound	3.6%	M23 Northbound	3.6%
	London Road (South)	33.8%	B2110 High Street	27.4%	B2110 Horsham Road	3.0%	A264 Westbound	3.0%	A264 Westbound	3.0%
			B2110 High Beeches Lane	6.5%	B2114 Brighton Road	7.2%	B2110 Horsham Road	3.0%	B2110 Horsham Road	3.0%
					Horsham Road	1.9%	B2110 Brighton Road	4.3%	A23 Southbound	4.3%
					B2110 High Beeches Lane	6.5%	B2114 Brighton Road	3.0%	B2114 Brighton Road	3.0%
					-	17.1%	A23 Brighton Road	14.5%	A23 Brighton Road	14.5%
							B2110	0.0%	A23 Northbound	0.0%
							Horsham Road	1.9%	Horsham Road	1.9%
							B2110 High Beeches Lane	6.5%	B2110 High Beeches Lane	6.5%
							-	17.1%	-	17.1%
	Total	57%	Total	57%	Total	57%	Total	57%	Total	57%

100%	Route 1		Route 2		Route 3		Route 4		Route 5	
	London Road (North)	42.0%	B2114 Brighton Road (North)	42.0%	Brighton Road (North)	39.3%	M23 Northbound	17.9%	M23 Northbound	17.9%
	London Road (South)	58.0%	B2110 High Street	44.6%	B2110 Horsham Road	5.2%	A264 Westbound	4.4%	A264 Westbound	4.4%
			B2110 High Beeches Lane	13.5%	B2114 Brighton Road	18.7%	B2110 Horsham Road	5.2%	B2110 Horsham Road	5.2%
					Horsham Road	2.6%	B2110 Brighton Road	11.0%	A23 Southbound	11.0%
					B2110 High Beeches Lane	13.5%	B2114 Brighton Road	7.7%	B2114 Brighton Road	7.7%
					-	20.7%	A23 Brighton Road	17.0%	A23 Brighton Road	17.0%
							B2110	0.0%	A23 Northbound	0.0%
							Horsham Road	2.6%	Horsham Road	2.6%
							B2110 High Beeches Lane	13.5%	B2110 High Beeches Lane	13.5%
							-	20.7%	-	20.7%
	Total	100%	Total	100%	Total	100%	Total	100%	Total	100%

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ARRIVALS										
100%	Route 1		Route 2		Route 3		Route 4		Route 5	
	M23 Southbound	17.9%	M23 Southbound	17.9%	Brighton Road (North)		B2114 Brighton Road (North)	2.6%	London Road (North)	41.96%
	A264 Eastbound	4.4%	A264 Eastbound	4.4%	B2110 Horsham Road	16.2%	A23 Southbound	39.3%	London Road (South)	58.04%
	B2110 Horsham Road	5.2%	B2110 Horsham Road	16.2%	B2114 Brighton Road	7.7%	B2110 High Street	44.6%		
	A23 Northbound	11.0%	B2110 Brighton Road		Horsham Road	2.6%	B2110 High Beeches Lane	13.5%		
	B2114 Brighton Road	7.7%	B2114 Brighton Road	7.7%	B2110 High Beeches Lane	13.5%				
	A23 Brighton Road	17.0%	A23 Brighton Road	17.0%	A23 Southbound	39.3%				
	A23 Southbound	0.0%	B2110	0.0%	-	20.7%				
	Horsham Road	2.6%	Horsham Road	2.6%						
	B2110 High Beeches Lane	13.5%	B2110 High Beeches Lane	13.5%						
	-	20.7%	-	20.7%						
	Total	100%	Total	100%	Total	100%	Total	100%	Total	100%

APPENDIX F. Junction Outputs

Junctions 11				
ARCADY 11 - Roundabout Module				
Version: 11.1.1.2424				
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Filename: Import of Horsham Road - B2110 Mini Roundabout.j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Arcady\Horsham Rd - B2110

Report generation date: 31/03/2026 11:39:52

- »D1 - 2025 | Baseline | AM
- »D2 - 2025 | Baseline | PM
- »D3 - 2029 | Baseline | AM
- »D4 - 2029 | Baseline | PM
- »D5 - 2029 | Baseline + Development | AM
- »D6 - 2029 | Baseline + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Baseline									
A - Horsham Road (E)	D1	0.6	6.07	0.38	A	D2	0.6	5.42	0.39	A
B - B2110		1.0	10.38	0.51	B		0.4	8.09	0.30	A
C - Horsham Road (W)		1.9	13.42	0.66	B		0.6	6.94	0.40	A
	2029 - Baseline									
A - Horsham Road (E)	D3	0.7	6.37	0.40	A	D4	0.7	5.63	0.41	A
B - B2110		1.2	11.21	0.54	B		0.5	8.49	0.32	A
C - Horsham Road (W)		2.3	15.22	0.70	C		0.7	7.23	0.42	A
	2029 - Baseline + Development									
A - Horsham Road (E)	D5	0.7	6.38	0.40	A	D6	0.7	5.64	0.42	A
B - B2110		1.2	11.26	0.55	B		0.5	8.55	0.33	A
C - Horsham Road (W)		2.3	15.32	0.70	C		0.7	7.26	0.42	A

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

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

File summary

File Description

Title	Horsham Road / B2110
Location	
Site number	
Date	13/04/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	RS
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Baseline	AM	ONE HOUR	07:30	09:00	15
D2	2025	Baseline	PM	ONE HOUR	16:15	17:45	15
D3	2029	Baseline	AM	ONE HOUR	07:30	09:00	15
D4	2029	Baseline	PM	ONE HOUR	16:15	17:45	15
D5	2029	Baseline + Development	AM	ONE HOUR	07:30	09:00	15
D6	2029	Baseline + Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2025 Baseline AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	10.46	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.46	B

Arms

Arms

Arm	Name	Description
A	Horsham Road (E)	
B	B2110	
C	Horsham Road (W)	

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
A - Horsham Road (E)	3.80	3.80	5.20	21.6	14.40	10.20	0.0	
B - B2110	3.40	3.40	5.40	2.8	10.80	6.80	0.0	
C - Horsham Road (W)	3.20	3.20	4.80	3.0	16.60	15.40	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Horsham Road (E)	0.667	1185
B - B2110	0.629	891
C - Horsham Road (W)	0.651	963

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Baseline	AM	ONE HOUR	07:30	09:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	324	100.000
B - B2110		✓	328	100.000
C - Horsham Road (W)		✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	1	59
		B - B2110	191	0
		C - Horsham Road (W)	232	246
				2

Demand (Veh/hr)

07:45 - 08:00	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	0	124
		B - B2110	124	0
		C - Horsham Road (W)	352	436
				0

Demand (Veh/hr)

08:00 - 08:15	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	0	108
		B - B2110	136	0
		C - Horsham Road (W)	244	412
				0

Demand (Veh/hr)

08:15 - 08:30	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	0	96
		B - B2110	128	0
		C - Horsham Road (W)	288	380
				0

Demand (Veh/hr)

08:30 - 08:45	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	0	0
		B - B2110	0	0
		C - Horsham Road (W)	0	0
				0

Demand (Veh/hr)

08:45 - 09:00	From	To		
			A - Horsham Road (E)	B - B2110
		A - Horsham Road (E)	0	0
		B - B2110	0	0
		C - Horsham Road (W)	0	0
				0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	A - Horsham Road (E)	0	0	1
	B - B2110	2	0	1
	C - Horsham Road (W)	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.38	6.07	0.6	A
B - B2110	0.51	10.38	1.0	B
C - Horsham Road (W)	0.66	13.42	1.9	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	244	185	1048	0.233	243	0.3	4.466	A
B - B2110	247	200	753	0.328	245	0.5	7.065	A
C - Horsham Road (W)	361	143	843	0.429	358	0.7	7.390	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	291	238	1013	0.288	291	0.4	4.985	A
B - B2110	295	199	752	0.392	294	0.6	7.847	A
C - Horsham Road (W)	432	207	801	0.539	430	1.1	9.659	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	357	330	949	0.376	356	0.6	6.067	A
B - B2110	361	276	705	0.512	360	1.0	10.382	B
C - Horsham Road (W)	528	215	795	0.665	525	1.9	13.206	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	357	301	968	0.368	357	0.6	5.887	A
B - B2110	361	269	709	0.509	361	1.0	10.343	B
C - Horsham Road (W)	528	214	796	0.664	528	1.9	13.419	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	291	387	920	0.317	292	0.5	5.738	A
B - B2110	295	339	671	0.439	296	0.8	9.623	A
C - Horsham Road (W)	432	294	756	0.571	434	1.4	11.257	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	244	326	961	0.254	244	0.3	5.027	A
B - B2110	247	286	704	0.351	248	0.5	7.909	A
C - Horsham Road (W)	361	247	786	0.460	363	0.9	8.558	A

D2 - 2025 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2025 Baseline PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	6.50	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	391	100.000
B - B2110		✓	176	100.000
C - Horsham Road (W)		✓	308	100.000

Origin-Destination Data

Demand (Veh/hr)

16:15 - 16:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	37	354
	B - B2110	113	0	63
	C - Horsham Road (W)	196	103	9

Demand (Veh/hr)

16:30 - 16:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	8	104	412
	B - B2110	128	0	16
	C - Horsham Road (W)	204	140	0

Demand (Veh/hr)

16:45 - 17:00

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	76	384
	B - B2110	104	0	60
	C - Horsham Road (W)	240	124	0

Demand (Veh/hr)

17:00 - 17:15

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	76	472
	B - B2110	104	0	40
	C - Horsham Road (W)	208	112	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	1
	B - B2110	3	0	2
	C - Horsham Road (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.39	5.42	0.6	A
B - B2110	0.30	8.09	0.4	A
C - Horsham Road (W)	0.40	6.94	0.6	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	294	84	1117	0.263	293	0.4	4.359	A
B - B2110	133	272	700	0.189	132	0.2	6.319	A
C - Horsham Road (W)	232	84	895	0.259	230	0.3	5.407	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	352	112	1099	0.320	351	0.5	4.807	A
B - B2110	158	282	693	0.228	158	0.3	6.729	A
C - Horsham Road (W)	277	146	854	0.324	276	0.5	6.229	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	430	115	1097	0.392	430	0.6	5.391	A
B - B2110	194	359	647	0.300	193	0.4	7.931	A
C - Horsham Road (W)	339	123	869	0.390	338	0.6	6.773	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	431	119	1094	0.393	430	0.6	5.421	A
B - B2110	194	371	639	0.303	194	0.4	8.089	A
C - Horsham Road (W)	339	140	858	0.395	339	0.6	6.936	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	352	237	1022	0.344	352	0.5	5.378	A
B - B2110	158	327	674	0.235	159	0.3	6.997	A
C - Horsham Road (W)	277	223	809	0.342	277	0.5	6.778	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	294	200	1047	0.281	295	0.4	4.791	A
B - B2110	133	275	707	0.188	133	0.2	6.279	A
C - Horsham Road (W)	232	187	832	0.279	232	0.4	6.008	A

D3 - 2029 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2029 Baseline AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	11.55	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.55	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Baseline	AM	ONE HOUR	07:30	09:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	340	100.000
B - B2110		✓	344	100.000
C - Horsham Road (W)		✓	503	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		1	62	277
		200	0	144
		243	258	2

Demand (Veh/hr)

07:45 - 08:00	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		0	124	268
		124	0	52
		352	436	0

Demand (Veh/hr)

08:00 - 08:15	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		0	108	376
		136	0	92
		244	412	0

Demand (Veh/hr)

08:15 - 08:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	96	296
	B - B2110	128	0	88
	C - Horsham Road (W)	288	380	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Demand (Veh/hr)

08:45 - 09:00

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	1
	B - B2110	2	0	1
	C - Horsham Road (W)	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.40	6.37	0.7	A
B - B2110	0.54	11.21	1.2	B
C - Horsham Road (W)	0.70	15.22	2.3	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	256	194	1042	0.246	255	0.3	4.568	A
B - B2110	259	210	747	0.347	257	0.5	7.322	A
C - Horsham Road (W)	379	150	838	0.452	375	0.8	7.723	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	306	249	1005	0.304	305	0.4	5.141	A
B - B2110	309	209	746	0.414	309	0.7	8.213	A
C - Horsham Road (W)	452	217	795	0.569	450	1.3	10.398	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	374	345	938	0.399	373	0.7	6.366	A
B - B2110	379	290	696	0.544	377	1.2	11.207	B
C - Horsham Road (W)	554	225	788	0.703	550	2.2	14.866	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	374	315	959	0.391	374	0.6	6.165	A
B - B2110	379	283	701	0.540	379	1.2	11.176	B
C - Horsham Road (W)	554	224	790	0.701	554	2.3	15.222	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	306	405	907	0.337	306	0.5	5.997	A
B - B2110	309	356	661	0.468	310	0.9	10.310	B
C - Horsham Road (W)	452	308	747	0.606	455	1.6	12.466	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	256	342	950	0.269	257	0.4	5.195	A
B - B2110	259	300	695	0.373	260	0.6	8.296	A
C - Horsham Road (W)	379	259	778	0.487	381	1.0	9.125	A

D4 - 2029 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2029 Baseline PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	6.78	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Baseline	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	410	100.000
B - B2110		✓	185	100.000
C - Horsham Road (W)		✓	323	100.000

Origin-Destination Data

Demand (Veh/hr)

16:15 - 16:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	39	371
	B - B2110	119	0	66
	C - Horsham Road (W)	206	108	9

Demand (Veh/hr)

16:30 - 16:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	8	104	412
	B - B2110	128	0	16
	C - Horsham Road (W)	204	140	0

Demand (Veh/hr)

16:45 - 17:00

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	76	384
	B - B2110	104	0	60
	C - Horsham Road (W)	240	124	0

Demand (Veh/hr)

17:00 - 17:15

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	76	472
	B - B2110	104	0	40
	C - Horsham Road (W)	208	112	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	1
	B - B2110	3	0	2
	C - Horsham Road (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.41	5.63	0.7	A
B - B2110	0.32	8.49	0.5	A
C - Horsham Road (W)	0.42	7.23	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	309	88	1115	0.277	307	0.4	4.448	A
B - B2110	139	285	692	0.201	138	0.2	6.484	A
C - Horsham Road (W)	243	89	892	0.273	242	0.4	5.523	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	369	118	1096	0.336	368	0.5	4.944	A
B - B2110	166	295	684	0.243	166	0.3	6.943	A
C - Horsham Road (W)	290	153	849	0.342	290	0.5	6.431	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	451	121	1093	0.413	451	0.7	5.596	A
B - B2110	204	376	636	0.320	203	0.5	8.306	A
C - Horsham Road (W)	356	129	865	0.411	355	0.7	7.045	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	451	124	1091	0.414	451	0.7	5.632	A
B - B2110	204	389	628	0.325	204	0.5	8.490	A
C - Horsham Road (W)	356	147	853	0.417	356	0.7	7.229	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	369	249	1014	0.364	369	0.6	5.589	A
B - B2110	166	343	664	0.250	167	0.3	7.250	A
C - Horsham Road (W)	290	234	802	0.362	291	0.6	7.054	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	309	210	1040	0.297	309	0.4	4.931	A
B - B2110	139	288	698	0.199	140	0.3	6.449	A
C - Horsham Road (W)	243	197	826	0.294	244	0.4	6.189	A

D5 - 2029 | Baseline + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2029 Baseline + Development AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	11.62	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.62	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Baseline + Development	AM	ONE HOUR	07:30	09:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	341	100.000
B - B2110		✓	345	100.000
C - Horsham Road (W)		✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

07:30 - 07:45	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		1	62	278
		201	0	144
		244	258	2

Demand (Veh/hr)

07:45 - 08:00	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		0	124	268
		124	0	52
		352	436	0

Demand (Veh/hr)

08:00 - 08:15	To			
	From	A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
		0	108	376
		136	0	92
		244	412	0

Demand (Veh/hr)

08:15 - 08:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	96	296
	B - B2110	128	0	88
	C - Horsham Road (W)	288	380	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Demand (Veh/hr)

08:45 - 09:00

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	1
	B - B2110	2	0	1
	C - Horsham Road (W)	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.40	6.38	0.7	A
B - B2110	0.55	11.26	1.2	B
C - Horsham Road (W)	0.70	15.32	2.3	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	257	194	1042	0.246	255	0.3	4.572	A
B - B2110	260	210	746	0.348	258	0.5	7.340	A
C - Horsham Road (W)	379	151	838	0.453	376	0.8	7.744	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	307	250	1005	0.305	306	0.4	5.150	A
B - B2110	310	209	746	0.416	309	0.7	8.237	A
C - Horsham Road (W)	453	218	794	0.571	451	1.3	10.438	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	375	346	938	0.400	375	0.7	6.383	A
B - B2110	380	291	696	0.546	378	1.2	11.263	B
C - Horsham Road (W)	555	226	788	0.704	551	2.3	14.955	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	375	316	958	0.392	375	0.6	6.181	A
B - B2110	380	284	700	0.542	380	1.2	11.233	B
C - Horsham Road (W)	555	225	789	0.703	555	2.3	15.320	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	307	406	907	0.338	307	0.5	6.012	A
B - B2110	310	356	660	0.470	311	0.9	10.351	B
C - Horsham Road (W)	453	309	746	0.607	456	1.6	12.535	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	257	342	950	0.270	257	0.4	5.205	A
B - B2110	260	301	695	0.374	261	0.6	8.322	A
C - Horsham Road (W)	379	260	778	0.488	382	1.0	9.153	A

D6 - 2029 | Baseline + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2029 Baseline + Development PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Horsham Road / B2110	Mini-roundabout	A, B, C	6.81	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Baseline + Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horsham Road (E)		✓	411	100.000
B - B2110		✓	187	100.000
C - Horsham Road (W)		✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

16:15 - 16:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	39	372
	B - B2110	121	0	66
	C - Horsham Road (W)	207	108	9

Demand (Veh/hr)

16:30 - 16:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	8	104	412
	B - B2110	128	0	16
	C - Horsham Road (W)	204	140	0

Demand (Veh/hr)

16:45 - 17:00

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
	From			
	A - Horsham Road (E)	0	76	384
	B - B2110	104	0	60
	C - Horsham Road (W)	240	124	0

Demand (Veh/hr)

17:00 - 17:15

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	76	472
	B - B2110	104	0	40
	C - Horsham Road (W)	208	112	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	0
	B - B2110	0	0	0
	C - Horsham Road (W)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Horsham Road (E)	B - B2110	C - Horsham Road (W)
From	A - Horsham Road (E)	0	0	1
	B - B2110	3	0	2
	C - Horsham Road (W)	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Horsham Road (E)	0.42	5.64	0.7	A
B - B2110	0.33	8.55	0.5	A
C - Horsham Road (W)	0.42	7.26	0.7	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	309	88	1115	0.278	308	0.4	4.452	A
B - B2110	141	285	692	0.203	140	0.3	6.507	A
C - Horsham Road (W)	244	90	891	0.274	242	0.4	5.538	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	369	118	1095	0.337	369	0.5	4.952	A
B - B2110	168	296	684	0.246	168	0.3	6.973	A
C - Horsham Road (W)	291	155	848	0.344	291	0.5	6.454	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	453	121	1093	0.414	452	0.7	5.608	A
B - B2110	206	377	635	0.324	205	0.5	8.359	A
C - Horsham Road (W)	357	131	864	0.413	356	0.7	7.073	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	453	125	1090	0.415	452	0.7	5.644	A
B - B2110	206	390	627	0.328	206	0.5	8.547	A
C - Horsham Road (W)	357	149	852	0.419	357	0.7	7.261	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	369	250	1013	0.365	370	0.6	5.604	A
B - B2110	168	344	663	0.253	169	0.3	7.284	A
C - Horsham Road (W)	291	236	801	0.364	292	0.6	7.077	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Horsham Road (E)	309	211	1039	0.298	310	0.4	4.939	A
B - B2110	141	289	698	0.202	141	0.3	6.472	A
C - Horsham Road (W)	244	198	825	0.296	245	0.4	6.203	A

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.1.2424									
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Filename: Import of B2114 Cuckfield Road - B2110 Brighton Road.j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Picady

Report generation date: 31/03/2026 12:03:59

- »D1 - 2025 | Observed | AM
- »D2 - 2025 | Observed | PM
- »D3 - 2029 | Base | AM
- »D4 - 2029 | Base | PM
- »D5 - 2029 | Base + Development | AM
- »D6 - 2029 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Observed									
Stream B-AC	D1	0.0	5.82	0.03	A	D2	0.0	5.52	0.01	A
Stream C-AB		0.7	7.83	0.38	A		0.9	9.61	0.45	A
	2029 - Base									
Stream B-AC	D3	0.0	5.66	0.03	A	D4	0.0	5.54	0.01	A
Stream C-AB		1.2	10.65	0.52	B		1.0	9.58	0.46	A
	2029 - Base + Development									
Stream B-AC	D5	0.0	5.66	0.03	A	D6	0.0	5.54	0.01	A
Stream C-AB		1.2	10.74	0.52	B		1.0	9.64	0.46	A

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2114 Cuckfield Road (S)		Major
B	B2110 Brighton Road		Minor
C	Cuckfield Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cuckfield Road (N)	7.10			120.0	✓	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 - B2110 Brighton Road	One lane	3.44	76	63

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	557	0.097	0.244	0.154	0.349
B-C	693	0.101	0.256	-	-
C-B	643	0.237	0.237	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	123	100.000
B - B2110 Brighton Road		✓	17	100.000
C - Cuckfield Road (N)		✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	123
	B - B2110 Brighton Road	1	0	16
	C - Cuckfield Road (N)	177	185	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	1
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	5.82	0.0	A
C-AB	0.38	7.83	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	652	0.020	13	0.0	5.630	A
C-AB	172	0.00	707	0.243	170	0.4	6.696	A
C-A	101	0.00			101			
A-B	0	0.00			0			
A-C	93	0.00			93			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	646	0.024	15	0.0	5.709	A
C-AB	214	0.00	720	0.297	213	0.5	7.103	A
C-A	112	0.00			112			
A-B	0	0.00			0			
A-C	111	0.00			111			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	637	0.029	19	0.0	5.823	A
C-AB	277	0.00	738	0.376	276	0.7	7.796	A
C-A	121	0.00			121			
A-B	0	0.00			0			
A-C	135	0.00			135			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	637	0.029	19	0.0	5.823	A
C-AB	278	0.00	738	0.376	278	0.7	7.832	A
C-A	121	0.00			121			
A-B	0	0.00			0			
A-C	135	0.00			135			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	646	0.024	15	0.0	5.712	A
C-AB	214	0.00	720	0.297	215	0.5	7.155	A
C-A	111	0.00			111			
A-B	0	0.00			0			
A-C	111	0.00			111			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	652	0.020	13	0.0	5.634	A
C-AB	172	0.00	707	0.243	173	0.4	6.750	A
C-A	101	0.00			101			
A-B	0	0.00			0			
A-C	93	0.00			93			

D2 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2025 Observed PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	5.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	121	100.000
B - B2110 Brighton Road		✓	6	100.000
C - Cuckfield Road (N)		✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)	
	A - B2114 Cuckfield Road (S)	0	0	121	
	B - B2110 Brighton Road	0	0	6	
	C - Cuckfield Road (N)	120	216	0	

Demand (Veh/hr)

		To			
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)	
	A - B2114 Cuckfield Road (S)	0	0	140	
	B - B2110 Brighton Road	0	0	12	
	C - Cuckfield Road (N)	172	232	0	

Demand (Veh/hr)

		To			
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)	
	A - B2114 Cuckfield Road (S)	0	0	128	
	B - B2110 Brighton Road	0	0	0	
	C - Cuckfield Road (N)	156	260	0	

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	104
	B - B2110 Brighton Road	0	0	4
	C - Cuckfield Road (N)	148	296	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Demand (Veh/hr)

17:45 - 18:00

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	1	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	5.52	0.0	A
C-AB	0.45	9.61	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	670	0.007	4	0.0	5.412	A
C-AB	188	0.00	663	0.284	187	0.4	7.527	A
C-A	65	0.00			65			
A-B	0	0.00			0			
A-C	91	0.00			91			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	665	0.008	5	0.0	5.457	A
C-AB	214	0.00	685	0.312	214	0.5	7.643	A
C-A	88	0.00			88			
A-B	0	0.00			0			
A-C	109	0.00			109			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	659	0.000	0.03	0.0	0.000	A
C-AB	290	0.00	687	0.423	289	0.8	9.042	A
C-A	80	0.00			80			
A-B	0	0.00			0			
A-C	133	0.00			133			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	659	0.010	7	0.0	5.519	A
C-AB	302	0.00	677	0.447	302	0.9	9.615	A
C-A	68	0.00			68			
A-B	0	0.00			0			
A-C	133	0.00			133			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	693	0.000	0.04	0.0	0.000	A
C-AB	0	0.00	627	0.000	4	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	618	0.000	0	0.0	0.000	A
C-AB	0	0.00	631	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

D3 - 2029 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2029 Base AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	129	100.000
B - B2110 Brighton Road		✓	18	100.000
C - Cuckfield Road (N)		✓	380	100.000

Origin-Destination Data

Demand (Veh/hr)

07:45 - 08:00	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	129
		1	0	17
		186	194	0

Demand (Veh/hr)

08:00 - 08:15	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	124
		0	0	24
		192	276	0

Demand (Veh/hr)

08:15 - 08:30	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	148
		0	0	4
		108	248	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	172
	B - B2110 Brighton Road	0	0	16
	C - Cuckfield Road (N)	156	176	0

Demand (Veh/hr)

08:45 - 09:00

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Demand (Veh/hr)

09:00 - 09:15

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	1
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	5.66	0.0	A
C-AB	0.52	10.65	1.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	651	0.021	13	0.0	5.643	A
C-AB	182	0.00	711	0.256	180	0.4	6.774	A
C-A	104	0.00			104			
A-B	0	0.00			0			
A-C	97	0.00			97			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	0.00	663	0.024	16	0.0	5.566	A
C-AB	252	0.00	707	0.356	251	0.6	7.893	A
C-A	90	0.00			90			
A-B	0	0.00			0			
A-C	116	0.00			116			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	656	0.030	20	0.0	5.656	A
C-AB	357	0.00	692	0.516	355	1.2	10.647	B
C-A	61	0.00			61			
A-B	0	0.00			0			
A-C	142	0.00			142			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	656	0.030	20	0.0	5.656	A
C-AB	304	0.00	738	0.412	305	0.9	8.344	A
C-A	115	0.00			115			
A-B	0	0.00			0			
A-C	142	0.00			142			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	693	0.000	0.12	0.0	0.000	A
C-AB	0	0.00	639	0.000	4	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	618	0.000	0	0.0	0.000	A
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

D4 - 2029 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2029 Base PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	5.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	127	100.000
B - B2110 Brighton Road		✓	6	100.000
C - Cuckfield Road (N)		✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	127
	B - B2110 Brighton Road	0	0	6
	C - Cuckfield Road (N)	126	227	0

Demand (Veh/hr)

16:45 - 17:00

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	140
	B - B2110 Brighton Road	0	0	12
	C - Cuckfield Road (N)	172	232	0

Demand (Veh/hr)

17:00 - 17:15

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	128
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	156	260	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	104
	B - B2110 Brighton Road	0	0	4
	C - Cuckfield Road (N)	148	296	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Demand (Veh/hr)

17:45 - 18:00

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	1
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	5.54	0.0	A
C-AB	0.46	9.58	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	668	0.007	4	0.0	5.424	A
C-AB	199	0.00	682	0.291	197	0.5	7.397	A
C-A	67	0.00			67			
A-B	0	0.00			0			
A-C	96	0.00			96			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	663	0.008	5	0.0	5.470	A
C-AB	226	0.00	704	0.321	226	0.5	7.520	A
C-A	91	0.00			91			
A-B	0	0.00			0			
A-C	114	0.00			114			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	657	0.000	0.03	0.0	0.000	A
C-AB	307	0.00	706	0.435	305	0.9	8.983	A
C-A	82	0.00			82			
A-B	0	0.00			0			
A-C	140	0.00			140			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	657	0.010	7	0.0	5.536	A
C-AB	319	0.00	695	0.459	319	1.0	9.584	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	140	0.00			140			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	693	0.000	0.04	0.0	0.000	A
C-AB	0	0.00	642	0.000	4	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	618	0.000	0	0.0	0.000	A
C-AB	0	0.00	637	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

D5 - 2029 | Base + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2029 Base + Development AM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	5.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	130	100.000
B - B2110 Brighton Road		✓	18	100.000
C - Cuckfield Road (N)		✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

07:45 - 08:00	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	130
		1	0	17
		187	196	0

Demand (Veh/hr)

08:00 - 08:15	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	124
		0	0	24
		192	276	0

Demand (Veh/hr)

08:15 - 08:30	To			
	From	A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
		0	0	148
		0	0	4
		108	248	0

Demand (Veh/hr)

08:30 - 08:45

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	172
	B - B2110 Brighton Road	0	0	16
	C - Cuckfield Road (N)	156	176	0

Demand (Veh/hr)

08:45 - 09:00

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Demand (Veh/hr)

09:00 - 09:15

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	1
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	5.66	0.0	A
C-AB	0.52	10.74	1.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	651	0.021	13	0.0	5.645	A
C-AB	184	0.00	711	0.259	182	0.4	6.797	A
C-A	104	0.00			104			
A-B	0	0.00			0			
A-C	98	0.00			98			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	0.00	663	0.024	16	0.0	5.568	A
C-AB	254	0.00	707	0.359	253	0.6	7.925	A
C-A	90	0.00			90			
A-B	0	0.00			0			
A-C	117	0.00			117			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	656	0.030	20	0.0	5.659	A
C-AB	361	0.00	693	0.521	359	1.2	10.739	B
C-A	61	0.00			61			
A-B	0	0.00			0			
A-C	143	0.00			143			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	656	0.030	20	0.0	5.659	A
C-AB	307	0.00	739	0.416	308	0.9	8.392	A
C-A	115	0.00			115			
A-B	0	0.00			0			
A-C	143	0.00			143			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	693	0.000	0.12	0.0	0.000	A
C-AB	0	0.00	639	0.000	4	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	618	0.000	0	0.0	0.000	A
C-AB	0	0.00	634	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

D6 - 2029 | Base + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2029 Base + Development PM	'O-D data varies over time' option has been selected but all arms use ONE HOUR profile type, which shapes the flows over time automatically. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	B2114 Cuckfield Road / B2110 Brighton Road	T-Junction	Two-way	Two-way	Two-way	5.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road (S)		✓	129	100.000
B - B2110 Brighton Road		✓	6	100.000
C - Cuckfield Road (N)		✓	355	100.000

Origin-Destination Data

Demand (Veh/hr)

16:30 - 16:45

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	129
	B - B2110 Brighton Road	0	0	6
	C - Cuckfield Road (N)	127	228	0

Demand (Veh/hr)

16:45 - 17:00

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	140
	B - B2110 Brighton Road	0	0	12
	C - Cuckfield Road (N)	172	232	0

Demand (Veh/hr)

17:00 - 17:15

		To		
From		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
	A - B2114 Cuckfield Road (S)	0	0	128
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	156	260	0

Demand (Veh/hr)

17:15 - 17:30

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	104
	B - B2110 Brighton Road	0	0	4
	C - Cuckfield Road (N)	148	296	0

Demand (Veh/hr)

17:30 - 17:45

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Demand (Veh/hr)

17:45 - 18:00

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	0
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	0	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road (S)	B - B2110 Brighton Road	C - Cuckfield Road (N)
From	A - B2114 Cuckfield Road (S)	0	0	1
	B - B2110 Brighton Road	0	0	0
	C - Cuckfield Road (N)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.01	5.54	0.0	A
C-AB	0.46	9.64	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	668	0.007	4	0.0	5.427	A
C-AB	200	0.00	682	0.293	198	0.5	7.409	A
C-A	68	0.00			68			
A-B	0	0.00			0			
A-C	97	0.00			97			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	0.00	663	0.008	5	0.0	5.474	A
C-AB	227	0.00	704	0.323	227	0.5	7.543	A
C-A	92	0.00			92			
A-B	0	0.00			0			
A-C	116	0.00			116			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	656	0.000	0.03	0.0	0.000	A
C-AB	309	0.00	706	0.438	307	0.9	9.031	A
C-A	82	0.00			82			
A-B	0	0.00			0			
A-C	142	0.00			142			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	0.00	656	0.010	7	0.0	5.541	A
C-AB	321	0.00	695	0.462	321	1.0	9.641	A
C-A	69	0.00			69			
A-B	0	0.00			0			
A-C	142	0.00			142			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	693	0.000	0.04	0.0	0.000	A
C-AB	0	0.00	642	0.000	4	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	618	0.000	0	0.0	0.000	A
C-AB	0	0.00	637	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	0	0.00			0			
A-C	0	0.00			0			

Junctions 11										
ARCADY 11 - Roundabout Module										
Version: 11.1.1.2424										
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Filename: Import of Brighton Rd - A23 Off-Slip Rbt.j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Arcady\Brighton Rd - A23 Off-Slip

Report generation date: 31/03/2026 09:48:25

- »D1 - 2025 | Observed | AM
- »D2 - 2025 | Observed | PM
- »D3 - 2029 | Base | AM
- »D4 - 2029 | Base | PM
- »D5 - 2029 | Base + Development | AM
- »D6 - 2029 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Observed									
A - Brighton Road (N)	D1	0.3	3.22	0.25	A	D2	0.2	3.06	0.19	A
B - Brighton Road (S)		0.4	3.98	0.29	A		0.3	3.73	0.24	A
C - A23 Off-Slip		0.1	1.82	0.08	A		0.1	1.79	0.11	A
	2029 - Base									
A - Brighton Road (N)	D3	0.4	3.29	0.26	A	D4	0.3	3.12	0.20	A
B - Brighton Road (S)		0.4	4.06	0.30	A		0.3	3.79	0.25	A
C - A23 Off-Slip		0.1	1.85	0.09	A		0.1	1.82	0.12	A
	2029 - Base + Development									
A - Brighton Road (N)	D5	0.4	3.30	0.26	A	D6	0.3	3.14	0.20	A
B - Brighton Road (S)		0.4	4.11	0.31	A		0.3	3.81	0.26	A
C - A23 Off-Slip		0.1	1.86	0.09	A		0.1	1.83	0.12	A

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	3.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.24	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Brighton Road (N)		
B	Brighton Road (S)		
C	A23 Off-Slip		

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)	Entry only	Exit only
A - Brighton Road (N)	4.80	5.30	1.4	25.0	42.0	14.0		
B - Brighton Road (S)	3.50	4.80	2.4	25.0	40.0	14.0		
C - A23 Off-Slip	7.60	8.40	4.0	19.8	40.0	21.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Brighton Road (N)	0.642	1625
B - Brighton Road (S)	0.578	1283
C - A23 Off-Slip	0.816	2526

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	335	100.000
B - Brighton Road (S)		✓	331	100.000
C - A23 Off-Slip		✓	162	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
A - Brighton Road (N)		3	332	0
B - Brighton Road (S)		331	0	0
C - A23 Off-Slip		12	150	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
A - Brighton Road (N)		0	2	0
B - Brighton Road (S)		1	0	0
C - A23 Off-Slip		8	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.25	3.22	0.3	A
B - Brighton Road (S)	0.29	3.98	0.4	A
C - A23 Off-Slip	0.08	1.82	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	252	113	1520	0.166	251	0.2	2.836	A
B - Brighton Road (S)	249	2	1269	0.196	248	0.2	3.522	A
C - A23 Off-Slip	122	250	2244	0.054	122	0.1	1.695	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	301	135	1506	0.200	301	0.2	2.987	A
B - Brighton Road (S)	298	3	1269	0.234	297	0.3	3.704	A
C - A23 Off-Slip	146	300	2204	0.066	146	0.1	1.747	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	369	165	1486	0.248	369	0.3	3.221	A
B - Brighton Road (S)	364	3	1269	0.287	364	0.4	3.977	A
C - A23 Off-Slip	178	367	2151	0.083	178	0.1	1.824	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	369	165	1486	0.248	369	0.3	3.221	A
B - Brighton Road (S)	364	3	1269	0.287	364	0.4	3.980	A
C - A23 Off-Slip	178	368	2150	0.083	178	0.1	1.824	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	301	135	1506	0.200	301	0.3	2.989	A
B - Brighton Road (S)	298	3	1269	0.234	298	0.3	3.710	A
C - A23 Off-Slip	146	301	2204	0.066	146	0.1	1.748	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	252	113	1520	0.166	252	0.2	2.842	A
B - Brighton Road (S)	249	2	1269	0.196	249	0.2	3.532	A
C - A23 Off-Slip	122	252	2243	0.054	122	0.1	1.699	A

D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	2.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.93	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	253	100.000
B - Brighton Road (S)		✓	278	100.000
C - A23 Off-Slip		✓	225	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	253	0
	B - Brighton Road (S)	277	1	0
	C - A23 Off-Slip	7	218	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	1	0
	B - Brighton Road (S)	1	0	0
	C - A23 Off-Slip	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.19	3.06	0.2	A
B - Brighton Road (S)	0.24	3.73	0.3	A
C - A23 Off-Slip	0.11	1.79	0.1	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	190	165	1503	0.127	190	0.1	2.740	A
B - Brighton Road (S)	209	0	1271	0.165	209	0.2	3.388	A
C - A23 Off-Slip	169	209	2331	0.073	169	0.1	1.664	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	227	197	1482	0.153	227	0.2	2.868	A
B - Brighton Road (S)	250	0	1271	0.197	250	0.2	3.526	A
C - A23 Off-Slip	202	250	2298	0.088	202	0.1	1.717	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	279	241	1454	0.192	278	0.2	3.062	A
B - Brighton Road (S)	306	0	1271	0.241	306	0.3	3.731	A
C - A23 Off-Slip	248	306	2252	0.110	248	0.1	1.795	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	279	241	1454	0.192	279	0.2	3.062	A
B - Brighton Road (S)	306	0	1271	0.241	306	0.3	3.731	A
C - A23 Off-Slip	248	306	2252	0.110	248	0.1	1.795	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	227	197	1482	0.153	228	0.2	2.871	A
B - Brighton Road (S)	250	0	1271	0.197	250	0.2	3.530	A
C - A23 Off-Slip	202	250	2297	0.088	202	0.1	1.717	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	190	165	1503	0.127	191	0.1	2.743	A
B - Brighton Road (S)	209	0	1271	0.165	209	0.2	3.392	A
C - A23 Off-Slip	169	209	2331	0.073	169	0.1	1.664	A

D3 - 2029 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	3.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	351	100.000
B - Brighton Road (S)		✓	347	100.000
C - A23 Off-Slip		✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	3	348	0
	B - Brighton Road (S)	347	0	0
	C - A23 Off-Slip	13	157	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	2	0
	B - Brighton Road (S)	1	0	0
	C - A23 Off-Slip	8	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.26	3.29	0.4	A
B - Brighton Road (S)	0.30	4.06	0.4	A
C - A23 Off-Slip	0.09	1.85	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	264	118	1517	0.174	264	0.2	2.871	A
B - Brighton Road (S)	261	2	1269	0.206	260	0.3	3.565	A
C - A23 Off-Slip	128	263	2234	0.057	128	0.1	1.708	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	316	141	1502	0.210	315	0.3	3.034	A
B - Brighton Road (S)	312	3	1269	0.246	312	0.3	3.760	A
C - A23 Off-Slip	153	315	2193	0.070	153	0.1	1.764	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	387	173	1481	0.261	386	0.4	3.288	A
B - Brighton Road (S)	382	3	1269	0.301	382	0.4	4.057	A
C - A23 Off-Slip	187	385	2136	0.088	187	0.1	1.846	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	387	173	1481	0.261	387	0.4	3.288	A
B - Brighton Road (S)	382	3	1269	0.301	382	0.4	4.060	A
C - A23 Off-Slip	187	386	2136	0.088	187	0.1	1.846	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	316	141	1502	0.210	316	0.3	3.036	A
B - Brighton Road (S)	312	3	1269	0.246	312	0.3	3.766	A
C - A23 Off-Slip	153	315	2192	0.070	153	0.1	1.764	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	264	118	1516	0.174	265	0.2	2.877	A
B - Brighton Road (S)	261	2	1269	0.206	262	0.3	3.575	A
C - A23 Off-Slip	128	264	2233	0.057	128	0.1	1.712	A

D4 - 2029 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	2.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	265	100.000
B - Brighton Road (S)		✓	291	100.000
C - A23 Off-Slip		✓	236	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	265	0
	B - Brighton Road (S)	290	1	0
	C - A23 Off-Slip	7	229	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	1	0
	B - Brighton Road (S)	1	0	0
	C - A23 Off-Slip	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.20	3.12	0.3	A
B - Brighton Road (S)	0.25	3.79	0.3	A
C - A23 Off-Slip	0.12	1.82	0.1	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	200	173	1498	0.133	199	0.2	2.770	A
B - Brighton Road (S)	219	0	1271	0.172	218	0.2	3.416	A
C - A23 Off-Slip	178	218	2323	0.076	177	0.1	1.676	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	238	207	1476	0.161	238	0.2	2.907	A
B - Brighton Road (S)	262	0	1271	0.206	261	0.3	3.566	A
C - A23 Off-Slip	212	261	2288	0.093	212	0.1	1.733	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	292	253	1446	0.202	292	0.3	3.117	A
B - Brighton Road (S)	320	0	1271	0.252	320	0.3	3.787	A
C - A23 Off-Slip	260	320	2240	0.116	260	0.1	1.816	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	292	253	1446	0.202	292	0.3	3.117	A
B - Brighton Road (S)	320	0	1271	0.252	320	0.3	3.787	A
C - A23 Off-Slip	260	320	2240	0.116	260	0.1	1.817	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	238	207	1476	0.161	238	0.2	2.911	A
B - Brighton Road (S)	262	0	1271	0.206	262	0.3	3.569	A
C - A23 Off-Slip	212	262	2288	0.093	212	0.1	1.736	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	200	173	1497	0.133	200	0.2	2.773	A
B - Brighton Road (S)	219	0	1271	0.172	219	0.2	3.424	A
C - A23 Off-Slip	178	219	2323	0.077	178	0.1	1.677	A

D5 - 2029 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	3.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	351	100.000
B - Brighton Road (S)		✓	356	100.000
C - A23 Off-Slip		✓	174	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	3	348	0
	B - Brighton Road (S)	356	0	0
	C - A23 Off-Slip	13	161	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	2	0
	B - Brighton Road (S)	1	0	0
	C - A23 Off-Slip	8	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.26	3.30	0.4	A
B - Brighton Road (S)	0.31	4.11	0.4	A
C - A23 Off-Slip	0.09	1.86	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	264	121	1515	0.175	264	0.2	2.876	A
B - Brighton Road (S)	268	2	1269	0.211	267	0.3	3.589	A
C - A23 Off-Slip	131	269	2229	0.059	131	0.1	1.715	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	316	145	1499	0.211	315	0.3	3.040	A
B - Brighton Road (S)	320	3	1269	0.252	320	0.3	3.792	A
C - A23 Off-Slip	156	323	2186	0.072	156	0.1	1.772	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	387	177	1478	0.262	386	0.4	3.296	A
B - Brighton Road (S)	392	3	1269	0.309	392	0.4	4.103	A
C - A23 Off-Slip	192	395	2129	0.090	191	0.1	1.857	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	387	177	1478	0.262	387	0.4	3.297	A
B - Brighton Road (S)	392	3	1269	0.309	392	0.4	4.106	A
C - A23 Off-Slip	192	395	2128	0.090	192	0.1	1.857	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	316	145	1499	0.211	316	0.3	3.042	A
B - Brighton Road (S)	320	3	1269	0.252	320	0.3	3.796	A
C - A23 Off-Slip	156	323	2186	0.072	157	0.1	1.776	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	264	121	1515	0.175	265	0.2	2.879	A
B - Brighton Road (S)	268	2	1269	0.211	268	0.3	3.596	A
C - A23 Off-Slip	131	271	2228	0.059	131	0.1	1.716	A

D6 - 2029 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Brighton Road / A23 Off-Slip Rbt	Standard Roundabout	A, B, C	2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Brighton Road (N)		✓	266	100.000
B - Brighton Road (S)		✓	296	100.000
C - A23 Off-Slip		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	266	0
	B - Brighton Road (S)	295	1	0
	C - A23 Off-Slip	7	237	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Brighton Road (N)	B - Brighton Road (S)	C - A23 Off-Slip
From	A - Brighton Road (N)	0	1	0
	B - Brighton Road (S)	1	0	0
	C - A23 Off-Slip	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A - Brighton Road (N)	0.20	3.14	0.3	A
B - Brighton Road (S)	0.26	3.81	0.3	A
C - A23 Off-Slip	0.12	1.83	0.1	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	200	179	1494	0.134	200	0.2	2.780	A
B - Brighton Road (S)	223	0	1271	0.175	222	0.2	3.429	A
C - A23 Off-Slip	184	222	2320	0.079	183	0.1	1.684	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	239	214	1471	0.163	239	0.2	2.920	A
B - Brighton Road (S)	266	0	1271	0.209	266	0.3	3.582	A
C - A23 Off-Slip	219	266	2285	0.096	219	0.1	1.742	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	293	262	1441	0.203	293	0.3	3.135	A
B - Brighton Road (S)	326	0	1271	0.256	326	0.3	3.809	A
C - A23 Off-Slip	269	326	2236	0.120	269	0.1	1.829	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	293	262	1440	0.203	293	0.3	3.136	A
B - Brighton Road (S)	326	0	1271	0.256	326	0.3	3.809	A
C - A23 Off-Slip	269	326	2236	0.120	269	0.1	1.829	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	239	214	1471	0.163	239	0.2	2.924	A
B - Brighton Road (S)	266	0	1271	0.209	266	0.3	3.587	A
C - A23 Off-Slip	219	266	2284	0.096	219	0.1	1.745	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Brighton Road (N)	200	179	1494	0.134	200	0.2	2.783	A
B - Brighton Road (S)	223	0	1271	0.175	223	0.2	3.436	A
C - A23 Off-Slip	184	223	2320	0.079	184	0.1	1.687	A

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.1.2424									
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Filename: Import of Cuckfield Road - Horsham Road - High Street - Hour.j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Picady

Report generation date: 31/03/2026 12:07:36

- »D1 - 2025 | Observed | AM
- »D2 - 2025 | Observed | PM
- »D3 - 2029 | Base | AM
- »D4 - 2029 | Base | PM
- »D5 - 2029 | Base + Development | AM
- »D6 - 2029 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Observed									
Stream B-AC	D1	1.3	11.68	0.57	B	D2	0.6	8.08	0.39	A
Stream C-AB		2.3	12.38	0.64	B		4.5	21.74	0.79	C
	2029 - Base									
Stream B-AC	D3	1.5	12.55	0.60	B	D4	0.7	8.36	0.41	A
Stream C-AB		2.8	13.85	0.68	B		6.1	28.08	0.84	D
	2029 - Base + Development									
Stream B-AC	D5	1.5	12.66	0.60	B	D6	0.7	8.46	0.41	A
Stream C-AB		2.9	14.04	0.69	B		6.3	28.79	0.85	D

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	(untitled)
Location	
Site number	
Date	13/04/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	9.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	B2114 Cuckfield Road		Major
B	B2110 Horsham Road		Minor
C	B2110 High Street		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B2110 High Street	7.70			133.0	✓	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 - B2110 Horsham Road	One lane	3.56	90	159

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	620	0.105	0.264	0.166	0.378
B-C	765	0.109	0.274	-	-
C-B	651	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025	Observed	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	109	100.000
B - B2110 Horsham Road		✓	371	100.000
C - B2110 High Street		✓	588	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	109
	B - B2110 Horsham Road	0	0	371
	C - B2110 High Street	299	289	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	3
	B - B2110 Horsham Road	1	0	2
	C - B2110 High Street	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.57	11.68	1.3	B
C-AB	0.64	12.38	2.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	279	0.00	727	0.384	277	0.6	7.957	A
C-AB	308	0.00	765	0.403	305	0.8	7.792	A
C-A	134	0.00			134			
A-B	0	0.00			0			
A-C	82	0.00			82			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	334	0.00	722	0.462	333	0.8	9.211	A
C-AB	395	0.00	791	0.500	393	1.3	9.066	A
C-A	134	0.00			134			
A-B	0	0.00			0			
A-C	98	0.00			98			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	716	0.570	407	1.3	11.554	B
C-AB	532	0.00	826	0.643	528	2.3	12.048	B
C-A	116	0.00			116			
A-B	0	0.00			0			
A-C	120	0.00			120			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	716	0.570	408	1.3	11.682	B
C-AB	533	0.00	828	0.645	533	2.3	12.378	B
C-A	114	0.00			114			
A-B	0	0.00			0			
A-C	120	0.00			120			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	334	0.00	722	0.462	335	0.9	9.339	A
C-AB	397	0.00	793	0.501	401	1.3	9.338	A
C-A	132	0.00			132			
A-B	0	0.00			0			
A-C	98	0.00			98			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	279	0.00	727	0.384	280	0.6	8.077	A
C-AB	310	0.00	766	0.404	312	0.9	7.975	A
C-A	133	0.00			133			
A-B	0	0.00			0			
A-C	82	0.00			82			

D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	14.10	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025	Observed	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	98	100.000
B - B2110 Horsham Road		✓	256	100.000
C - B2110 High Street		✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	98
	B - B2110 Horsham Road	0	0	256
	C - B2110 High Street	269	370	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	2
	B - B2110 Horsham Road	0	0	1
	C - B2110 High Street	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	8.08	0.6	A
C-AB	0.79	21.74	4.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	0.00	737	0.262	191	0.4	6.584	A
C-AB	380	0.00	758	0.501	375	1.2	9.325	A
C-A	101	0.00			101			
A-B	0	0.00			0			
A-C	74	0.00			74			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	0.00	733	0.314	230	0.5	7.151	A
C-AB	484	0.00	782	0.618	481	1.9	11.939	B
C-A	91	0.00			91			
A-B	0	0.00			0			
A-C	88	0.00			88			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	0.00	727	0.388	281	0.6	8.047	A
C-AB	645	0.00	814	0.792	635	4.3	19.791	C
C-A	59	0.00			59			
A-B	0	0.00			0			
A-C	108	0.00			108			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	0.00	727	0.388	282	0.6	8.084	A
C-AB	648	0.00	816	0.794	647	4.5	21.740	C
C-A	55	0.00			55			
A-B	0	0.00			0			
A-C	108	0.00			108			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	0.00	733	0.314	231	0.5	7.182	A
C-AB	488	0.00	785	0.621	497	2.1	13.034	B
C-A	87	0.00			87			
A-B	0	0.00			0			
A-C	88	0.00			88			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	0.00	737	0.262	193	0.4	6.631	A
C-AB	382	0.00	760	0.503	386	1.3	9.743	A
C-A	99	0.00			99			
A-B	0	0.00			0			
A-C	74	0.00			74			

D3 - 2029 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	10.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.31	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	114	100.000
B - B2110 Horsham Road		✓	389	100.000
C - B2110 High Street		✓	616	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	114
	B - B2110 Horsham Road	0	0	389
	C - B2110 High Street	313	303	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	3
	B - B2110 Horsham Road	1	0	2
	C - B2110 High Street	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.60	12.55	1.5	B
C-AB	0.68	13.85	2.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	293	0.00	726	0.403	290	0.7	8.214	A
C-AB	329	0.00	771	0.426	325	0.9	8.030	A
C-A	135	0.00			135			
A-B	0	0.00			0			
A-C	86	0.00			86			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	0.00	721	0.485	349	0.9	9.636	A
C-AB	422	0.00	798	0.529	420	1.4	9.538	A
C-A	131	0.00			131			
A-B	0	0.00			0			
A-C	102	0.00			102			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	428	0.00	715	0.599	426	1.4	12.377	B
C-AB	571	0.00	836	0.684	566	2.7	13.338	B
C-A	107	0.00			107			
A-B	0	0.00			0			
A-C	126	0.00			126			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	428	0.00	715	0.599	428	1.5	12.547	B
C-AB	574	0.00	837	0.685	573	2.8	13.852	B
C-A	105	0.00			105			
A-B	0	0.00			0			
A-C	126	0.00			126			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	0.00	721	0.485	352	1.0	9.797	A
C-AB	425	0.00	801	0.531	430	1.5	9.919	A
C-A	129	0.00			129			
A-B	0	0.00			0			
A-C	102	0.00			102			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	293	0.00	726	0.403	294	0.7	8.356	A
C-AB	330	0.00	773	0.428	333	1.0	8.251	A
C-A	133	0.00			133			
A-B	0	0.00			0			
A-C	86	0.00			86			

D4 - 2029 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	18.01	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.01	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	103	100.000
B - B2110 Horsham Road		✓	268	100.000
C - B2110 High Street		✓	670	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	103
	B - B2110 Horsham Road	0	0	268
	C - B2110 High Street	282	388	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	2
	B - B2110 Horsham Road	0	0	1
	C - B2110 High Street	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.41	8.36	0.7	A
C-AB	0.84	28.08	6.1	D
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	736	0.274	200	0.4	6.706	A
C-AB	405	0.00	764	0.530	399	1.3	9.782	A
C-A	100	0.00			100			
A-B	0	0.00			0			
A-C	78	0.00			78			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	0.00	731	0.329	240	0.5	7.327	A
C-AB	516	0.00	789	0.655	513	2.2	13.023	B
C-A	86	0.00			86			
A-B	0	0.00			0			
A-C	93	0.00			93			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	0.00	726	0.407	294	0.7	8.331	A
C-AB	691	0.00	823	0.841	678	5.6	24.107	C
C-A	46	0.00			46			
A-B	0	0.00			0			
A-C	113	0.00			113			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	0.00	726	0.407	295	0.7	8.360	A
C-AB	697	0.00	826	0.844	695	6.1	28.083	D
C-A	41	0.00			41			
A-B	0	0.00			0			
A-C	113	0.00			113			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	241	0.00	731	0.329	242	0.5	7.363	A
C-AB	523	0.00	794	0.658	537	2.5	14.950	B
C-A	80	0.00			80			
A-B	0	0.00			0			
A-C	93	0.00			93			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	0.00	736	0.274	202	0.4	6.755	A
C-AB	407	0.00	766	0.532	412	1.4	10.335	B
C-A	97	0.00			97			
A-B	0	0.00			0			
A-C	78	0.00			78			

D5 - 2029 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	10.43	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.43	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	115	100.000
B - B2110 Horsham Road		✓	391	100.000
C - B2110 High Street		✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	115
	B - B2110 Horsham Road	0	0	391
	C - B2110 High Street	318	304	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	3
	B - B2110 Horsham Road	1	0	2
	C - B2110 High Street	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.60	12.66	1.5	B
C-AB	0.69	14.04	2.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	294	0.00	726	0.406	292	0.7	8.245	A
C-AB	331	0.00	773	0.429	328	0.9	8.041	A
C-A	137	0.00			137			
A-B	0	0.00			0			
A-C	87	0.00			87			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	0.00	721	0.488	350	0.9	9.687	A
C-AB	427	0.00	801	0.533	425	1.4	9.577	A
C-A	132	0.00			132			
A-B	0	0.00			0			
A-C	103	0.00			103			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	430	0.00	715	0.602	428	1.5	12.482	B
C-AB	578	0.00	839	0.689	573	2.8	13.495	B
C-A	107	0.00			107			
A-B	0	0.00			0			
A-C	127	0.00			127			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	430	0.00	715	0.602	430	1.5	12.657	B
C-AB	580	0.00	841	0.690	580	2.9	14.041	B
C-A	104	0.00			104			
A-B	0	0.00			0			
A-C	127	0.00			127			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	352	0.00	721	0.488	354	1.0	9.854	A
C-AB	429	0.00	803	0.534	435	1.5	9.977	A
C-A	130	0.00			130			
A-B	0	0.00			0			
A-C	103	0.00			103			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	294	0.00	726	0.406	295	0.7	8.391	A
C-AB	333	0.00	775	0.430	336	1.0	8.269	A
C-A	135	0.00			135			
A-B	0	0.00			0			
A-C	87	0.00			87			

D6 - 2029 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	High Street / Horsham Road / Cuckfield Road	T-Junction	Two-way	Two-way	Two-way	18.40	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.40	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B2114 Cuckfield Road		✓	105	100.000
B - B2110 Horsham Road		✓	272	100.000
C - B2110 High Street		✓	673	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	105
	B - B2110 Horsham Road	0	0	272
	C - B2110 High Street	284	389	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - B2114 Cuckfield Road	B - B2110 Horsham Road	C - B2110 High Street
From	A - B2114 Cuckfield Road	0	0	2
	B - B2110 Horsham Road	0	0	1
	C - B2110 High Street	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.41	8.46	0.7	A
C-AB	0.85	28.79	6.3	D
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	0.00	735	0.279	203	0.4	6.749	A
C-AB	407	0.00	765	0.532	401	1.3	9.815	A
C-A	100	0.00			100			
A-B	0	0.00			0			
A-C	79	0.00			79			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	0.00	731	0.335	244	0.5	7.389	A
C-AB	519	0.00	789	0.658	515	2.3	13.115	B
C-A	86	0.00			86			
A-B	0	0.00			0			
A-C	94	0.00			94			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	299	0.00	725	0.413	299	0.7	8.427	A
C-AB	696	0.00	824	0.845	682	5.7	24.544	C
C-A	45	0.00			45			
A-B	0	0.00			0			
A-C	116	0.00			116			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	299	0.00	725	0.413	299	0.7	8.459	A
C-AB	702	0.00	827	0.848	699	6.3	28.791	D
C-A	39	0.00			39			
A-B	0	0.00			0			
A-C	116	0.00			116			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	245	0.00	731	0.335	245	0.5	7.423	A
C-AB	526	0.00	795	0.661	541	2.6	15.150	C
C-A	79	0.00			79			
A-B	0	0.00			0			
A-C	94	0.00			94			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	0.00	735	0.279	205	0.4	6.801	A
C-AB	409	0.00	767	0.534	414	1.4	10.383	B
C-A	97	0.00			97			
A-B	0	0.00			0			
A-C	79	0.00			79			

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026									
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Filename: Import of High Beeches Ln - High St - London Rd Mini Rbt (Committed).j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Arcady\High Beeches Ln - High St - London Rd

Report generation date: 31/03/2026 09:16:55

- »D1 - 2025 | Survey | AM
- »D2 - 2025 | Survey | PM
- »D3 - 2029 | Base | AM
- »D4 - 2029 | Base | PM
- »D5 - 2029 | Base + Development | AM
- »D6 - 2029 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Survey									
Arm 1	D1	2.7	19.47	0.73	C	D2	1.7	15.11	0.64	C
Arm 2		1.1	7.34	0.51	A		0.5	5.24	0.35	A
Arm 3		1.5	10.82	0.61	B		1.6	10.17	0.61	B
	2029 - Base									
Arm 1	D3	3.4	23.72	0.78	C	D4	2.1	17.41	0.68	C
Arm 2		1.2	7.85	0.54	A		0.6	5.42	0.37	A
Arm 3		1.8	12.04	0.64	B		1.8	11.25	0.65	B
	2029 - Base + Development									
Arm 1	D5	3.6	25.21	0.79	D	D6	2.1	18.00	0.69	C
Arm 2		1.2	7.95	0.55	A		0.6	5.53	0.38	A
Arm 3		1.9	12.64	0.66	B		1.9	11.49	0.66	B

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

File summary

File Description

Title	
Location	
Site number	
Date	31/03/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Survey	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Survey	PM	ONE HOUR	16:30	18:00	15	✓
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

D1 - 2025 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	12.49	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.49	B

Arms

Arms

Arm	Name	Description
1	High Beeches Lane	
2	High Street	
3	London 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	3.20	3.20	6.00	5.0	17.00	8.00	0.0	
2	3.20	3.20	5.00	3.0	18.00	18.00	0.0	
3	3.20	3.20	6.50	10.0	12.00	12.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.636	910
2	0.733	1162
3	0.664	1056

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Survey	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	461	100.000
2		ONE HOUR	✓	472	100.000
3		ONE HOUR	✓	464	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	288	173
	2	270	0	202
	3	164	297	3

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.73	19.47	2.7	C	423	635
2	0.51	7.34	1.1	A	433	650
3	0.61	10.82	1.5	B	426	639

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	347	87	224	759	0.457	344	325	0.0	0.8	8.594	A
2	355	89	131	1055	0.337	353	437	0.0	0.5	5.116	A
3	349	87	202	906	0.386	347	282	0.0	0.6	6.411	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	104	269	731	0.567	413	389	0.8	1.3	11.256	B
2	424	106	158	1036	0.410	424	524	0.5	0.7	5.871	A
3	417	104	242	879	0.474	416	339	0.6	0.9	7.750	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	508	127	329	692	0.733	502	476	1.3	2.6	18.490	C
2	520	130	192	1011	0.514	518	639	0.7	1.0	7.285	A
3	511	128	296	844	0.606	508	414	0.9	1.5	10.659	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	508	127	330	691	0.734	507	478	2.6	2.7	19.468	C
2	520	130	194	1010	0.515	520	644	1.0	1.1	7.344	A
3	511	128	297	843	0.606	511	416	1.5	1.5	10.823	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	104	271	729	0.568	420	392	2.7	1.4	11.817	B
2	424	106	160	1034	0.410	426	531	1.1	0.7	5.933	A
3	417	104	244	879	0.475	420	342	1.5	0.9	7.882	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	347	87	227	758	0.458	349	328	1.4	0.9	8.847	A
2	355	89	133	1054	0.337	356	442	0.7	0.5	5.168	A
3	349	87	204	905	0.386	350	286	0.9	0.6	6.505	A

D2 - 2025 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	10.36	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.36	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Survey	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	379	100.000
2		ONE HOUR	✓	332	100.000
3		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	251	128
	2	182	1	149
	3	155	355	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.64	15.11	1.7	C	348	522
2	0.35	5.24	0.5	A	305	457
3	0.61	10.17	1.6	B	469	703

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	285	71	267	736	0.388	283	252	0.0	0.6	7.907	A
2	250	62	96	1086	0.230	249	453	0.0	0.3	4.295	A
3	385	96	137	959	0.401	382	208	0.0	0.7	6.215	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	341	85	320	702	0.486	340	302	0.6	0.9	9.908	A
2	298	75	116	1071	0.279	298	544	0.3	0.4	4.653	A
3	459	115	164	941	0.488	458	249	0.7	0.9	7.451	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	391	656	0.636	414	370	0.9	1.7	14.710	B
2	366	91	141	1053	0.347	365	665	0.4	0.5	5.230	A
3	563	141	201	916	0.614	560	305	0.9	1.5	10.037	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	417	104	393	655	0.637	417	371	1.7	1.7	15.112	C
2	366	91	142	1052	0.347	366	668	0.5	0.5	5.243	A
3	563	141	201	916	0.614	563	306	1.5	1.6	10.175	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	341	85	323	700	0.487	344	304	1.7	1.0	10.185	B
2	298	75	117	1070	0.279	299	549	0.5	0.4	4.670	A
3	459	115	165	940	0.489	462	251	1.6	1.0	7.562	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	285	71	270	734	0.389	287	254	1.0	0.6	8.069	A
2	250	62	98	1085	0.230	250	459	0.4	0.3	4.315	A
3	385	96	138	958	0.402	386	210	1.0	0.7	6.306	A

D3 - 2029 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	14.46	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.46	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	483	100.000
2		ONE HOUR	✓	495	100.000
3		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	302	181
	2	283	0	212
	3	172	311	3

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.78	23.72	3.4	C	443	665
2	0.54	7.85	1.2	A	454	681
3	0.64	12.04	1.8	B	446	669

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	364	91	235	753	0.483	360	340	0.0	0.9	9.084	A
2	373	93	137	1051	0.355	370	457	0.0	0.5	5.275	A
3	366	91	212	900	0.407	363	296	0.0	0.7	6.679	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	434	109	281	723	0.601	432	408	0.9	1.5	12.296	B
2	445	111	165	1031	0.432	444	549	0.5	0.8	6.127	A
3	437	109	254	872	0.501	436	355	0.7	1.0	8.231	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	532	133	344	682	0.779	525	499	1.5	3.2	21.934	C
2	545	136	200	1005	0.542	543	669	0.8	1.2	7.767	A
3	535	134	311	834	0.641	532	433	1.0	1.7	11.796	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	532	133	346	681	0.781	531	501	3.2	3.4	23.724	C
2	545	136	202	1003	0.543	545	674	1.2	1.2	7.849	A
3	535	134	312	834	0.642	535	436	1.7	1.8	12.036	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	434	109	284	721	0.602	441	411	3.4	1.6	13.196	B
2	445	111	168	1028	0.433	447	557	1.2	0.8	6.208	A
3	437	109	255	871	0.502	440	359	1.8	1.0	8.408	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	364	91	237	751	0.484	366	344	1.6	1.0	9.408	A
2	373	93	139	1049	0.355	374	464	0.8	0.6	5.337	A
3	366	91	214	898	0.407	367	299	1.0	0.7	6.796	A

D4 - 2029 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	11.57	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.57	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	397	100.000
2		ONE HOUR	✓	348	100.000
3		ONE HOUR	✓	536	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	263	134
	2	191	1	156
	3	163	372	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.68	17.41	2.1	C	364	546
2	0.37	5.42	0.6	A	319	479
3	0.65	11.25	1.8	B	492	738

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	299	75	280	728	0.411	296	265	0.0	0.7	8.293	A
2	262	65	101	1082	0.242	261	475	0.0	0.3	4.375	A
3	404	101	144	954	0.423	401	218	0.0	0.7	6.470	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	357	89	335	692	0.516	355	318	0.7	1.0	10.655	B
2	313	78	121	1068	0.293	312	570	0.3	0.4	4.766	A
3	482	120	172	935	0.515	481	261	0.7	1.0	7.893	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	437	109	410	644	0.679	433	389	1.0	2.0	16.761	C
2	383	96	147	1048	0.366	383	696	0.4	0.6	5.405	A
3	590	148	211	910	0.649	587	319	1.0	1.8	11.053	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	437	109	412	643	0.680	437	390	2.0	2.1	17.410	C
2	383	96	149	1047	0.366	383	700	0.6	0.6	5.421	A
3	590	148	211	910	0.649	590	320	1.8	1.8	11.253	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	357	89	338	690	0.517	361	319	2.1	1.1	11.058	B
2	313	78	123	1066	0.293	313	576	0.6	0.4	4.786	A
3	482	120	173	935	0.515	485	263	1.8	1.1	8.047	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	299	75	283	726	0.412	300	267	1.1	0.7	8.496	A
2	262	65	102	1081	0.242	262	481	0.4	0.3	4.397	A
3	404	101	145	954	0.423	405	220	1.1	0.7	6.579	A

D5 - 2029 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	15.15	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.15	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	485	100.000
2		ONE HOUR	✓	499	100.000
3		ONE HOUR	✓	499	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	302	183
	2	283	0	216
	3	175	321	3

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.79	25.21	3.6	D	445	668
2	0.55	7.95	1.2	A	458	687
3	0.66	12.64	1.9	B	458	687

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	365	91	242	748	0.488	361	343	0.0	0.9	9.226	A
2	376	94	139	1050	0.358	373	465	0.0	0.6	5.307	A
3	376	94	212	900	0.418	373	300	0.0	0.7	6.799	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	436	109	290	717	0.608	434	411	0.9	1.5	12.614	B
2	449	112	166	1030	0.436	448	558	0.6	0.8	6.178	A
3	449	112	254	872	0.515	447	360	0.7	1.0	8.454	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	534	133	355	675	0.791	526	502	1.5	3.4	23.076	C
2	549	137	202	1004	0.547	548	679	0.8	1.2	7.864	A
3	549	137	311	834	0.659	546	439	1.0	1.9	12.352	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	534	133	357	674	0.792	533	504	3.4	3.6	25.205	D
2	549	137	204	1002	0.548	549	685	1.2	1.2	7.952	A
3	549	137	312	834	0.659	549	442	1.9	1.9	12.638	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	436	109	293	715	0.610	444	414	3.6	1.6	13.640	B
2	449	112	170	1027	0.437	450	567	1.2	0.8	6.261	A
3	449	112	255	871	0.515	452	365	1.9	1.1	8.658	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	365	91	245	746	0.489	368	346	1.6	1.0	9.574	A
2	376	94	141	1048	0.358	377	472	0.8	0.6	5.370	A
3	376	94	214	898	0.418	377	304	1.1	0.7	6.927	A

D6 - 2029 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	11.85	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.85	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Base + Development	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	400	100.000
2		ONE HOUR	✓	358	100.000
3		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	263	137
	2	191	1	166
	3	164	377	1

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.69	18.00	2.1	C	367	551
2	0.38	5.53	0.6	A	329	493
3	0.66	11.49	1.9	B	497	746

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	301	75	283	725	0.415	298	266	0.0	0.7	8.381	A
2	270	67	103	1081	0.249	268	479	0.0	0.3	4.424	A
3	408	102	144	954	0.428	405	227	0.0	0.7	6.521	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	90	340	689	0.522	358	319	0.7	1.1	10.830	B
2	322	80	124	1065	0.302	321	574	0.3	0.4	4.837	A
3	487	122	172	935	0.521	486	273	0.7	1.1	7.987	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	440	110	415	641	0.687	436	390	1.1	2.1	17.276	C
2	394	99	151	1045	0.377	393	701	0.4	0.6	5.515	A
3	597	149	211	910	0.656	594	333	1.1	1.8	11.273	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	440	110	417	639	0.689	440	391	2.1	2.1	18.004	C
2	394	99	152	1045	0.377	394	705	0.6	0.6	5.534	A
3	597	149	211	910	0.656	597	335	1.8	1.9	11.488	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	90	343	687	0.523	364	320	2.1	1.1	11.267	B
2	322	80	125	1064	0.302	322	581	0.6	0.4	4.860	A
3	487	122	173	935	0.521	490	275	1.9	1.1	8.151	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	301	75	286	723	0.416	303	268	1.1	0.7	8.595	A
2	270	67	104	1079	0.250	270	485	0.4	0.3	4.448	A
3	408	102	145	954	0.428	409	230	1.1	0.8	6.632	A

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
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Filename: Site Access.j11

Path: T:\Projects\210000 Series\210283\TB - Land West of London Road Handcross\Tech\Junction Assessments\Picady

Report generation date: 31/03/2026 08:57:21

»D5 - 2029 | Baseline + Development | AM

»D6 - 2029 | Baseline + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2029 - Baseline + Development										
Stream B-AC	D5	0.1	8.47	0.05	A	D6	0.0	8.01	0.02	A
Stream C-AB		0.0	4.18	0.01	A		0.0	4.22	0.02	A

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

File summary

File Description

Title	
Location	
Site number	
Date	19/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Baseline	AM	ONE HOUR	07:30	09:00	15	
D2	2025	Baseline	PM	ONE HOUR	16:15	17:45	15	
D3	2029	Baseline	AM	ONE HOUR	07:30	09:00	15	
D4	2029	Baseline	PM	ONE HOUR	16:15	17:45	15	
D5	2029	Baseline + Development	AM	ONE HOUR	07:30	09:00	15	✓
D6	2029	Baseline + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

D5 - 2029 | Baseline + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.25	A

Arms

Arms

Arm	Name	Description	Arm type
A	London Road (South)		Major
B	Site Access		Minor
C	London Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - London Road (North)	7.35			204.8	✓	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	3.00	98	113

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	567	0.097	0.246	0.155	0.351
B-C	695	0.100	0.254	-	-
C-B	693	0.253	0.253	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029	Baseline + Development	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - London Road (South)		ONE HOUR	✓	353	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - London Road (North)		ONE HOUR	✓	502	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - London Road (South)	B - Site Access	C - London Road (North)
From	A - London Road (South)	0	6	347
	B - Site Access	13	0	9
	C - London Road (North)	498	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - London Road (South)	B - Site Access	C - London Road (North)
From	A - London Road (South)	0	0	1
	B - Site Access	0	0	0
	C - London Road (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.47	0.1	A	20	30
C-AB	0.01	4.18	0.0	A	8	11
C-A					453	680
A-B					6	8
A-C					318	478

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	502	0.033	16	0.0	0.0	7.405	A
C-AB	5	1	0.00	867	0.006	5	0.0	0.0	4.177	A
C-A	373	93	0.00			373				
A-B	5	1	0.00			5				
A-C	261	65	0.00			261				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	480	0.041	20	0.0	0.0	7.817	A
C-AB	7	2	0.00	904	0.008	7	0.0	0.0	4.010	A
C-A	444	111	0.00			444				
A-B	5	1	0.00			5				
A-C	312	78	0.00			312				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	449	0.054	24	0.0	0.1	8.471	A
C-AB	10	3	0.00	957	0.011	10	0.0	0.0	3.798	A
C-A	542	136	0.00			542				
A-B	7	2	0.00			7				
A-C	382	96	0.00			382				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	449	0.054	24	0.1	0.1	8.472	A
C-AB	10	3	0.00	957	0.011	10	0.0	0.0	3.800	A
C-A	542	136	0.00			542				
A-B	7	2	0.00			7				
A-C	382	96	0.00			382				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	480	0.041	20	0.1	0.0	7.821	A
C-AB	7	2	0.00	904	0.008	7	0.0	0.0	4.018	A
C-A	444	111	0.00			444				
A-B	5	1	0.00			5				
A-C	312	78	0.00			312				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	0.00	502	0.033	17	0.0	0.0	7.412	A
C-AB	5	1	0.00	867	0.006	5	0.0	0.0	4.180	A
C-A	373	93	0.00			373				
A-B	5	1	0.00			5				
A-C	261	65	0.00			261				

D6 - 2029 | Baseline + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029	Baseline + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - London Road (South)		ONE HOUR	✓	314	100.000
B - Site Access		ONE HOUR	✓	10	100.000
C - London Road (North)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - London Road (South)	B - Site Access	C - London Road (North)
From	A - London Road (South)	0	12	302
	B - Site Access	6	0	4
	C - London Road (North)	482	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - London Road (South)	B - Site Access	C - London Road (North)
From	A - London Road (South)	0	0	1
	B - Site Access	0	0	0
	C - London Road (North)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.01	0.0	A	9	14
C-AB	0.02	4.22	0.0	A	17	25
C-A					434	651
A-B					11	17
A-C					277	416

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	510	0.015	7	0.0	0.0	7.169	A
C-AB	12	3	0.00	865	0.013	12	0.0	0.0	4.217	A
C-A	358	89	0.00			358				
A-B	9	2	0.00			9				
A-C	227	57	0.00			227				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	489	0.018	9	0.0	0.0	7.497	A
C-AB	16	4	0.00	902	0.017	16	0.0	0.0	4.061	A
C-A	426	106	0.00			426				
A-B	11	3	0.00			11				
A-C	271	68	0.00			271				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	460	0.024	11	0.0	0.0	8.012	A
C-AB	22	6	0.00	953	0.024	22	0.0	0.0	3.864	A
C-A	518	130	0.00			518				
A-B	13	3	0.00			13				
A-C	333	83	0.00			333				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	0.00	460	0.024	11	0.0	0.0	8.012	A
C-AB	22	6	0.00	953	0.024	22	0.0	0.0	3.866	A
C-A	518	130	0.00			518				
A-B	13	3	0.00			13				
A-C	333	83	0.00			333				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	489	0.018	9	0.0	0.0	7.501	A
C-AB	16	4	0.00	902	0.017	16	0.0	0.0	4.069	A
C-A	426	106	0.00			426				
A-B	11	3	0.00			11				
A-C	271	68	0.00			271				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	0.00	510	0.015	8	0.0	0.0	7.172	A
C-AB	12	3	0.00	865	0.014	12	0.0	0.0	4.222	A
C-A	358	89	0.00			358				
A-B	9	2	0.00			9				
A-C	227	57	0.00			227				

