Land at Foxhole Farm, Bolney: National Highways Response Note

Ref: DS/LJ/ITB16634-020A
Date: 1 July 2025

SECTION 1   Introduction

1.1.1   Wates Developments has submitted a planning application (ref: *DM/25/1129*) for up to 200 new homes on land at Foxhole Farm, Bolney. The site has a draft allocation (ref: *DPA14*) in the submission Mid Sussex Regulation 19 District Plan (December 2023).

1.1.2   National Highways (NH), in its capacity as the responding authority on matters relating to the Strategic Road Network (SRN), has provided a response to consultation on the application dated 28th May 2025, recommending that permission is not granted for a specified period of time to enable the resolution of a number of outstanding matters. These matters relate to the A23, the strategic road local to the site.

1.1.3   A copy of the comments is provided at **Appendix A.** The remainder of the Note is structured as follows:

- Section 2 sets out further information on the transport vision and modelling parameters.

- Section 3 reviews and responds to comments on the junction modelling.

- Section 4 responds to matters related to the Travel Plan.

- Section 5 summarises and concludes the report.

1.1.4   Each section is structured with a sub-heading based on each paragraph of the National Highways response and the identified action points provided in **_bold and underlined_** text, with the response of the Applicant following this.

SECTION 2 Vision and Modelling Parameters

2.1 Development Vision

__The TA should state how the aims of the transport vision alignment with the requirements of DfT Circular 01/2022__

2.1.1 It is important to note that the site has been developed through the Mid Sussex Local Plan process and is identified as a draft allocation within this document. It forms part of the overarching development strategy for Mid Sussex and has been included as an identified site within the Mid Sussex Transport Study; the Study has been developed by Mid Sussex's consultants and in consultation with its partners at West Sussex and National Highways. A Statement of Common Ground was entered into by Mid Sussex and National Highways, detailing NH's acceptance of the strategy, subject to the potential need to agree schemes of mitigation at a number of junctions along the A23, although none of which were in close proximity to the A272 / Bolney. In respect of Circular 1/22, the site forms part of the overarching strategies for spatial planning, integration and the general principles of seeking to prioritise and promote sustainable travel above the need for capacity improvement which has been a key tenet of the MSDC growth strategy.

2.1.2 While strategic level intervention is led by the District Council and its partners, the proposed development has sought to implement the vision at a local level by:

- A direct vehicular access onto the A272 and walking / cycling routes into the village being the most direct and convenient means of travel.

- Proposing the enhancement of active travel links within the village centre through physical works, to be delivered by the Developer.

- Direct active travel connections on the north, west, east and southern boundaries towards local services, facilities and leisure routes.

- Investment to public transport infrastructure and services.

- A comprehensive Travel Plan intended to encourage and support modal shift using 'soft' measures.

- Provision of open space within the site, in addition to educational / community uses.

- Infrastructure to support zero-emission vehicles.

- The introduction of e-Car club vehicles within the site.

- Financial contributions towards WSCC-led safety improvements along the A272.

2.1.3   Therefore, the proposed development accords with Circular 1/22 insofar that the identification of development at this location has been developed through the Local Plan process, consistent with paragraph 26, which itself is predicated on a Vision and Validate / Decide and Provide consistent with paragraph 15 of the Circular, through which National Highways has been actively engaged. The development proposals provide for a range of measures to support the identified growth strategy and to enhance the opportunities for sustainable travel at a local level, consistent with the overarching vision for the growth strategy employed by MSDC.

2.2   Existing Traffic Data

The traffic survey data together with the video files should be provided.

2.2.1   NH has requested the raw traffic survey data for the local junctions – this is provided at **Appendix B**. Video files of the surveys have been requested from the survey company; upon receipt, the files will be forwarded directly to the NH Case Officer.

The observed queue data should be summarised within the TA, demonstrating the average queue on each arm of the junction during each 15-minute time period.

2.2.2   This analysis is provided at **Appendix C**.

2.3   Trip Distribution and Assignment

We require details of the trip distribution / assignment calculations associated with each of the trip purposes, to allow us to fully understand the presented trip distribution and assignment. We need to understand how the summary residential trip distribution and assignment contained within Table 8.6 of the TA was obtained.

2.3.1   This is provided at **Appendix D**.

The community building trip distribution and assignment calculations which have informed Table 8.7 of the TA should be provided.

2.3.2   This is provided at **Appendix E**.

2.4   Assessment Scenarios

Whilst we assume that the proposed opening year of the development is no later than 2031, this should be confirmed by the Applicant.

2.4.1   The Applicant can confirm that the proposed opening year of the development is 2027, with a build out rate of 50 dwellings per annum resulting in completion by 2031.

2.5 Committed Development

Documentation from MSDC should be provided which confirms that there is no committed development to be considered.

2.5.1 A request has been made to MSDC to confirm that no committed development is to be considered beyond the inclusions set out within the TA (i.e. Tempro growth).

2.5.2 A further review of the planning register indicates that there have been no planning permissions granted in the immediate vicinity of the site that require consideration. However, it is noted that the holding objection placed on the planning application for the development of 1,450 new homes at Ansty has been lifted, and that no objection has been raised by National Highways.

2.5.3 The network capacity assessment included within the Transport Assessment accompanying planning application DM/23/2866 has been progressed through the Mid Sussex Strategic Model and assumes Ansty to be in addition to identified Local Plan allocations – e.g. all local plan sites are a "committed development", including allocation DPA14 for 200 homes and associated infrastructure at Foxhole Farm, Bolney, and all committed developments across the District are included in the model. The NH response to application DM/23/2866, dated January 2025, concludes:

"that there is no unacceptable impact on the safety, reliability and / or the operational efficiency of the SRN and in this respect is compliant with national planning and transport policy."

2.5.4 As such, no further consideration of the proposed development at Ansty is required as a committed development sensitivity test for application DM/25/1129. It also follows that there would be no grounds for an objection on SRN impacts, given that the Ansty assessment includes a greater volume of traffic using the network since Local Plan development (including land at Bolney) is treated as a committed development.

__The status of Burgess Hill Northern Arc development (DM/18 /5114 and DM/21/3279) should be clarified as it is understood the mitigation at the A272 Cowfold Road / London Road priority junction was to be implemented prior to 400 dwellings being occupied. As the mitigation has not been implemented, our understanding is that this development is not yet complete.__

2.5.5   MSDC has advised that Northern Arc has completed approximately 140 dwellings to date. Assuming a modest build out rate of 75 dwellings per annum on the Northern Arc site, it would be expected that approximately 290 – 365 of the dwellings will have been completed by the forecast opening year of Bolney. Therefore, there may be a short overlap where a small fraction of the dwellings at Bolney are occupied prior to completion of the mitigation scheme. However, the assessment of the junction included in the TA accompanying this application has been progressed on the basis of no mitigation being in-situ at the junction but with full occupancy of the development and therefore assumes a 'worst case' scenario.

2.5.6   The A272 / London Road junction was assessed as part of the NH response to DM/23/2866 dated January 2025. As above, the assessment including traffic associated with Local Plan sites as a committed development. NH observed that:

> *"We are of the view that the development would not result in an unacceptable safety impact and would not have a severe residual cumulative impact on the SRN."*

2.5.7   The assessment of the junction was that of a 3-arm priority junction and not including the scheme of mitigation secured as part of the Northern Arc improvement. No further assessment of the Northern Arc scheme was sought. While a scheme of mitigation was proposed by the Ansty development, NH stated:

> *"We are of the view that in policy terms there is no requirement for the [mitigation] scheme. Therefore, to be clear, National Highways do not require the junction to be modified as proposed. We also understand that it is not a requirement of West Sussex County Council Highways either."*

2.5.8   No restrictions have been requested through the response to the Ansty application that restricts the number of dwellings that can be occupied prior to the Northern Arc improvement being introduced. On that basis, no further assessment of the junction is required as National Highways accept that no mitigation is required at the junction, even when a greater volume of traffic is routed through it, nor does the cumulative impacts of development constitute a severe impact.

SECTION 3　　Junction Assessments

3.1　A272 Cowfold Road / London Road

The PDF contains details of only 2030 Total (Base + Development) AM, the output setting are required to be modified to ensure all scenarios are reported.

3.1.1　The full outputs are attached at **Appendix F,** as well as the implemented mitigation drawing associated with permission DM/20/2640 associated by the Maryland's permission on which the model has been based, including the widening on London Road. The measurements within the Junctions 11 model are taken from Appendix J of the DHA Transport Technical Note dated December 2020. NH have acknowledged that the junction has been modelled as two lanes, in line with this improvement scheme.

The traffic profile type should be modified to 'one-hour' profile, to better reflect the actual on-site operation.

3.1.2　A one-hour profile was not applied due to the observed baseline conditions presenting a flat profile across both of the peak time periods, as shown in the below graph – it does not operate as a 'peak within a peak'.

Graph 3.1: Traffic Flows – Flat Profile
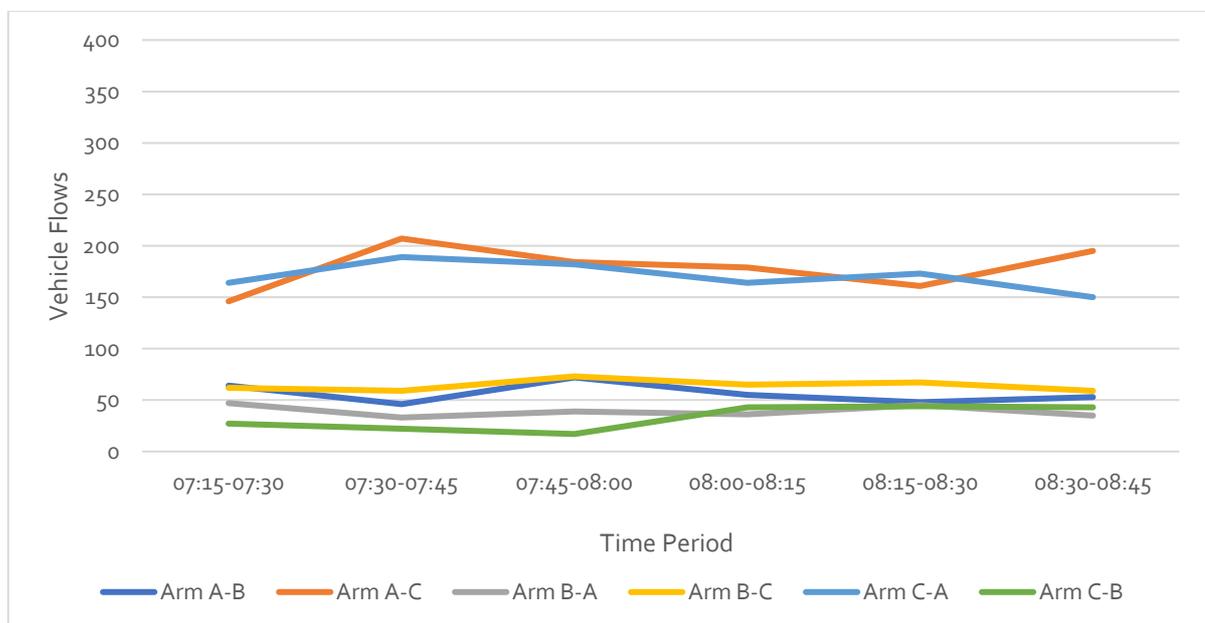
3.1.3　For completeness, the breakdown of the traffic flows during each 15-minute period are presented in **Table 3.1**.

Table 3.1: Traffic Flows – 15-minute periods

Time Period	Arm A-B	Arm A-C	Arm B-A	Arm B-C	Arm C-A	Arm C-B
07:15-07:30	64	146	47	62	164	27
07:30-07:45	46	207	33	59	189	22
07:45-08:00	72	184	39	73	182	17
08:00-08:15	55	179	36	65	164	43
08:15-08:30	48	161	45	67	173	44
08:30-08:45	53	195	35	59	150	43
16:00-16:15	56	169	53	56	164	22
16:15-16:30	51	163	46	52	186	18
16:30-16:45	69	167	32	56	222	26
16:45-17:00	58	183	29	47	197	18
17:00-17:15	54	182	29	45	175	18

Key: Traffic Surveys

Arm A = A272 (West)

Arm B = London Road

Arm C – A272 (East)

3.1.4 Both the graph and table demonstrate that there is little variance across the peak hour, and the observed peak hour and therefore presents the characteristics of a flat profile.

A CAD Drawing should be submitted demonstrating the Junctions input geometry as the Google aerial map is outdated and does not show the recent widening of London Road arm.

3.1.5 See para 3.1.1.

The TA should present the highest the highest 15-minute average queues on each movement during each time period to compare this against the modelled queues, where necessary the Junctions model should be calibrated.

3.1.6 The average 15-minute queues have been reviewed which demonstrates that the maximum, average 15-minute queue during the network peak hour is 0 vehicles on London Road in the AM peak, and one vehicle in the PM peak. Paragraph 7.4.8 of the TA sets out that the junctions model have not been adjusted because it presents a queue of 2-3 PCUs on London Road. By adjusting the queues to be representative of baseline conditions, the capacity improves. Therefore, the junctions model presents a worst-case scenario in terms of vehicle queues.

Junction assessment should be presented both without and with the committed mitigation scheme associated with Burgess Hill Northern Arc.

3.1.7   The A272 / London Road junction was assessed as part of the NH response to DM/23/2866 dated January 2025. As discussed in 2.5.3. the assessment including traffic associated with Local Plan sites as a committed development. NH observed that:

"We are of the view that the development would not result in an unacceptable safety impact and would not have a severe residual cumulative impact on the SRN."

3.1.8   As the junction has been modelled and the impact of a greater volume of traffic has found to be acceptable, the NH position to application DM/23/2866 supersedes the need for any further modelling review of the junction.

The soft copy Junctions input file should be provided.

3.1.9   This will be issued directly to the NH Case Officer.

3.2   London Road / A23 Slip Roads Roundabout

Measurements – Various Comments

3.2.1   NH have reviewed the geometries within the junction model and compared this with their own measurements undertaken using Google aerial imagery. For completeness, and as a comparison, the junction has been modelled using the measurements set out by NH. The results are summarised in **Table 3.2** and provided in full at **Appendix G.**

Table 3.2: London Road / A23 Slips Roundabout Summary – NH Geometry

	Morning Peak Hour		Evening Peak Hour	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2024 - Observed				
A23 Slip Road	0.23	0	0.18	0
Sussex Junction Access	0.00	0	0.01	0
London Road (W)	0.33	1	0.33	1
London Road (E)	0.11	0	0.10	1
2030 – Base				
A23 Slip Road	0.24	0	0.20	0
Sussex Junction Access	0.00	0	0.02	0
London Road (W)	0.35	1	0.35	1
London Road (E)	0.12	0	0.11	0
2030 – Base + Development				

	Morning Peak Hour		Evening Peak Hour	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
A23 Slip Road	0.25	0	0.20	0
Sussex Junction Access	0.00	0	0.02	0
London Road (W)	0.37	1	0.37	1
London Road (E)	0.12	0	0.11	0

Source: Junctions 11

A CAD drawing should be submitted demonstrating the Junctions input geometry.

3.2.2   Provided at Appendix G

The TA should present the highest 15-minute average queues on each movement during each time period and compare this against the modelled queues, where necessary the Junctions model should be calibrated using 'direct intercept' adjustment.

3.2.3   The model is consistent with the highest observed, average 15-minute queue from the day of the survey and has therefore not been adjusted.

The soft copy Junctions input file should be provided.

3.2.4   This will be issued directly to the NH Case Officer.

A272 Cowfold Road / A272 Bolney Road / A23 Slip Roads Roundabout

3.2.5   NH have reviewed the geometries within the junction model and compared this with their own measurements undertaken using Google aerial imagery. For completeness, and as a comparison, the junction has been modelled using the measurements set out by NH. The results are summarised in **Table 3.3** and provided in full at **Appendix H.**

Table 3.3: A272 / A23 Slip Roads Roundabout Summary – NH Geometry

	Morning Peak Hour		Evening Peak Hour	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2024 - Observed				
A272 Bolney Road	0.38	1	0.36	1
A272 Cowfold Road	0.74	3	0.68	2
A23 Off-slip	0.33	1	0.36	1
Crossways	0.00	0	0.13	0
2030 – Base				
A272 Bolney Road	0.41	1	0.39	1
A272 Cowfold Road	0.78	4	0.72	3
A23 Off-slip	0.36	1	0.39	1

	Morning Peak Hour		Evening Peak Hour	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
Crossways	0.00	0	0.15	0
2030 – Base + Development				
A272 Bolney Road	0.42	1	0.41	1
A272 Cowfold Road	0.81	4	0.74	3
A23 Off-slip	0.37	1	0.41	1
Crossways	0.00	0	0.16	0

Source: Junctions 11

__A CAD drawing should be submitted demonstrating the Junctions input geometry.__

3.2.6   Provided at Appendix H

__The vehicle mix is set to 0% for each scenario and this should be updated to reflect the observed vehicle mix.__

3.2.7   This was an input error, and the models have been re-run, taking into account the proportion of HGV's. It has no discernible impact on the performance of the model and the output file is provided at **Appendix H**.

__The existing model Junctions 11 results are shown in Table 9 and show a queue of two vehicles on A272 Cowfold Road. The TA should present the highest 15-minute average queues on each movement during each time period and compare this against the modelled queues, where necessary the Junctions model should be calibrated using 'direct intercept' adjustment.__

3.2.8   The model is consistent with the highest observed, average 15-minute queue from the day of the survey and has therefore not been adjusted.

__The soft copy Junctions input file should be provided.__

3.2.9   This will be issued directly to the NH Case Officer.

SECTION 4 Framework Travel Plan (FTP)

__The details of the proposed walking and cycling infrastructure improvements and public bus service improvements should be progressed and included within the FTP.__

4.1.1 Travel Plan Measure 14 and 15 in Section 5 of the FTP set out the proposed pedestrian improvements to The Street and bus service enhancements to the number 273 bus. Following comment from WSCC, alterations to the pedestrian improvement works on The Street have been submitted as part of the pack of additional information contained within the WSCC response note (ref: *ITB16634-GA-021).*

4.1.2 Active and sustainable travel measures, including the FTP, will be secured via S106 Agreement with WSCC and will also include other measures such as

- Direct active travel connections on the north, west, east and southern boundaries towards local services, facilities and leisure routes.

- Provision of open space within the site, in addition to educational / community uses.

- Infrastructure to support zero-emission vehicles.

- The introduction of e-Car club vehicles within the site.

- Financial contributions towards WSCC-led safety improvements along the A272.

__The TP includes monitoring to be undertaken at two-year intervals, together with setting targets and identifying the needs for additional measures to be secured. There is a need for firm financial commitments to support the objectives of the TP. This needs to be provided within the TP document.__

4.1.3 The Travel Plan document has been updated to confirm the funding for the Travel Plan and is submitted separately. A Monitoring Fee will be secured as part of the S106 Agreement, as well as any other financial contributions sought by WSCC to deliver the Transport Vision and to ensure safe and suitable access for all users, consistent with the requirements of the NPPF.

SECTION 5   Summary and Conclusion

5.1.1   Wates Developments has submitted a planning application (ref: *DM/25/1129*) for up to 200 new homes on land at Foxhole Farm, Bolney. The site has a draft allocation (ref: *DPA14*) in the submission Mid Sussex Regulation 19 District Plan (December 2023).

5.1.2   National Highways (NH) in its capacity as the responding authority on matters relating to the Strategic Road Network (SRN) has provided a response to consultation on the application, dated 28th May 2025; this Note has been prepared to respond to the matters raised within this response.

5.1.3   The note provides clarify on the Transport Vision of the site, and how the site has evolved through the Local Plan process consistent with Circular 1/22. It builds upon the overarching MSDC growth strategy to identify improvements to the network at the local level.

5.1.4   A number of technical matters have been addressed in accordance with the recommendations of NH. However, it is important to consider the proposed development in the context of the NH response to planning application DM/23/2866. This application, for 1,450 new homes at Ansty, included development at Bolney (as well as other draft Local Plan allocations) as committed development within its assessment; in its response dated January 2025 NH concluded that:

> *""We are of the view that the development would not result in an unacceptable impact safety impact and would not have a severe residual cumulative impact on the SRN."*

5.1.5   Following comment from WSCC (as local highway authority), both the Travel Plan and proposed pedestrian improvement schemes on The Street have been revised. As sought by NH, firm financial commitments will be secured through Section 106 Agreement with WSCC to deliver the improvements and fund the implementation, operation and monitoring of the Travel Plan.

5.1.6   On that basis, it is demonstrated that the proposed development satisfies the requirements of the National Planning Policy Framework with regards to its impact on the Strategic Road Network, insofar that there will not be an unacceptable impact on highway safety nor are the residual cumulative impacts of the development severe, taking into account all reasonable future scenarios and in light of the conclusions drawn by NH to DM/23/2866.

APPENDIX A. NATIONAL HIGHWAYS RESPONSE

National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
           Operations Directorate
           South East Region
           National Highways
           PlanningSE@nationalhighways.co.uk

To: [Mid Sussex District Council] (FAO Ms J Fisher)
           joanne.fisher@midsussex.gov.uk

CC: transportplanning@dft.gov.uk
           spatialplanning@nationalhighways.co.uk

Council's Reference: DM/25/1129

Location: Land at Foxhole Farm Foxhole Lane Bolney West Sussex

Proposal: Outline application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 residential dwellings, including affordable housing; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers.

National Highways Ref: NH/25/11086

Referring to the consultation on a planning application dated 7 May 2025 referenced above, in the vicinity of the A272 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

      a) ~~offer no objection (see reasons at Annex A);~~

      b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

      c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: D. Kirkman	**Date: 28 May 2025**
Name: Darren Kirkman	**Position:** Assistant Spatial Planner
National Highways **Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ** **planningSE@nationalhighways.co.uk**	

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[1] Where relevant, further information will be provided within Annex A.

Annex A   National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals and policies that have the potential to impact the safe and efficient operation of the SRN, in the case of this proposal, particularly the A272

Recommended Non-Approval

It is recommended that the application should not be approved until 28 August 2025 to allow the applicant to address the points set out below. Action points are shown in **bold underlined**

Reason

National Highways have reviewed the documents provided in support of this application, and we have the following comments.

Transport Assessment Review

Development Vision
The TA includes a vision statement which notes the following key transport related outcomes which the development is seeking to achieve:
- Reduced vehicles movements on the external road network
- Reduced vehicle movements soon the internal street network
- Reduced disturbance associated with traffic noise and pollution arising from vehicle emissions

The TA should state how the aims of the transport vision align with the requirements of DfT Circular 01/2022.

Existing Traffic Data
The TA notes that the peak hour on the road network is 07:30-08:30 during the AM peak and 16:00-17:00 during the PM peak. The observed traffic flows are shown in Figure 1 of Appendix 7.A. **The traffic survey data together with the video files should be provided.**

The observed queue data should be summarised within the TA, demonstrating the average queue on each arm of each junction during each 15-minute time period.

Trip Distribution and Assignment

The TA provides the overall trip distribution/assignment and the journey to work calculation is presented within Appendix 8.D. **However, we require details of the trip distribution/assignment calculations associated with each of the trip purposes, to allow us to fully understand the presented trip distribution and assignment. We need to understand how the summary residential trip distribution and assignment contained within Table 8.6 of the TA was obtained.**

The community building trip distribution is stated to be based on a gravity model of the population within a 20-minute drive time using 2021 census data.
The community building trip distribution and assignment calculations which have informed Table 8.7 of the TA should be provided

Assessment Scenarios
Whilst we assume that the proposed opening year of the development is no later than 2031, this should be confirmed by the applicant.

Committed Development
The TA has noted that WSCC has advised during pre-application that there is no committed developments that are required to be considered. **Documentation from MSDC should be provided which confirms that there is no committed development to be considered.**

The status of Burgess Hill Northern Arc development (planning reference DM/18/5114/ DM/21/3279) should be clarified as it is understood the mitigation at the A272 Cowfold Road / London Road priority junction was to be implemented prior to 400 dwellings being occupied. As the mitigation has not yet been implemented, our understanding is that this development is not yet complete.

Junction Assessment

Junction 2: A272 Cowfold Road / London Road Priority Junction
The submitted Junctions 11 PDF for A272 Cowfold Road / London Road junction, as contained within the TA Appendix 7.B, has been reviewed and we note the following:
- 'flat' traffic profile type
- AM assessment hour – 07:30 to 08:30

The PDF contains details of only 2030 Total (Base + Development) AM, the output settings are required to be modified to ensure all scenarios are reported

The traffic profile type should be modified to 'one hour' profile, to better reflect the actual on-site operation.

The geometric parameters included within the model have been reviewed against Google aerial imagery and we note the following:
- Cowfold Road – carriageway width, right-turn width, visibility and queue blocking are confirmed to be acceptable

- London Road – the arm is modelled with two full lanes, we acknowledge the length of the two lanes is greater than the observed queueing

A CAD drawing should be submitted demonstrating the Junctions input geometry as the Google aerial map is outdated and does not show the recent widening on the London Road arm

The 2030 Total AM traffic demand input within the submitted model has been reviewed and this is seen to align with the traffic flow diagrams. **The remaining five scenarios cannot be checked as the details are not contained within the PDF.**

The existing model Junctions 11 results show a queue of three vehicles on the right-turn from London Road (stream B-A). **The TA should present the highest 15-minute average queues on each movement during each time period and compare this against the modelled queues, where necessary the Junctions model should be calibrated.**

We note there is no assessment presented to reflect the committed mitigation scheme at this junction. **Junction assessment should be presented both without and with the committed mitigation scheme associated with Burgess Hill Northern Arc.**

The soft copy Junctions input file should be provided.

Junction 6: London Road / A23 Slip Roads Roundabout
The geometric parameters included within the model have been reviewed against Google aerial imagery and we note the following:
• A23 Slip Road – half road measured as 5.8m rather than 6.38m, entry width measured as 6.8m rather than 7.46m, flare length confirmed to be 6m, radius measured as 24m rather than 35.6m, inscribed circle diameter (ICD) measured as 49m rather than 50.7m

• Sussex Junction Access – this is not shown in the aerial view, however based on streetview the half width, entry width and flare length parameters do not look unreasonable, **ICD measured as 49m rather than 50.7m**

• London Road (west) – input geometry differs significantly from that shown in Google maps, half width measured as 3.7m, entry width measured as 6.9m, flare length measured as 23m, radius measured as 30m, ICD measured as 49m

• London Road (north) – half width confirmed to be 3.57m, entry width measured as 6.8m rather than 3.57, flare length measured to be 8m rather than 0m, entry radius measured as 24m rather than 26.7m, ICD measured as 49m rather than 50.7m

• A CAD drawing should be submitted demonstrating the Junctions input geometry

The existing model Junctions 11 results show a queue of one vehicle on London Road. **The TA should present the highest 15-minute average queues on each movement during each time period and compare this against the modelled queues, where necessary the Junctions model should be calibrated using 'direct intercept' adjustment.**

The soft copy Junctions input file should be provided.

Junction 7: A272 Cowfold Road / A272 Bolney Road / A23 Slip Roads Roundabout
The geometric parameters included within the model have been reviewed against Google aerial imagery and we note the following**:**

• A272 Bolney Road – half road confirmed to be 3m, entry width measured as 5m rather than 3m, flare length measured as 15m rather than 0m, radius measured as 25m rather than 56.9m, inscribed circle diameter (ICD) measured as 49m rather than 46.4m

• A272 Cowfold Road – half road measured as 3.7m rather than 4.7m, entry width measured as 8m rather than 9.25m, flare length cannot be determined from aerial view, radius measured as 25m rather than 33.8m, inscribed circle diameter (ICD) measured as 49m rather than 46.4m

• A23 Off Slip – half width measured as 6.2m rather than 6.6m, entry width measured as 7.8m rather than 9.24m, flare length confirmed to be 4.7m, radius measured as 6m rather than 10.7m, ICD measured as 49m rather than 50.7m

• Crossways – half width measured as 3.5m rather than 4.1m, entry width measured as 5.5m rather than 6.11m, flare length confirmed to be 2.3m, radius measured as 23m rather than 27.7m, ICD measured as 49m rather than 50.7m

• A CAD drawing should be submitted demonstrating the Junctions input geometry

The traffic demand flows input within the submitted model have been reviewed and are seen to align with the traffic flow diagrams. **However, the vehicle mix is set to 0% for each scenario and this should be updated to reflect the observed vehicle mix.**

The existing model Junctions 11 results are shown in Table 9 and show a queue of two vehicles on A272 Cowfold Road. The TA should present the highest 15-minute average queues on each movement during each time period and compare this against the modelled queues, where necessary the Junctions model should be calibrated using 'direct intercept' adjustment.

<u>The soft copy Junctions input file should be provided.</u>

Framework Travel Plan

The measures and initiatives include marketing of the FTP, specific measures to reduce single occupancy car travel and measures to encourage travel by walking, cycling, lift sharing and public transport. In addition to marketing and promotion, the proposed measures are noted to include physical measures, in particular walking and cycling infrastructure together with public bus service improvements. **<u>The details of the proposed walking and cycling infrastructure improvements and public bus service improvements should be progressed and included within the FTP.</u>**

<u>The TP includes for monitoring to be undertaken at two-year intervals, together with setting targets and identifying the needs for additional measures to be considered. There is a need for firm financial commitments to support the objectives of the TP. This needs to be provided within the TP document.</u>

<u>Recommendation: that planning permission is not granted for a specified Period</u>
National Highways recommend that the application should not be granted permission for a period extending until 28 August 2025; unless in the meantime all queries and requirements raised by National Highways are fully resolved and this Holding Recommendation is replaced. This does not fetter the Council's ability, if they so wish, to either refuse the application or agree an extension of time beyond 28 August 2025.

<u>Standing advice to the local planning authority</u>

The Climate Change Committee's <u>2022 Report to Parliament</u> notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

APPENDIX B. RAW TRAFFIC SURVEY DATA

Bolney, Wednesday 22nd November 2023

Junction: 1
Approach: B - The Street

TIME	Left to C - A272 Cowfold Road (East)									Right to A - A272 Cowfold Road (West)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	5	2	0	0	0	7	7.0	1	0	1	0	0	0	0	2	1.2
07:15 - 07:30	0	0	3	1	0	0	0	4	4.0	0	0	1	2	0	0	0	3	3.0
07:30 - 07:45	0	0	8	1	0	0	1	10	11.0	0	0	3	0	0	0	0	3	3.0
07:45 - 08:00	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**22**	**4**	**0**	**0**	**1**	**27**	**28.0**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**8**	**7.2**
08:00 - 08:15	0	0	7	0	0	0	0	7	7.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	1	14	0	1	0	1	17	18.7	0	0	4	0	0	0	0	4	4.0
08:30 - 08:45	0	0	14	1	0	0	1	16	17.0	0	0	3	1	1	0	0	5	6.3
08:45 - 09:00	0	0	10	0	1	0	0	11	12.3	0	0	4	1	0	0	0	5	5.0
Hourly Total	**0**	**1**	**45**	**1**	**2**	**0**	**2**	**51**	**55.0**	**0**	**0**	**12**	**2**	**1**	**0**	**0**	**15**	**16.3**
09:00 - 09:15	0	0	10	0	1	0	0	11	12.3	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	8	0	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	0	3	0	0	0	0	3	3.0
09:45 - 10:00	0	0	3	0	0	0	0	3	3.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	**0**	**0**	**27**	**0**	**1**	**0**	**0**	**28**	**29.3**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**8.0**
TOTAL	**0**	**1**	**94**	**5**	**3**	**0**	**3**	**106**	**112.3**	**1**	**0**	**24**	**5**	**1**	**0**	**0**	**31**	**31.5**
16:00 - 16:15	0	0	10	0	4	0	0	14	19.2	0	0	2	1	0	0	0	3	3.0
16:15 - 16:30	0	0	7	1	0	0	0	8	8.0	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**27**	**1**	**4**	**0**	**0**	**32**	**37.2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**5.0**
17:00 - 17:15	0	0	3	0	0	0	1	4	5.0	0	0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	0	8	1	0	0	0	9	9.0	0	0	3	0	0	0	0	3	3.0
17:30 - 17:45	0	0	10	0	0	0	0	10	10.0	0	0	6	1	0	0	0	7	7.0
17:45 - 18:00	0	0	7	0	0	0	0	7	7.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	**0**	**0**	**28**	**1**	**0**	**0**	**1**	**30**	**31.0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**14.0**
18:00 - 18:15	0	0	5	1	0	0	0	6	6.0	0	0	2	0	1	0	0	3	4.3
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
18:30 - 18:45	0	0	8	0	0	0	0	8	8.0	0	0	2	0	0	0	0	2	2.0
18:45 - 19:00	0	0	5	0	1	0	0	6	7.3	0	0	2	0	0	0	0	2	2.0
Hourly Total	**0**	**0**	**20**	**1**	**1**	**0**	**0**	**22**	**23.3**	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**8**	**9.3**
TOTAL	**0**	**0**	**75**	**3**	**5**	**0**	**1**	**84**	**91.5**	**0**	**0**	**24**	**2**	**1**	**0**	**0**	**27**	**28.3**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 1
Approach: C - A272 Cowfold Road (East)

TIME	Ahead to A - A272 Cowfold Road (West)									Right to B - The Street									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	134	20	2	2	0	158	163.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	150	48	7	5	0	210	225.6	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	184	19	9	8	0	220	242.1	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	1	0	168	38	8	4	0	219	233.8	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	0	636	125	26	19	0	807	864.7	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	136	33	21	1	0	191	219.6	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	154	37	19	1	0	211	237.0	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	142	25	18	3	1	189	217.3	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	165	29	20	3	1	218	248.9	0	0	6	0	1	0	0	7	8.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	597	124	78	8	2	809	922.8	0	0	11	1	1	0	0	13	14.3	0	0	1	0	0	0	0	1	1.0
09:00 - 09:15	0	0	127	35	15	6	0	183	210.3	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	118	33	18	5	0	174	203.9	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	2	119	28	16	7	0	172	200.7	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	1	106	27	22	2	0	158	188.6	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	3	470	123	71	20	0	687	803.5	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
TOTAL	1	3	1703	372	175	47	2	2303	2591.0	0	0	21	1	1	0	0	23	24.3	0	0	1	0	0	0	0	1	1.0
16:00 - 16:15	0	0	167	42	9	0	1	219	231.7	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	1	194	36	5	1	0	237	244.2	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	233	20	1	1	0	255	257.6	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	188	25	2	2	0	217	222.2	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	782	123	17	4	1	928	955.7	0	0	14	0	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	179	10	5	0	0	194	200.5	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	207	12	4	1	0	224	230.5	0	0	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	196	14	3	1	0	214	219.2	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	183	9	2	0	0	194	196.6	0	0	3	0	0	0	1	4	5.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	765	45	14	2	0	826	846.8	0	0	23	0	0	0	1	24	25.0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	145	5	2	1	0	153	156.9	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	172	12	2	0	0	186	188.6	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	138	9	2	1	0	150	153.9	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	117	6	2	1	1	127	131.9	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	572	32	8	3	1	616	631.3	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	1	2119	200	39	9	2	2370	2433.8	0	0	48	0	0	0	1	49	50.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 1

Approach: A - A272 Cowfold Road (West)

TIME	Left to B - The Street									Ahead to C - A272 Cowfold Road (East)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0.0	0	2	139	40	9	0	2	192	204.5
07:15 - 07:30	0	0	0	0	0	0	0	0	0.0	0	1	163	37	7	2	1	211	223.1
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	189	49	7	1	1	247	258.4
07:45 - 08:00	0	0	3	0	0	0	0	3	3.0	0	1	170	61	14	4	0	250	272.8
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**	**0**	**4**	**661**	**187**	**37**	**7**	**4**	**900**	**958.8**
08:00 - 08:15	0	0	1	0	1	0	0	2	3.3	0	0	184	32	10	2	0	228	243.6
08:15 - 08:30	0	0	5	1	0	0	0	6	6.0	0	3	138	34	17	1	1	194	216.6
08:30 - 08:45	0	0	3	0	0	0	0	3	3.0	0	3	176	39	12	3	0	233	250.7
08:45 - 09:00	0	0	1	1	0	0	0	2	2.0	0	0	162	38	13	5	1	219	243.4
Hourly Total	**0**	**0**	**10**	**2**	**1**	**0**	**0**	**13**	**14.3**	**0**	**6**	**660**	**143**	**52**	**11**	**2**	**874**	**954.3**
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	1	126	34	7	2	0	170	181.1
09:15 - 09:30	0	0	2	0	0	0	0	2	2.0	0	0	123	30	12	3	0	168	187.5
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	1	116	41	18	4	0	180	208.0
09:45 - 10:00	0	0	0	0	1	0	0	1	2.3	0	0	100	30	15	2	0	147	169.1
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**6.3**	**0**	**2**	**465**	**135**	**52**	**11**	**0**	**665**	**745.7**
TOTAL	**0**	**0**	**17**	**2**	**2**	**0**	**0**	**21**	**23.6**	**0**	**12**	**1786**	**465**	**141**	**29**	**6**	**2439**	**2658.8**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	123	71	14	3	0	211	233.1
16:15 - 16:30	0	0	1	1	0	0	0	2	2.0	0	0	137	52	9	1	0	199	212.0
16:30 - 16:45	0	0	3	0	0	0	0	3	3.0	0	0	185	35	11	2	0	233	249.9
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	207	25	6	2	0	240	250.4
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**652**	**183**	**40**	**8**	**0**	**883**	**945.4**
17:00 - 17:15	0	0	1	0	0	0	0	1	1.0	0	0	206	28	6	0	0	240	247.8
17:15 - 17:30	0	0	2	0	0	0	0	2	2.0	0	0	197	16	8	2	0	223	236.0
17:30 - 17:45	0	0	7	1	0	0	0	8	8.0	0	0	206	18	5	1	0	230	237.8
17:45 - 18:00	0	0	1	0	0	0	0	1	1.0	0	0	201	15	1	3	0	220	225.2
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**12.0**	**0**	**0**	**810**	**77**	**20**	**6**	**0**	**913**	**946.8**
18:00 - 18:15	0	0	4	0	0	0	0	4	4.0	0	0	166	15	3	1	0	185	190.2
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	126	17	4	2	0	149	156.8
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	137	12	1	1	1	152	155.6
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	94	8	3	1	0	106	111.2
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**6.0**	**0**	**0**	**523**	**52**	**11**	**5**	**1**	**592**	**613.8**
TOTAL	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**24.0**	**0**	**0**	**1985**	**312**	**71**	**19**	**1**	**2388**	**2506.0**

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 2
Approach: B - London Road

TIME	Left to C - A272 Cowfold Road (East)									Right to A - A272 Cowfold Road (West)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	35	8	2	1	0	46	49.9	0	0	34	7	1	1	0	43	45.6
07:15 - 07:30	0	0	46	12	3	1	0	62	67.2	0	0	27	15	4	1	0	47	53.5
07:30 - 07:45	0	0	49	7	1	1	1	59	62.6	0	0	24	5	4	0	0	33	38.2
07:45 - 08:00	0	0	60	9	3	1	0	73	78.2	0	0	26	11	2	0	0	39	41.6
Hourly Total	**0**	**0**	**190**	**36**	**9**	**4**	**1**	**240**	**257.9**	**0**	**0**	**111**	**38**	**11**	**2**	**0**	**162**	**178.9**
08:00 - 08:15	0	0	52	10	3	0	0	65	68.9	0	0	22	12	2	0	0	36	38.6
08:15 - 08:30	0	0	52	7	6	2	0	67	77.4	0	0	27	10	8	0	0	45	55.4
08:30 - 08:45	0	0	49	8	1	1	0	59	61.6	0	0	22	5	8	0	0	35	45.4
08:45 - 09:00	0	0	49	5	2	2	0	58	63.2	0	0	19	9	6	1	0	35	44.1
Hourly Total	**0**	**0**	**202**	**30**	**12**	**5**	**0**	**249**	**271.1**	**0**	**0**	**90**	**36**	**24**	**1**	**0**	**151**	**183.5**
09:00 - 09:15	0	0	37	6	4	1	0	48	54.5	0	0	23	8	6	2	0	39	49.4
09:15 - 09:30	0	0	30	7	5	2	0	44	53.1	0	1	31	12	6	3	0	53	64.1
09:30 - 09:45	0	2	15	3	3	0	1	24	27.7	0	1	38	10	6	3	0	58	69.1
09:45 - 10:00	0	0	25	6	1	0	0	32	33.3	0	0	35	13	8	1	0	57	68.7
Hourly Total	**0**	**2**	**107**	**22**	**13**	**3**	**1**	**148**	**168.6**	**0**	**2**	**127**	**43**	**26**	**9**	**0**	**207**	**251.3**
TOTAL	**0**	**2**	**499**	**88**	**34**	**12**	**2**	**637**	**697.6**	**0**	**2**	**328**	**117**	**61**	**12**	**0**	**520**	**613.7**
16:00 - 16:15	0	0	44	9	2	1	0	56	59.9	0	0	37	15	1	0	0	53	54.3
16:15 - 16:30	0	3	41	8	0	0	0	52	50.2	0	0	38	7	1	0	0	46	47.3
16:30 - 16:45	0	0	52	3	0	0	1	56	57.0	0	0	27	4	0	0	1	32	33.0
16:45 - 17:00	0	0	38	7	2	0	0	47	49.6	0	0	19	7	1	2	0	29	32.9
Hourly Total	**0**	**3**	**175**	**27**	**4**	**1**	**1**	**211**	**216.7**	**0**	**0**	**121**	**33**	**3**	**2**	**1**	**160**	**167.5**
17:00 - 17:15	0	0	37	7	1	0	0	45	46.3	0	0	24	4	1	0	0	29	30.3
17:15 - 17:30	0	0	44	7	3	0	0	54	57.9	0	0	30	2	2	0	0	34	36.6
17:30 - 17:45	0	0	39	6	1	0	1	47	49.3	0	0	31	5	0	1	0	37	38.3
17:45 - 18:00	0	0	37	1	0	0	1	39	40.0	0	0	34	5	0	0	0	39	39.0
Hourly Total	**0**	**0**	**157**	**21**	**5**	**0**	**2**	**185**	**193.5**	**0**	**0**	**119**	**16**	**3**	**1**	**0**	**139**	**144.2**
18:00 - 18:15	0	0	38	5	0	0	0	43	43.0	0	0	35	5	1	0	0	41	42.3
18:15 - 18:30	0	0	31	2	0	0	0	33	33.0	0	0	39	4	1	0	0	44	45.3
18:30 - 18:45	0	0	30	1	1	0	0	32	33.3	0	0	26	3	1	0	0	30	31.3
18:45 - 19:00	0	0	16	1	0	0	0	17	17.0	0	0	34	2	1	0	0	37	38.3
Hourly Total	**0**	**0**	**115**	**9**	**1**	**0**	**0**	**125**	**126.3**	**0**	**0**	**134**	**14**	**4**	**0**	**0**	**152**	**157.2**
TOTAL	**0**	**3**	**447**	**57**	**10**	**1**	**3**	**521**	**536.5**	**0**	**0**	**374**	**63**	**10**	**3**	**1**	**451**	**468.9**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 2
Approach: C - A272 Cowfold Road (East)

TIME	Ahead to A - A272 Cowfold Road (West)									Right to B - London Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	100	13	1	1	0	115	117.6	0	0	6	3	0	1	0	10	11.3
07:15 - 07:30	0	0	123	34	3	4	0	164	173.1	0	0	21	5	1	0	0	27	28.3
07:30 - 07:45	0	0	161	15	5	8	0	189	205.9	0	0	16	3	1	2	0	22	25.9
07:45 - 08:00	1	0	145	26	6	4	0	182	194.2	0	0	13	3	0	1	0	17	18.3
Hourly Total	**1**	**0**	**529**	**88**	**15**	**17**	**0**	**650**	**690.8**	**0**	**0**	**56**	**14**	**2**	**4**	**0**	**76**	**83.8**
08:00 - 08:15	0	0	122	22	19	1	0	164	190.0	1	1	31	10	0	0	0	43	41.6
08:15 - 08:30	0	0	135	26	11	1	0	173	188.6	0	1	37	3	1	2	0	44	47.3
08:30 - 08:45	0	0	114	21	11	3	1	150	169.2	0	0	32	3	1	1	0	37	39.6
08:45 - 09:00	0	0	139	20	14	2	1	176	197.8	0	0	41	3	1	2	0	47	50.9
Hourly Total	**0**	**0**	**510**	**89**	**55**	**7**	**2**	**663**	**745.6**	**1**	**2**	**141**	**19**	**3**	**5**	**0**	**171**	**179.4**
09:00 - 09:15	0	0	115	26	10	4	0	155	173.2	0	0	26	5	1	0	1	33	35.3
09:15 - 09:30	0	0	79	21	12	2	0	114	132.2	0	0	17	4	3	0	0	24	27.9
09:30 - 09:45	0	1	77	17	10	5	0	110	128.9	0	0	13	4	0	1	0	18	19.3
09:45 - 10:00	0	0	75	14	14	0	0	103	121.2	0	0	14	6	2	0	0	22	24.6
Hourly Total	**0**	**1**	**346**	**78**	**46**	**11**	**0**	**482**	**555.5**	**0**	**0**	**70**	**19**	**6**	**1**	**1**	**97**	**107.1**
TOTAL	**1**	**1**	**1385**	**255**	**116**	**35**	**2**	**1795**	**1991.9**	**1**	**2**	**267**	**52**	**11**	**10**	**1**	**344**	**370.3**
16:00 - 16:15	0	0	130	27	7	0	0	164	173.1	0	0	13	7	0	2	0	22	24.6
16:15 - 16:30	0	1	151	29	4	1	0	186	191.9	0	0	12	4	1	1	0	18	20.6
16:30 - 16:45	0	0	203	16	2	1	0	222	225.9	0	0	22	3	0	1	0	26	27.3
16:45 - 17:00	0	0	178	18	1	0	0	197	198.3	0	0	17	1	0	0	0	18	18.0
Hourly Total	**0**	**1**	**662**	**90**	**14**	**2**	**0**	**769**	**789.2**	**0**	**0**	**64**	**15**	**1**	**4**	**0**	**84**	**90.5**
17:00 - 17:15	0	0	165	7	3	0	0	175	178.9	0	0	17	1	0	0	0	18	18.0
17:15 - 17:30	0	0	182	8	2	1	0	193	196.9	0	0	12	1	0	1	0	14	15.3
17:30 - 17:45	0	0	167	8	2	0	0	177	179.6	0	0	12	0	2	0	0	14	16.6
17:45 - 18:00	0	0	155	6	3	0	1	165	169.9	0	0	18	2	0	0	0	20	20.0
Hourly Total	**0**	**0**	**669**	**29**	**10**	**1**	**1**	**710**	**725.3**	**0**	**0**	**59**	**4**	**2**	**1**	**0**	**66**	**69.9**
18:00 - 18:15	0	0	113	2	1	1	0	117	119.6	0	0	19	2	2	1	0	24	27.9
18:15 - 18:30	0	0	136	6	1	0	0	143	144.3	0	0	13	0	0	0	0	13	13.0
18:30 - 18:45	0	0	114	7	1	1	0	123	125.6	0	0	20	1	1	0	0	22	23.3
18:45 - 19:00	0	0	86	4	1	1	1	93	96.6	0	0	12	2	1	0	0	15	16.3
Hourly Total	**0**	**0**	**449**	**19**	**4**	**3**	**1**	**476**	**486.1**	**0**	**0**	**64**	**5**	**4**	**1**	**0**	**74**	**80.5**
TOTAL	**0**	**1**	**1780**	**138**	**28**	**6**	**2**	**1955**	**2000.6**	**0**	**0**	**187**	**24**	**7**	**6**	**0**	**224**	**240.9**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 2
Approach: A - A272 Cowfold Road (West)

TIME	Left to B - London Road									Ahead to C - A272 Cowfold Road (East)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	58	18	2	1	0	79	82.9	0	2	87	24	7	0	2	122	131.9
07:15 - 07:30	0	0	49	12	3	0	0	64	67.9	0	1	114	25	4	1	1	146	152.9
07:30 - 07:45	0	0	33	9	3	1	0	46	51.2	0	0	160	41	4	0	2	207	214.2
07:45 - 08:00	0	1	39	20	10	2	0	72	87.0	0	0	139	39	4	2	0	184	191.8
Hourly Total	**0**	**1**	**179**	**59**	**18**	**4**	**0**	**261**	**289.0**	**0**	**3**	**500**	**129**	**19**	**3**	**5**	**659**	**690.8**
08:00 - 08:15	0	0	41	10	3	1	0	55	60.2	0	0	147	23	8	1	0	179	190.7
08:15 - 08:30	0	0	30	8	7	2	1	48	60.7	0	4	119	26	10	0	2	161	173.6
08:30 - 08:45	0	0	36	13	4	0	0	53	58.2	0	2	156	27	8	2	0	195	206.8
08:45 - 09:00	0	0	28	9	5	3	1	46	57.4	0	3	130	28	9	2	0	172	184.5
Hourly Total	**0**	**0**	**135**	**40**	**19**	**6**	**2**	**202**	**236.5**	**0**	**9**	**552**	**104**	**35**	**5**	**2**	**707**	**755.6**
09:00 - 09:15	0	0	36	12	1	2	0	51	54.9	0	0	109	22	7	1	0	139	149.4
09:15 - 09:30	0	0	23	10	4	1	0	38	44.5	0	0	108	22	8	1	0	139	150.7
09:30 - 09:45	0	0	31	13	4	2	0	50	57.8	0	1	91	26	12	2	0	132	149.6
09:45 - 10:00	0	0	32	8	4	1	0	45	51.5	0	0	70	23	13	1	0	107	125.2
Hourly Total	**0**	**0**	**122**	**43**	**13**	**6**	**0**	**184**	**208.7**	**0**	**1**	**378**	**93**	**40**	**5**	**0**	**517**	**574.9**
TOTAL	**0**	**1**	**436**	**142**	**50**	**16**	**2**	**647**	**734.2**	**0**	**13**	**1430**	**326**	**94**	**13**	**7**	**1883**	**2021.3**
16:00 - 16:15	0	0	33	14	6	3	0	56	67.7	0	0	101	56	12	0	0	169	184.6
16:15 - 16:30	0	0	31	12	7	1	0	51	61.4	0	0	120	41	2	0	0	163	165.6
16:30 - 16:45	0	0	46	17	6	0	0	69	76.8	0	0	142	19	4	2	0	167	174.8
16:45 - 17:00	0	0	45	6	6	1	0	58	67.1	0	0	163	18	1	1	0	183	185.6
Hourly Total	**0**	**0**	**155**	**49**	**25**	**5**	**0**	**234**	**273.0**	**0**	**0**	**526**	**134**	**19**	**3**	**0**	**682**	**710.6**
17:00 - 17:15	0	0	39	13	2	0	0	54	56.6	0	0	162	15	4	0	1	182	188.2
17:15 - 17:30	0	0	30	4	6	1	0	41	50.1	0	0	176	12	2	1	0	191	194.9
17:30 - 17:45	0	0	47	5	2	1	0	55	58.9	0	0	167	14	2	0	0	183	185.6
17:45 - 18:00	0	0	32	7	1	3	0	43	48.2	0	0	175	8	1	0	0	184	185.3
Hourly Total	**0**	**0**	**148**	**29**	**11**	**5**	**0**	**193**	**213.8**	**0**	**0**	**680**	**49**	**9**	**1**	**1**	**740**	**754.0**
18:00 - 18:15	0	0	35	4	1	0	0	40	41.3	0	0	134	11	2	0	0	147	149.6
18:15 - 18:30	0	0	40	9	3	3	0	55	62.8	0	0	92	8	1	0	0	101	102.3
18:30 - 18:45	0	0	29	5	1	0	0	35	36.3	0	0	114	7	0	0	1	122	123.0
18:45 - 19:00	0	0	19	2	1	2	0	24	27.9	0	0	81	6	3	0	0	90	93.9
Hourly Total	**0**	**0**	**123**	**20**	**6**	**5**	**0**	**154**	**168.3**	**0**	**0**	**421**	**32**	**6**	**0**	**1**	**460**	**468.8**
TOTAL	**0**	**0**	**426**	**98**	**42**	**15**	**0**	**581**	**655.1**	**0**	**0**	**1627**	**215**	**34**	**4**	**2**	**1882**	**1933.4**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 3
Approach: D - Foxhole Lane

TIME	Left to A - A272 Cowfold Road (East)									Ahead to B - Bolney Chapel Road									Right to C - A272 Cowfold Road (West)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	1	1	1	0	3	5.6	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	2	1	1	0	0	4	5.3	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**7**	**2**	**2**	**1**	**0**	**12**	**15.9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	1	0	0	1	2.3
08:15 - 08:30	0	0	2	2	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	3	0	0	0	0	3	3.0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**	**10.0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2.3**
09:00 - 09:15	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	1	0	1	0	0	2	3.3	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**11**	**12.3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**3.0**
TOTAL	**0**	**0**	**23**	**6**	**3**	**1**	**0**	**33**	**38.2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**5**	**6.3**
16:00 - 16:15	0	0	3	1	0	0	0	4	4.0	0	0	2	0	0	0	0	2	2.0	0	0	3	1	0	0	0	4	4.0
16:15 - 16:30	0	0	4	1	0	0	0	5	5.0	0	1	0	0	0	0	0	1	0.4	0	0	5	0	0	0	0	5	5.0
16:30 - 16:45	0	0	1	0	1	0	0	2	3.3	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	**0**	**0**	**12**	**2**	**1**	**0**	**0**	**15**	**16.3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**3.4**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**10.0**
17:00 - 17:15	0	0	7	1	1	0	0	9	10.3	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
17:15 - 17:30	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**	**22.3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**
18:00 - 18:15	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**7.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**0**	**38**	**3**	**2**	**0**	**0**	**43**	**45.6**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**3.4**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**	**12.0**

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 3
Approach: A - A272 Cowfold Road (East)

			Left to B - Bolney Chapel Road								Ahead to C - A272 Cowfold Road (West)										Right to D - Foxhole Lane										U-Turn						
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	0	0	0	0	0	1	0.4	1	0	135	22	2	3	0	163	168.7	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	1	1	0	0	2	3.3	0	0	149	47	6	4	0	206	219.0	0	0	2	0	1	0	0	3	4.3	0	0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	186	17	9	8	0	220	242.1	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	3	1	0	0	0	4	4.0	0	0	164	33	8	4	0	209	224.6	0	0	1	2	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**3**	**2**	**1**	**0**	**0**	**7**	**7.7**	**1**	**0**	**634**	**119**	**25**	**19**	**0**	**798**	**854.4**	**0**	**0**	**6**	**2**	**1**	**0**	**0**	**9**	**10.3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	0	0	0	2	1	0	0	3	4.3	1	0	136	31	20	1	0	189	215.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	4	0	0	0	0	4	4.0	0	0	147	37	19	1	0	204	230.0	0	0	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	132	29	18	3	0	182	209.3	0	0	4	0	0	0	0	4	4.0	0	0	0	0	1	0	0	1	2.3
08:45 - 09:00	0	0	2	1	0	0	0	3	3.0	0	0	164	27	21	3	2	217	250.2	0	0	5	2	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**8**	**3**	**1**	**0**	**0**	**12**	**13.3**	**1**	**0**	**579**	**124**	**78**	**8**	**2**	**792**	**905.0**	**0**	**0**	**18**	**3**	**0**	**0**	**0**	**21**	**21.0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2.3**
09:00 - 09:15	0	0	3	1	0	0	0	4	4.0	0	0	117	34	16	5	0	172	199.3	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	2	2	0	0	0	4	4.0	0	0	114	31	17	5	0	167	195.6	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	5	1	2	0	0	8	10.6	0	2	110	26	14	7	0	159	185.1	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	1	1	0	0	0	2	2.0	0	1	104	26	22	2	0	155	185.6	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**11**	**5**	**2**	**0**	**0**	**18**	**20.6**	**0**	**3**	**445**	**117**	**69**	**19**	**0**	**653**	**765.6**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**17**	**17.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**1**	**22**	**10**	**4**	**0**	**0**	**37**	**41.6**	**2**	**3**	**1658**	**360**	**172**	**46**	**2**	**2243**	**2525.0**	**0**	**0**	**39**	**7**	**1**	**0**	**0**	**47**	**48.3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**3.3**
16:00 - 16:15	0	0	3	1	0	0	0	4	4.0	0	1	162	42	7	0	1	213	222.5	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	0	193	36	4	1	0	234	240.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	3	1	0	0	0	4	4.0	0	0	231	16	3	0	0	250	253.9	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	4	0	0	0	0	4	4.0	0	0	187	26	2	3	0	218	224.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**13.0**	**0**	**1**	**773**	**120**	**16**	**4**	**1**	**915**	**941.4**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**7.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	178	11	5	1	0	195	202.8	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	1	0	0	0	0	1	1.0	0	0	207	12	4	0	0	223	228.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	198	15	3	1	0	217	222.2	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	4	0	0	0	0	4	4.0	0	0	190	9	2	0	0	201	203.6	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**773**	**47**	**14**	**2**	**0**	**836**	**856.8**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	140	9	5	0	0	154	160.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	159	9	0	1	0	169	170.3	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	0	149	8	2	2	0	161	166.2	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	1	0	0	0	0	0	1	0.4	0	0	106	7	2	0	1	116	119.6	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**6**	**5.4**	**0**	**0**	**554**	**33**	**9**	**3**	**1**	**600**	**616.6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**4.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**1**	**21**	**2**	**0**	**0**	**0**	**24**	**23.4**	**0**	**1**	**2100**	**200**	**39**	**9**	**2**	**2351**	**2414.8**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**16.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 3
Approach: B - Bolney Chapel Road

TIME	Left to C - A272 Cowfold Road (West)									Ahead to D - Foxhole Lane									Right to A - A272 Cowfold Road (East)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	1	1	1	0	0	3	4.3
07:15 - 07:30	0	0	3	2	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
07:30 - 07:45	0	0	1	3	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	0	5	0	1	0	0	6	7.3	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0
Hourly Total	0	0	10	5	1	0	0	16	17.3	0	0	0	0	0	0	0	0	0.0	0	0	7	2	1	0	0	10	11.3
08:00 - 08:15	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0
08:15 - 08:30	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	1	2	3.0
08:30 - 08:45	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0.0	0	0	10	1	0	0	1	12	13.0
09:00 - 09:15	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
09:15 - 09:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	5	1	1	0	0	7	8.3
09:45 - 10:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	2	2	0	0	0	4	4.0
Hourly Total	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	8	4	1	0	0	13	14.3
TOTAL	0	0	29	5	1	0	0	35	36.3	0	0	0	0	0	0	0	0	0.0	0	0	25	7	2	0	1	35	38.6
16:00 - 16:15	0	1	7	1	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0
16:15 - 16:30	0	0	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0
16:30 - 16:45	0	0	1	1	1	0	0	3	4.3	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
16:45 - 17:00	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	1	19	3	1	0	0	24	24.7	0	0	0	0	0	0	0	0	0.0	0	0	3	2	0	0	0	5	5.0
17:00 - 17:15	0	0	6	4	1	0	0	11	12.3	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	2	1	0	0	0	3	3.0	0	0	1	0	0	0	0	1	1.0	0	0	4	1	0	0	0	5	5.0
17:45 - 18:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	15	5	1	0	0	21	22.3	0	0	2	0	0	0	0	2	2.0	0	0	6	1	0	0	0	7	7.0
18:00 - 18:15	0	0	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
TOTAL	0	1	44	9	2	0	0	56	58.0	0	0	2	0	0	0	0	2	2.0	0	0	10	3	0	0	0	13	13.0

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 3
Approach: C - A272 Cowfold Road (West)

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

TIME	Left to D - Foxhole Lane									Ahead to A - A272 Cowfold Road (East)									Right to B - Bolney Chapel Road									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	3	0	0	0	0	3	3.0	0	3	136	38	8	1	2	188	199.9	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	1	0	0	0	1	2	3.0	0	1	161	37	6	1	1	207	216.5	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0	0	0.0	0	0	177	50	7	1	1	236	247.4	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	1	0	1	0	0	2	3.3	0	1	174	57	13	3	0	248	268.2	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**5**	**0**	**1**	**0**	**1**	**7**	**9.3**	**0**	**5**	**648**	**182**	**34**	**6**	**4**	**879**	**932.0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	0	0	2	0	0	0	0	2	2.0	0	0	178	33	11	2	0	224	240.9	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	3	1	0	0	0	4	4.0	0	3	142	33	17	1	0	196	217.6	0	0	1	1	1	0	0	3	4.3	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	4	0	1	0	0	5	6.3	0	3	177	38	12	3	0	233	250.7	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	1	0	0	0	0	1	1.0	0	0	157	38	13	5	1	214	238.4	0	0	1	0	1	0	0	2	3.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**10**	**1**	**1**	**0**	**0**	**12**	**13.3**	**0**	**6**	**654**	**142**	**53**	**11**	**1**	**867**	**947.6**	**0**	**0**	**4**	**1**	**2**	**0**	**0**	**7**	**9.6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	0	0	1	0	0	0	0	1	1.0	0	1	124	33	7	2	0	167	178.1	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	1	0	0	0	0	1	1.0	0	0	120	27	12	3	0	162	181.5	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	1	0	0	0	0	1	1.0	0	1	103	41	17	4	0	166	192.7	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	2	2	0	0	0	4	4.0	0	0	100	28	15	2	0	145	167.1	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**7.0**	**0**	**2**	**447**	**129**	**51**	**11**	**0**	**640**	**719.4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
TOTAL	**0**	**0**	**20**	**3**	**2**	**0**	**1**	**26**	**29.6**	**0**	**13**	**1749**	**453**	**138**	**28**	**5**	**2386**	**2599.0**	**0**	**0**	**8**	**4**	**2**	**0**	**0**	**14**	**16.6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	117	68	14	4	0	203	226.4	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	135	53	9	1	0	198	211.0	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	0	185	37	9	2	0	233	247.3	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	1	0	0	0	1	1.0	0	0	201	23	7	1	0	232	242.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**638**	**181**	**39**	**8**	**0**	**866**	**927.1**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	201	26	5	0	0	232	238.5	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	188	17	7	2	0	214	225.7	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	1	0	0	0	0	1	1.0	0	0	212	17	5	1	0	235	242.8	0	0	0	1	0	0	0	1	2.3	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	198	15	2	3	0	218	224.5	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.0**	**0**	**0**	**799**	**75**	**19**	**6**	**0**	**899**	**931.5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**4.3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	1	0	0	0	0	1	1.0	0	0	164	14	3	1	0	182	187.2	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	0	125	18	4	2	0	149	156.8	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0	0	0	0	0.0	0	0	135	13	1	1	1	151	154.6	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0	0	0	0	0.0	0	0	94	8	3	1	0	106	111.2	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**518**	**53**	**11**	**5**	**1**	**588**	**609.8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**5.0**	**0**	**0**	**1955**	**309**	**69**	**19**	**1**	**2353**	**2468.4**	**0**	**0**	**7**	**2**	**1**	**0**	**0**	**10**	**11.3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**

Bolney, Wednesday 22nd November 2023

Junction: 4
Approach: 3 - A281 (North)

TIME	Left to 1 - Bolney Road									Ahead to 2 - A281 (South)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	3	102	42	8	0	3	158	169.6	0	0	2	6	0	2	1	11	14.6
07:15 - 07:30	2	0	146	45	1	3	1	198	202.6	0	0	7	6	1	0	1	15	17.3
07:30 - 07:45	1	0	151	39	6	1	0	198	206.3	0	0	3	2	0	0	0	5	5.0
07:45 - 08:00	0	1	149	50	14	1	0	215	233.9	0	0	7	2	0	1	1	11	13.3
Hourly Total	**3**	**4**	**548**	**176**	**29**	**5**	**4**	**769**	**812.4**	**0**	**0**	**19**	**16**	**1**	**3**	**3**	**42**	**50.2**
08:00 - 08:15	0	1	153	35	11	2	0	202	218.3	0	0	4	4	1	0	0	9	10.3
08:15 - 08:30	0	1	146	36	12	1	0	196	212.3	0	0	6	4	1	1	1	13	16.6
08:30 - 08:45	0	3	161	41	9	2	0	216	228.5	0	0	7	3	4	0	0	14	19.2
08:45 - 09:00	0	0	167	38	15	2	0	222	244.1	0	0	5	7	1	0	0	13	14.3
Hourly Total	**0**	**5**	**627**	**150**	**47**	**7**	**0**	**836**	**903.2**	**0**	**0**	**22**	**18**	**7**	**1**	**1**	**49**	**60.4**
09:00 - 09:15	0	0	126	21	3	2	0	152	158.5	0	0	12	6	2	0	1	21	24.6
09:15 - 09:30	0	0	99	31	9	2	0	141	155.3	0	0	7	7	0	0	2	16	18.0
09:30 - 09:45	0	0	111	32	11	2	0	156	172.9	0	0	4	3	3	0	0	10	13.9
09:45 - 10:00	0	0	112	27	8	1	0	148	159.7	0	0	10	4	1	1	0	16	18.6
Hourly Total	**0**	**0**	**448**	**111**	**31**	**7**	**0**	**597**	**646.4**	**0**	**0**	**33**	**20**	**6**	**1**	**3**	**63**	**75.1**
TOTAL	**3**	**9**	**1623**	**437**	**107**	**19**	**4**	**2202**	**2362.0**	**0**	**0**	**74**	**54**	**14**	**5**	**7**	**154**	**185.7**
16:00 - 16:15	0	0	156	55	7	4	0	222	236.3	0	0	5	2	1	0	0	8	9.3
16:15 - 16:30	0	0	153	48	7	1	0	209	219.4	0	0	6	5	0	0	0	11	11.0
16:30 - 16:45	0	0	173	38	7	1	0	219	229.4	0	0	4	2	0	0	1	7	8.0
16:45 - 17:00	0	1	190	31	6	1	0	229	237.5	0	0	3	3	2	0	0	8	10.6
Hourly Total	**0**	**1**	**672**	**172**	**27**	**7**	**0**	**879**	**922.6**	**0**	**0**	**18**	**12**	**3**	**0**	**1**	**34**	**38.9**
17:00 - 17:15	0	1	177	41	7	0	0	226	234.5	0	0	4	2	0	0	0	6	6.0
17:15 - 17:30	0	0	186	29	12	2	0	229	247.2	0	0	3	4	0	0	0	7	7.0
17:30 - 17:45	0	1	192	21	5	2	0	221	229.5	0	0	5	2	0	0	0	7	7.0
17:45 - 18:00	0	1	193	25	2	3	0	224	229.9	0	0	4	1	1	0	1	7	9.3
Hourly Total	**0**	**3**	**748**	**116**	**26**	**7**	**0**	**900**	**941.1**	**0**	**0**	**16**	**9**	**1**	**0**	**1**	**27**	**29.3**
18:00 - 18:15	0	2	142	14	4	1	0	163	168.3	0	0	5	2	0	0	1	8	9.0
18:15 - 18:30	0	1	161	21	4	2	0	189	196.2	0	0	3	2	0	0	0	5	5.0
18:30 - 18:45	0	1	130	14	2	0	1	148	151.0	0	0	1	2	0	0	0	3	3.0
18:45 - 19:00	0	0	86	8	0	3	0	97	100.9	0	0	2	1	0	0	1	4	5.0
Hourly Total	**0**	**4**	**519**	**57**	**10**	**6**	**1**	**597**	**616.4**	**0**	**0**	**11**	**7**	**0**	**0**	**2**	**20**	**22.0**
TOTAL	**0**	**8**	**1939**	**345**	**63**	**20**	**1**	**2376**	**2480.1**	**0**	**0**	**45**	**28**	**4**	**0**	**4**	**81**	**90.2**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 4
Approach: 1 - Bolney Road

TIME	Left to 2 - A281 (South)									Right to 3 - A281 (North)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	8	2	1	0	0	11	12.3	0	1	94	52	1	2	0	150	153.3
07:15 - 07:30	0	0	7	3	1	0	0	11	12.3	2	0	135	54	9	4	1	205	221.3
07:30 - 07:45	0	0	14	1	0	0	0	15	15.0	0	1	163	65	7	5	0	241	256.0
07:45 - 08:00	0	0	6	4	0	0	0	10	10.0	0	1	146	48	7	8	0	210	228.9
Hourly Total	**0**	**0**	**35**	**10**	**2**	**0**	**0**	**47**	**49.6**	**2**	**3**	**538**	**219**	**24**	**19**	**1**	**806**	**859.5**
08:00 - 08:15	1	0	13	4	0	0	0	18	17.2	0	0	172	46	9	0	0	227	238.7
08:15 - 08:30	0	0	12	3	6	1	0	22	31.1	0	0	125	46	10	2	1	184	200.6
08:30 - 08:45	0	0	5	3	0	0	0	8	8.0	0	0	146	35	7	3	0	191	204.0
08:45 - 09:00	0	0	14	3	2	0	0	19	21.6	0	0	127	37	15	9	1	189	221.2
Hourly Total	**1**	**0**	**44**	**13**	**8**	**1**	**0**	**67**	**77.9**	**0**	**0**	**570**	**164**	**41**	**14**	**2**	**791**	**864.5**
09:00 - 09:15	0	0	11	3	3	0	0	17	20.9	0	0	161	47	14	6	2	230	258.0
09:15 - 09:30	0	0	12	3	2	2	0	19	24.2	0	1	117	33	5	6	0	162	175.7
09:30 - 09:45	0	0	10	8	3	0	0	21	24.9	0	4	118	42	2	9	1	176	188.9
09:45 - 10:00	0	0	6	2	0	0	0	8	8.0	0	1	113	32	8	12	1	167	193.4
Hourly Total	**0**	**0**	**39**	**16**	**8**	**2**	**0**	**65**	**78.0**	**0**	**6**	**509**	**154**	**29**	**33**	**4**	**735**	**816.0**
TOTAL	**1**	**0**	**118**	**39**	**18**	**3**	**0**	**179**	**205.5**	**2**	**9**	**1617**	**537**	**94**	**66**	**7**	**2332**	**2540.0**
16:00 - 16:15	0	0	9	3	2	0	0	14	16.6	0	1	169	43	4	0	1	218	223.6
16:15 - 16:30	0	0	6	1	0	0	0	7	7.0	0	1	177	47	5	0	1	231	237.9
16:30 - 16:45	0	0	3	2	0	1	0	6	7.3	0	0	159	38	2	0	1	200	203.6
16:45 - 17:00	0	0	3	2	0	0	0	5	5.0	0	1	163	18	4	1	1	188	194.9
Hourly Total	**0**	**0**	**21**	**8**	**2**	**1**	**0**	**32**	**35.9**	**0**	**3**	**668**	**146**	**15**	**1**	**4**	**837**	**860.0**
17:00 - 17:15	0	0	4	2	0	0	0	6	6.0	0	1	161	24	4	2	0	192	199.2
17:15 - 17:30	0	0	5	3	0	0	0	8	8.0	0	1	161	21	3	2	1	189	195.9
17:30 - 17:45	0	0	9	2	1	0	0	12	13.3	0	0	187	11	5	2	0	205	214.1
17:45 - 18:00	0	0	12	1	0	0	0	13	13.0	0	0	163	12	2	0	2	179	183.6
Hourly Total	**0**	**0**	**30**	**8**	**1**	**0**	**0**	**39**	**40.3**	**0**	**2**	**672**	**68**	**14**	**6**	**3**	**765**	**792.8**
18:00 - 18:15	0	0	3	0	0	0	0	3	3.0	0	1	157	15	2	1	1	177	181.3
18:15 - 18:30	0	0	1	1	0	0	0	2	2.0	0	0	134	17	1	0	0	152	153.3
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	0	138	13	1	4	0	156	162.5
18:45 - 19:00	0	0	5	3	1	0	0	9	10.0	0	0	106	18	1	0	1	126	128.3
Hourly Total	**0**	**0**	**12**	**4**	**1**	**0**	**0**	**17**	**18.3**	**0**	**1**	**535**	**63**	**5**	**5**	**2**	**611**	**625.4**
TOTAL	**0**	**0**	**63**	**20**	**4**	**1**	**0**	**88**	**94.5**	**0**	**6**	**1875**	**277**	**34**	**12**	**9**	**2213**	**2278.2**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 4
Approach: 2 - A281 (South)

TIME	Ahead to 3 - A281 (North)									Right to 1 - Bolney Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	12	6	1	1	0	20	22.6	0	0	13	7	0	0	0	20	20.0
07:15 - 07:30	0	0	32	7	0	0	0	39	39.0	0	0	12	5	0	0	0	17	17.0
07:30 - 07:45	0	0	27	3	0	1	0	31	32.3	0	0	26	6	1	0	0	33	34.3
07:45 - 08:00	0	0	28	7	0	3	1	39	43.9	0	0	17	5	1	0	0	23	24.3
Hourly Total	**0**	**0**	**99**	**23**	**1**	**5**	**1**	**129**	**137.8**	**0**	**0**	**68**	**23**	**2**	**0**	**0**	**93**	**95.6**
08:00 - 08:15	0	1	36	4	1	1	0	43	45.0	0	0	15	3	0	0	0	18	18.0
08:15 - 08:30	0	0	22	5	0	1	1	29	31.3	0	0	13	2	1	1	0	17	19.6
08:30 - 08:45	0	0	20	7	0	0	0	27	27.0	0	0	12	2	1	0	0	15	16.3
08:45 - 09:00	0	0	15	1	0	0	0	16	16.0	0	0	10	2	0	1	1	14	16.3
Hourly Total	**0**	**1**	**93**	**17**	**1**	**2**	**1**	**115**	**119.3**	**0**	**0**	**50**	**9**	**2**	**2**	**1**	**64**	**70.2**
09:00 - 09:15	0	0	14	7	1	1	0	23	25.6	0	1	14	3	0	1	0	19	19.7
09:15 - 09:30	0	0	14	5	0	0	0	19	19.0	0	0	9	5	3	0	0	17	20.9
09:30 - 09:45	0	0	17	7	3	1	0	28	33.2	0	0	12	2	3	0	0	17	20.9
09:45 - 10:00	0	0	13	7	1	0	0	21	22.3	0	0	10	6	0	0	0	16	16.0
Hourly Total	**0**	**0**	**58**	**26**	**5**	**2**	**0**	**91**	**100.1**	**0**	**1**	**45**	**16**	**6**	**1**	**0**	**69**	**77.5**
TOTAL	**0**	**1**	**250**	**66**	**7**	**9**	**2**	**335**	**357.2**	**0**	**1**	**163**	**48**	**10**	**3**	**1**	**226**	**243.3**
16:00 - 16:15	0	0	14	0	0	2	0	16	18.6	0	0	10	4	1	0	0	15	16.3
16:15 - 16:30	0	0	16	6	0	0	0	22	22.0	0	0	8	7	1	0	0	16	17.3
16:30 - 16:45	0	0	17	5	1	0	0	23	24.3	0	0	12	4	1	0	0	17	18.3
16:45 - 17:00	0	0	22	5	0	0	1	28	29.0	0	0	13	2	1	0	0	16	17.3
Hourly Total	**0**	**0**	**69**	**16**	**1**	**2**	**1**	**89**	**93.9**	**0**	**0**	**43**	**17**	**4**	**0**	**0**	**64**	**69.2**
17:00 - 17:15	0	0	27	7	1	1	0	36	38.6	0	0	13	4	1	0	0	18	19.3
17:15 - 17:30	0	0	25	5	0	1	0	31	32.3	0	0	11	1	0	0	0	12	12.0
17:30 - 17:45	0	0	23	4	0	0	0	27	27.0	0	0	12	4	0	0	0	16	16.0
17:45 - 18:00	0	0	25	8	0	1	0	34	35.3	0	0	13	2	1	0	0	16	17.3
Hourly Total	**0**	**0**	**100**	**24**	**1**	**3**	**0**	**128**	**133.2**	**0**	**0**	**49**	**11**	**2**	**0**	**0**	**62**	**64.6**
18:00 - 18:15	0	0	22	2	0	1	0	25	26.3	0	0	10	2	0	0	0	12	12.0
18:15 - 18:30	0	0	14	2	0	0	0	16	16.0	0	0	8	3	0	0	0	11	11.0
18:30 - 18:45	0	0	16	2	2	0	0	20	22.6	0	0	8	2	0	0	0	10	10.0
18:45 - 19:00	0	0	14	2	0	0	0	16	16.0	0	0	7	2	0	0	0	9	9.0
Hourly Total	**0**	**0**	**66**	**8**	**2**	**1**	**0**	**77**	**80.9**	**0**	**0**	**33**	**9**	**0**	**0**	**0**	**42**	**42.0**
TOTAL	**0**	**0**	**235**	**48**	**4**	**6**	**1**	**294**	**308.0**	**0**	**0**	**125**	**37**	**6**	**0**	**0**	**168**	**175.8**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 5
Approach: 3 - A281 (North)

TIME	Ahead to 1 - A281 (South)									Right to 2 - Station Road								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	14	5	2	0	0	21	23.6	0	0	11	3	0	1	0	15	16.3
07:15 - 07:30	0	0	26	11	0	0	1	38	39.0	0	0	14	2	2	0	0	18	20.6
07:30 - 07:45	0	0	38	2	0	0	0	40	40.0	0	0	23	5	0	0	0	28	28.0
07:45 - 08:00	0	0	48	9	3	0	1	61	65.9	0	0	23	2	1	1	0	27	29.6
Hourly Total	**0**	**0**	**126**	**27**	**5**	**0**	**2**	**160**	**168.5**	**0**	**0**	**71**	**12**	**3**	**2**	**0**	**88**	**94.5**
08:00 - 08:15	0	0	40	13	4	1	0	58	64.5	0	0	21	6	5	0	0	32	38.5
08:15 - 08:30	0	0	42	5	0	0	1	48	49.0	0	0	24	4	2	3	0	33	39.5
08:30 - 08:45	0	0	59	7	2	1	0	69	72.9	0	0	33	10	2	1	0	46	49.9
08:45 - 09:00	0	0	40	10	2	0	0	52	54.6	0	0	23	5	1	0	1	30	32.3
Hourly Total	**0**	**0**	**181**	**35**	**8**	**2**	**1**	**227**	**241.0**	**0**	**0**	**101**	**25**	**10**	**4**	**1**	**141**	**160.2**
09:00 - 09:15	0	0	39	9	1	0	0	49	50.3	0	0	23	4	0	1	0	28	29.3
09:15 - 09:30	0	0	37	14	1	0	1	53	55.3	0	0	20	6	3	0	0	29	32.9
09:30 - 09:45	0	0	22	8	0	0	0	30	30.0	0	0	22	5	1	0	0	28	29.3
09:45 - 10:00	0	0	36	10	0	0	0	46	46.0	0	1	20	2	0	0	0	23	22.4
Hourly Total	**0**	**0**	**134**	**41**	**2**	**0**	**1**	**178**	**181.6**	**0**	**1**	**85**	**17**	**4**	**1**	**0**	**108**	**113.9**
TOTAL	**0**	**0**	**441**	**103**	**15**	**2**	**4**	**565**	**591.1**	**0**	**1**	**257**	**54**	**17**	**7**	**1**	**337**	**368.6**
16:00 - 16:15	0	0	53	13	0	0	0	66	66.0	0	0	35	5	0	0	0	40	40.0
16:15 - 16:30	0	0	59	15	0	0	0	74	74.0	0	0	32	6	1	0	0	39	40.3
16:30 - 16:45	0	0	46	4	1	1	1	53	56.6	0	0	34	5	1	0	0	40	41.3
16:45 - 17:00	0	0	50	10	1	0	0	61	62.3	0	0	43	9	0	0	0	52	52.0
Hourly Total	**0**	**0**	**208**	**42**	**2**	**1**	**1**	**254**	**258.9**	**0**	**0**	**144**	**25**	**2**	**0**	**0**	**171**	**173.6**
17:00 - 17:15	0	0	31	4	0	0	0	35	35.0	0	0	36	6	0	0	0	42	42.0
17:15 - 17:30	0	0	70	4	1	0	0	75	76.3	0	1	39	3	1	0	0	44	44.7
17:30 - 17:45	0	0	54	7	1	0	1	63	65.3	0	0	49	2	1	0	0	52	53.3
17:45 - 18:00	0	0	53	4	1	0	0	58	59.3	0	0	34	4	0	0	0	38	38.0
Hourly Total	**0**	**0**	**208**	**19**	**3**	**0**	**1**	**231**	**235.9**	**0**	**1**	**158**	**15**	**2**	**0**	**0**	**176**	**178.0**
18:00 - 18:15	0	0	41	4	0	0	0	45	45.0	0	0	37	1	1	0	0	39	40.3
18:15 - 18:30	0	0	43	2	1	0	0	46	47.3	0	0	27	3	0	0	0	30	30.0
18:30 - 18:45	0	0	43	1	0	0	0	44	44.0	0	0	21	0	0	0	0	21	21.0
18:45 - 19:00	0	0	20	4	0	0	1	25	26.0	0	0	26	3	0	0	0	29	29.0
Hourly Total	**0**	**0**	**147**	**11**	**1**	**0**	**1**	**160**	**162.3**	**0**	**0**	**111**	**7**	**1**	**0**	**0**	**119**	**120.3**
TOTAL	**0**	**0**	**563**	**72**	**6**	**1**	**3**	**645**	**657.1**	**0**	**1**	**413**	**47**	**5**	**0**	**0**	**466**	**471.9**

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 5
Approach: 1 - A281 (South)

TIME	Left to 2 - Station Road									Ahead to 3 - A281 (North)									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	88	50	5	3	0	147	156.8	0	0	24	5	0	0	0	29	29.0	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	126	53	10	4	0	193	211.2	0	0	41	7	0	0	1	49	50.0	3	0	0	0	0	0	0	3	0.6
07:30 - 07:45	0	1	144	56	5	5	0	211	223.4	0	0	52	15	1	1	0	69	71.6	1	0	0	0	0	0	0	1	0.2
07:45 - 08:00	0	0	117	35	8	10	0	170	193.4	0	0	54	19	0	0	1	74	75.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	475	194	28	22	0	721	784.8	0	0	171	46	1	1	2	221	225.6	4	0	0	0	0	0	0	4	0.8
08:00 - 08:15	0	0	148	44	7	2	0	201	212.7	0	1	61	7	2	0	0	71	73.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	117	47	8	3	1	176	191.3	0	0	35	10	0	0	1	46	47.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	120	31	6	4	0	161	174.0	0	0	43	5	0	0	0	48	48.0	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	127	34	14	8	1	184	213.6	0	0	15	5	2	0	0	22	24.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	512	156	35	17	2	722	791.6	0	1	154	27	4	0	1	187	192.6	0	0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	129	45	10	6	2	192	214.8	0	0	44	8	3	0	0	56	59.3	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	1	91	34	6	6	0	138	153.0	0	0	31	3	0	0	0	34	34.0	0	0	0	1	0	0	0	1	1.0
09:30 - 09:45	0	3	95	41	4	8	0	151	164.8	0	0	38	10	1	1	1	51	54.6	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	1	89	30	7	13	0	140	165.4	0	0	38	9	2	0	1	50	53.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	5	404	150	27	33	2	621	698.0	0	1	151	30	6	1	2	191	201.5	0	0	0	1	0	0	0	1	1.0
TOTAL	0	7	1391	500	90	72	4	2064	2274.4	0	2	476	103	11	2	5	599	619.7	4	0	0	1	0	0	0	5	1.8
16:00 - 16:15	0	1	135	38	6	2	1	183	193.8	0	0	47	6	1	0	0	54	55.3	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	152	42	2	0	1	197	200.6	0	0	40	10	0	0	0	50	50.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	155	39	2	0	1	197	200.6	0	0	27	5	0	0	0	32	32.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	1	142	22	4	1	1	171	177.9	0	0	34	1	0	0	1	36	37.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	584	141	14	3	4	748	772.9	0	0	148	22	1	0	1	172	174.3	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	1	162	26	4	3	0	196	204.5	0	0	29	3	1	0	0	33	34.3	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	1	144	25	3	2	0	175	180.9	0	0	36	4	0	1	1	42	44.3	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	180	8	6	2	0	196	206.4	0	0	40	2	0	0	0	42	42.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	150	17	2	1	2	172	177.9	0	0	35	3	0	0	0	38	38.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	636	76	15	8	2	739	769.7	0	0	140	12	1	1	1	155	158.6	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	1	145	17	3	1	0	167	171.6	0	0	33	1	0	0	1	35	36.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	128	17	2	0	0	147	149.6	0	0	20	2	0	0	0	22	22.0	0	0	0	1	0	0	0	1	1.0
18:30 - 18:45	0	0	138	14	1	4	0	157	163.5	0	0	15	2	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0
18:45 - 19:00	0	1	95	17	1	1	0	115	117.0	0	0	25	3	0	0	1	29	30.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	2	506	65	7	6	0	586	601.7	0	0	93	8	0	0	2	103	105.0	0	0	0	1	0	0	0	1	1.0
TOTAL	0	6	1726	282	36	17	6	2073	2144.3	0	0	381	42	2	1	4	430	437.9	0	0	0	1	0	0	0	1	1.0

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney, Wednesday 22nd November 2023

Junction: 5
Approach: 2 - Station Road

TIME	Left to 3 - A281 (North)									To 1 - A281 (South)									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	43	10	0	0	1	54	55.0	0	3	91	41	5	2	2	144	153.3	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	1	41	14	2	0	0	58	60.0	0	1	119	40	2	3	3	168	176.9	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	37	14	1	0	0	52	53.3	0	0	117	40	5	1	0	163	170.8	0	0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	29	10	2	0	0	41	43.6	0	0	112	42	12	2	0	168	186.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**150**	**48**	**5**	**0**	**1**	**205**	**211.9**	**0**	**4**	**439**	**163**	**24**	**8**	**5**	**643**	**687.2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	0	1	40	7	2	0	1	51	54.0	0	0	122	29	8	1	0	160	171.7	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	29	12	2	0	0	43	45.6	0	2	109	32	12	2	0	157	174.0	0	0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	26	4	2	0	0	32	34.6	0	3	111	36	10	1	0	161	173.5	0	0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	34	5	4	0	0	43	48.2	0	0	135	31	14	2	0	182	202.8	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**129**	**28**	**10**	**0**	**1**	**169**	**182.4**	**0**	**5**	**477**	**128**	**44**	**6**	**0**	**660**	**722.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	0	0	32	5	7	1	0	45	55.4	0	0	95	25	5	2	0	127	136.1	0	0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	28	8	2	0	0	38	40.6	0	0	73	26	9	2	0	110	124.3	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	31	5	1	0	0	37	38.3	0	0	92	26	13	3	0	134	154.8	0	0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	41	6	1	1	0	49	51.6	0	0	83	19	11	1	0	114	129.6	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**132**	**24**	**11**	**2**	**0**	**169**	**185.9**	**0**	**0**	**343**	**96**	**38**	**8**	**0**	**485**	**544.8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**2**	**411**	**100**	**26**	**2**	**2**	**543**	**580.2**	**0**	**9**	**1259**	**387**	**106**	**22**	**5**	**1788**	**1954.0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
16:00 - 16:15	0	0	20	4	1	0	0	25	26.3	0	0	111	44	9	4	0	168	184.9	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	21	7	1	1	0	30	32.6	0	0	98	40	7	1	0	146	156.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	26	2	1	0	0	29	30.3	0	0	137	33	7	0	0	177	186.1	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	25	6	1	0	0	32	33.3	0	1	136	23	5	1	0	166	173.2	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**92**	**19**	**4**	**1**	**0**	**116**	**122.5**	**0**	**1**	**482**	**140**	**28**	**6**	**0**	**657**	**700.6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	0	0	12	3	1	0	0	16	17.3	0	1	153	40	6	0	0	200	207.2	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	26	4	0	0	0	30	30.0	0	0	118	27	12	2	0	159	177.2	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	21	5	1	0	0	27	28.3	0	1	142	16	4	2	0	165	172.2	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	31	5	0	0	0	36	36.0	0	2	152	24	2	3	0	183	188.3	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**90**	**17**	**2**	**0**	**0**	**109**	**111.6**	**0**	**4**	**565**	**107**	**24**	**7**	**0**	**707**	**744.9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	1	30	6	0	0	0	37	36.4	0	2	113	11	4	1	0	131	136.3	1	0	0	0	0	0	0	1	0.2
18:15 - 18:30	0	0	22	5	0	0	0	27	27.0	0	1	120	19	3	2	0	145	150.9	0	0	0	0	0	0	0	0	0.0
18:30 - 18:45	0	0	18	1	0	0	0	19	19.0	0	1	86	18	0	0	2	107	108.4	1	0	0	0	0	0	0	1	0.2
18:45 - 19:00	0	0	12	3	1	0	0	16	17.3	0	0	66	4	2	3	0	75	81.5	0	0	0	0	0	0	0	0	0.0
Hourly Total	**0**	**1**	**82**	**15**	**1**	**0**	**0**	**99**	**99.7**	**0**	**4**	**385**	**52**	**9**	**6**	**2**	**458**	**477.1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.4**
TOTAL	**0**	**1**	**264**	**51**	**7**	**1**	**0**	**324**	**333.8**	**0**	**9**	**1432**	**299**	**61**	**19**	**2**	**1822**	**1922.6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.4**

PCU Factors:

CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	2.3
OGV2	2.3
BUS	2.0

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-2					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**5**	**5.00**
Session Average	**0.00**	**0.00**	**0.33**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.42**	**0.42**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-2					Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	1	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**4**	**4.00**
Session Average	**0.00**	**0.00**	**0.25**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.33**	**0.33**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-3					Original Data	
0700 - 0715	0	0	49	0	26	3	4	0	82	88.70
0715 - 0730	0	0	60	0	26	4	1	0	91	94.30
0730 - 0745	0	0	60	0	17	2	1	0	80	82.30
0745 - 0800	0	1	65	0	16	2	1	0	85	86.70
Hourly Total	**0**	**1**	**234**	**0**	**85**	**11**	**7**	**0**	**338**	**352.00**
Hourly Average	**0.00**	**0.25**	**58.50**	**0.00**	**21.25**	**2.75**	**1.75**	**0.00**	**84.50**	**88.00**
0800 - 0815	0	0	62	0	16	1	2	0	81	84.10
0815 - 0830	0	0	57	2	15	2	4	0	80	86.20
0830 - 0845	0	0	72	0	6	2	2	1	83	87.60
0845 - 0900	0	1	42	0	15	0	1	1	60	61.70
Hourly Total	**0**	**1**	**233**	**2**	**52**	**5**	**9**	**2**	**304**	**319.60**
Hourly Average	**0.00**	**0.25**	**58.25**	**0.50**	**13.00**	**1.25**	**2.25**	**0.50**	**76.00**	**79.90**
0900 - 0915	0	0	32	0	15	3	0	0	50	51.50
0915 - 0930	0	0	32	0	8	1	3	0	44	48.40
0930 - 0945	0	3	40	0	16	2	1	0	62	62.50
0945 - 1000	0	0	46	0	15	4	2	0	67	71.60
Hourly Total	**0**	**3**	**150**	**0**	**54**	**10**	**6**	**0**	**223**	**234.00**
Hourly Average	**0.00**	**0.75**	**37.50**	**0.00**	**13.50**	**2.50**	**1.50**	**0.00**	**55.75**	**58.50**
Session Total	**0**	**5**	**617**	**2**	**191**	**26**	**22**	**2**	**865**	**905.60**
Session Average	**0.00**	**0.42**	**51.42**	**0.17**	**15.92**	**2.17**	**1.83**	**0.17**	**72.08**	**75.47**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-3					Original Data	
1600 - 1615	0	1	62	0	1	2	2	0	68	71.00
1615 - 1630	0	0	52	0	10	1	0	0	63	63.50
1630 - 1645	0	1	44	0	7	3	0	0	55	55.90
1645 - 1700	0	1	59	0	11	0	0	0	71	70.40
Hourly Total	**0**	**3**	**217**	**0**	**29**	**6**	**2**	**0**	**257**	**260.80**
Hourly Average	**0.00**	**0.75**	**54.25**	**0.00**	**7.25**	**1.50**	**0.50**	**0.00**	**64.25**	**65.20**
1700 - 1715	0	1	61	0	7	0	0	0	69	68.40
1715 - 1730	0	0	62	0	3	0	0	0	65	65.00
1730 - 1745	0	0	64	1	4	0	0	1	70	71.00
1745 - 1800	0	0	42	0	9	1	0	1	53	54.50
Hourly Total	**0**	**1**	**229**	**1**	**23**	**1**	**0**	**2**	**257**	**258.90**
Hourly Average	**0.00**	**0.25**	**57.25**	**0.25**	**5.75**	**0.25**	**0.00**	**0.50**	**64.25**	**64.73**
1800 - 1815	0	0	38	2	6	0	0	0	46	46.00
1815 - 1830	0	1	48	0	2	0	0	0	51	50.40
1830 - 1845	0	0	41	0	4	0	0	0	45	45.00
1845 - 1900	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	**0**	**1**	**169**	**2**	**13**	**0**	**0**	**0**	**185**	**184.40**
Hourly Average	**0.00**	**0.25**	**42.25**	**0.50**	**3.25**	**0.00**	**0.00**	**0.00**	**46.25**	**46.10**
Session Total	**0**	**5**	**615**	**3**	**65**	**7**	**2**	**2**	**699**	**704.10**
Session Average	**0.00**	**0.42**	**51.25**	**0.25**	**5.42**	**0.58**	**0.17**	**0.17**	**58.25**	**58.68**

Bolney
Classified Junction Count

Site 1 of 2
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Lat/Long
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Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-4					Original Data	
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	6	0	1	1	0	0	8	8.50
Hourly Total	**0**	**0**	**17**	**0**	**3**	**1**	**0**	**0**	**21**	**21.50**
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.75**	**0.25**	**0.00**	**0.00**	**5.25**	**5.38**
0800 - 0815	0	0	10	0	1	1	0	0	12	12.50
0815 - 0830	0	0	6	0	2	0	0	1	9	10.00
0830 - 0845	0	0	6	0	1	0	0	0	7	7.00
0845 - 0900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**27**	**0**	**4**	**1**	**0**	**1**	**33**	**34.50**
Hourly Average	**0.00**	**0.00**	**6.75**	**0.00**	**1.00**	**0.25**	**0.00**	**0.25**	**8.25**	**8.63**
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	3	0	1	1	0	0	5	5.50
0930 - 0945	0	0	3	0	1	0	0	1	5	6.00
0945 - 1000	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	**0**	**0**	**14**	**0**	**2**	**2**	**0**	**1**	**19**	**21.00**
Hourly Average	**0.00**	**0.00**	**3.50**	**0.00**	**0.50**	**0.50**	**0.00**	**0.25**	**4.75**	**5.25**
Session Total	**0**	**0**	**58**	**0**	**9**	**4**	**0**	**2**	**73**	**77.00**
Session Average	**0.00**	**0.00**	**4.83**	**0.00**	**0.75**	**0.33**	**0.00**	**0.17**	**6.08**	**6.42**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

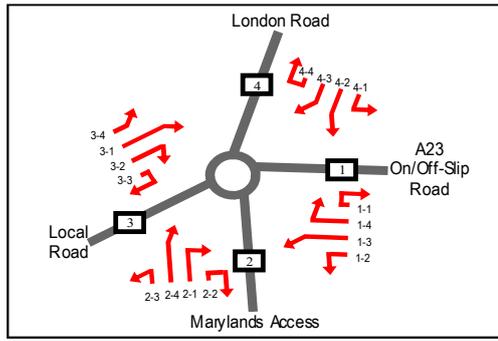| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-4					Original Data	
1600 - 1615	0	0	8	0	0	1	0	0	9	9.50
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	7	0	1	0	0	0	8	8.00
1645 - 1700	0	0	13	1	2	0	0	0	16	16.00
Hourly Total	**0**	**0**	**33**	**1**	**4**	**1**	**0**	**0**	**39**	**39.50**
Hourly Average	**0.00**	**0.00**	**8.25**	**0.25**	**1.00**	**0.25**	**0.00**	**0.00**	**9.75**	**9.88**
1700 - 1715	0	1	12	0	0	0	0	0	13	12.40
1715 - 1730	0	1	14	0	0	0	0	0	15	14.40
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**2**	**40**	**0**	**0**	**0**	**0**	**0**	**42**	**40.80**
Hourly Average	**0.00**	**0.50**	**10.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10.50**	**10.20**
1800 - 1815	0	0	11	0	3	0	0	0	14	14.00
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	10	0	0	0	0	1	11	12.00
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**0**	**33**	**0**	**4**	**0**	**0**	**1**	**38**	**39.00**
Hourly Average	**0.00**	**0.00**	**8.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**9.50**	**9.75**
Session Total	**0**	**2**	**106**	**1**	**8**	**1**	**0**	**1**	**119**	**119.30**
Session Average	**0.00**	**0.17**	**8.83**	**0.08**	**0.67**	**0.08**	**0.00**	**0.08**	**9.92**	**9.94**

Bolney
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Site 1 of 2
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Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 1-1				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

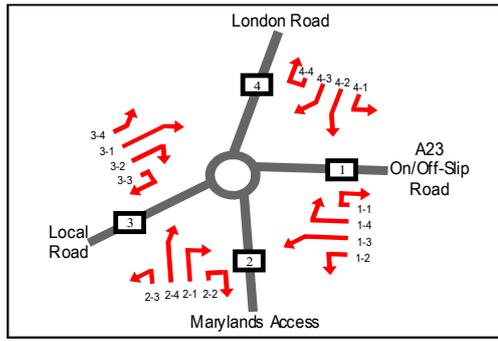| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 1-1				Original Data	
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Bolney
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Site 1 of 2
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Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 2-3				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	1	0	0	1	1.50
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**2.50**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.50**	**0.63**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**3**	**3.50**
Session Average	**0.00**	**0.00**	**0.08**	**0.00**	**0.08**	**0.08**	**0.00**	**0.00**	**0.25**	**0.29**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

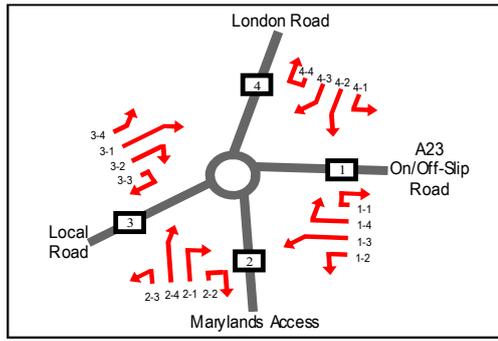| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 2-3				Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
Session Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**12**	**12.00**
Session Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Bolney
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Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2-4								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2-4								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 2-1					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	4	0	0	0	0	0	4	4.00
Session Average	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.33

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 2-1					Original Data	
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	3	1	0	0	0	0	4	4.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	1	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	21	1	0	0	0	0	22	22.00
Session Average	0.00	0.00	1.75	0.08	0.00	0.00	0.00	0.00	1.83	1.83

Bolney
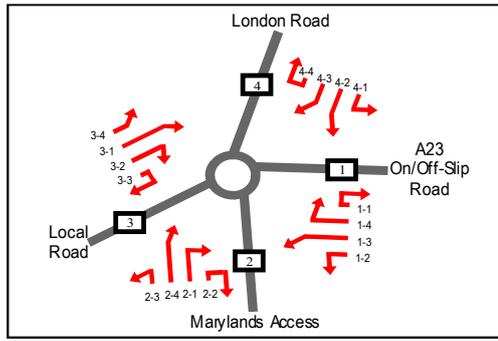Classified Junction Count

Site 1 of 2
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Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 2-2					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 2-2					Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Bolney
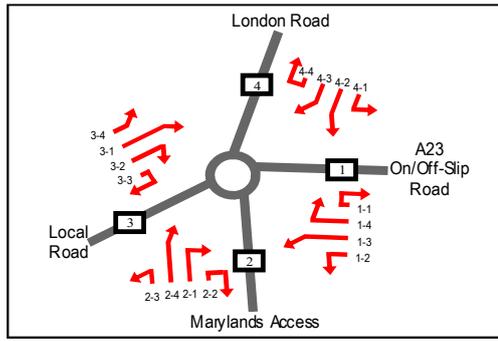Classified Junction Count

Site 1 of 2
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Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-4					Original Data	
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	3	0	1	1	0	0	5	5.50
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	6	0	2	1	1	0	10	11.80
Hourly Total	**0**	**0**	**13**	**0**	**4**	**2**	**1**	**0**	**20**	**22.30**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**1.00**	**0.50**	**0.25**	**0.00**	**5.00**	**5.58**
0800 - 0815	0	0	5	0	4	0	0	1	10	11.00
0815 - 0830	0	0	7	0	1	0	0	0	8	8.00
0830 - 0845	0	0	7	0	5	0	0	0	12	12.00
0845 - 0900	0	0	9	0	0	0	1	0	10	11.30
Hourly Total	**0**	**0**	**28**	**0**	**10**	**0**	**1**	**1**	**40**	**42.30**
Hourly Average	**0.00**	**0.00**	**7.00**	**0.00**	**2.50**	**0.00**	**0.25**	**0.25**	**10.00**	**10.58**
0900 - 0915	0	0	6	0	0	0	0	0	6	6.00
0915 - 0930	0	0	4	0	2	0	1	0	7	8.30
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	**0**	**0**	**17**	**0**	**4**	**0**	**1**	**0**	**22**	**23.30**
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**5.50**	**5.83**
Session Total	**0**	**0**	**58**	**0**	**18**	**2**	**3**	**1**	**82**	**87.90**
Session Average	**0.00**	**0.00**	**4.83**	**0.00**	**1.50**	**0.17**	**0.25**	**0.08**	**6.83**	**7.33**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

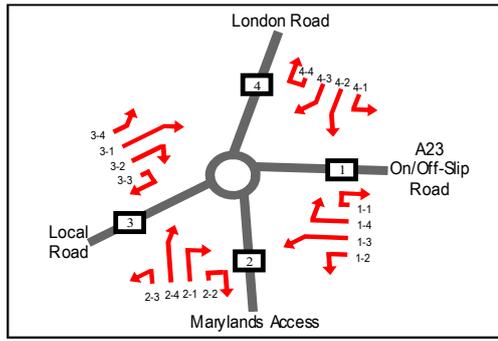| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-4					Original Data	
1600 - 1615	0	0	5	0	2	0	0	0	7	7.00
1615 - 1630	0	0	14	0	2	0	0	0	16	16.00
1630 - 1645	0	1	15	0	3	0	1	0	20	20.70
1645 - 1700	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	**0**	**1**	**42**	**0**	**8**	**0**	**1**	**0**	**52**	**52.70**
Hourly Average	**0.00**	**0.25**	**10.50**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**13.00**	**13.18**
1700 - 1715	0	0	10	0	2	0	0	0	12	12.00
1715 - 1730	0	0	13	0	1	0	0	0	14	14.00
1730 - 1745	0	0	8	0	2	0	0	0	10	10.00
1745 - 1800	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	**0**	**0**	**43**	**0**	**7**	**0**	**0**	**0**	**50**	**50.00**
Hourly Average	**0.00**	**0.00**	**10.75**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**12.50**	**12.50**
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	13	0	4	1	0	0	18	18.50
1830 - 1845	0	0	13	0	0	0	0	0	13	13.00
1845 - 1900	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	**0**	**0**	**46**	**0**	**5**	**1**	**0**	**0**	**52**	**52.50**
Hourly Average	**0.00**	**0.00**	**11.50**	**0.00**	**1.25**	**0.25**	**0.00**	**0.00**	**13.00**	**13.13**
Session Total	**0**	**1**	**131**	**0**	**20**	**1**	**1**	**0**	**154**	**155.20**
Session Average	**0.00**	**0.08**	**10.92**	**0.00**	**1.67**	**0.08**	**0.08**	**0.00**	**12.83**	**12.93**

Bolney
Classified Junction Count

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Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-1					Original Data	
0700 - 0715	0	1	49	0	18	5	2	0	75	79.50
0715 - 0730	0	0	39	0	18	2	0	0	59	60.00
0730 - 0745	0	0	57	0	14	1	3	0	75	79.40
0745 - 0800	0	0	53	0	10	0	1	0	64	65.30
Hourly Total	**0**	**1**	**198**	**0**	**60**	**8**	**6**	**0**	**273**	**284.20**
Hourly Average	**0.00**	**0.25**	**49.50**	**0.00**	**15.00**	**2.00**	**1.50**	**0.00**	**68.25**	**71.05**
0800 - 0815	0	0	52	0	17	1	2	0	72	75.10
0815 - 0830	0	0	59	1	13	3	1	0	77	79.80
0830 - 0845	0	0	62	2	14	2	0	0	80	81.00
0845 - 0900	0	0	59	6	17	2	5	0	89	96.50
Hourly Total	**0**	**0**	**232**	**9**	**61**	**8**	**8**	**0**	**318**	**332.40**
Hourly Average	**0.00**	**0.00**	**58.00**	**2.25**	**15.25**	**2.00**	**2.00**	**0.00**	**79.50**	**83.10**
0900 - 0915	0	0	54	3	16	4	1	0	78	81.30
0915 - 0930	0	0	36	0	7	2	3	0	48	52.90
0930 - 0945	0	0	43	0	9	4	0	0	56	58.00
0945 - 1000	0	0	30	0	13	1	3	0	47	51.40
Hourly Total	**0**	**0**	**163**	**3**	**45**	**11**	**7**	**0**	**229**	**243.60**
Hourly Average	**0.00**	**0.00**	**40.75**	**0.75**	**11.25**	**2.75**	**1.75**	**0.00**	**57.25**	**60.90**
Session Total	**0**	**1**	**593**	**12**	**166**	**27**	**21**	**0**	**820**	**860.20**
Session Average	**0.00**	**0.08**	**49.42**	**1.00**	**13.83**	**2.25**	**1.75**	**0.00**	**68.33**	**71.68**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

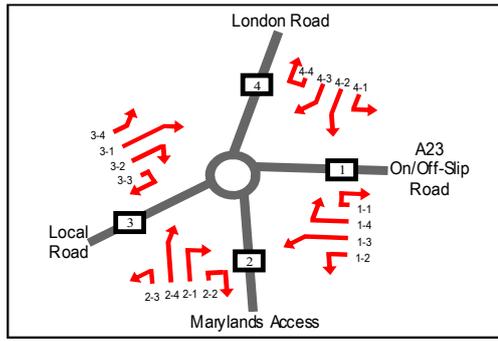| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-1					Original Data	
1600 - 1615	0	0	49	0	20	5	5	1	80	90.00
1615 - 1630	0	0	45	1	18	0	4	0	68	73.20
1630 - 1645	0	0	44	2	11	1	1	0	59	60.80
1645 - 1700	0	0	41	0	12	1	2	0	56	59.10
Hourly Total	**0**	**0**	**179**	**3**	**61**	**7**	**12**	**1**	**263**	**283.10**
Hourly Average	**0.00**	**0.00**	**44.75**	**0.75**	**15.25**	**1.75**	**3.00**	**0.25**	**65.75**	**70.78**
1700 - 1715	0	0	40	0	14	0	3	0	57	60.90
1715 - 1730	0	1	54	0	8	0	0	0	63	62.40
1730 - 1745	0	0	49	0	9	2	1	0	61	63.30
1745 - 1800	0	1	40	0	10	3	0	0	54	54.90
Hourly Total	**0**	**2**	**183**	**0**	**41**	**5**	**4**	**0**	**235**	**241.50**
Hourly Average	**0.00**	**0.50**	**45.75**	**0.00**	**10.25**	**1.25**	**1.00**	**0.00**	**58.75**	**60.38**
1800 - 1815	0	0	36	0	6	0	1	0	43	44.30
1815 - 1830	0	0	42	0	9	4	3	0	58	63.90
1830 - 1845	0	0	31	0	9	1	2	0	43	46.10
1845 - 1900	0	1	27	0	8	0	2	0	38	40.00
Hourly Total	**0**	**1**	**136**	**0**	**32**	**5**	**8**	**0**	**182**	**194.30**
Hourly Average	**0.00**	**0.25**	**34.00**	**0.00**	**8.00**	**1.25**	**2.00**	**0.00**	**45.50**	**48.58**
Session Total	**0**	**3**	**498**	**3**	**134**	**17**	**24**	**1**	**680**	**718.90**
Session Average	**0.00**	**0.25**	**41.50**	**0.25**	**11.17**	**1.42**	**2.00**	**0.08**	**56.67**	**59.91**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-2					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
Session Total	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**14**	**14.00**
Session Average	**0.00**	**0.00**	**1.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.17**	**1.17**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

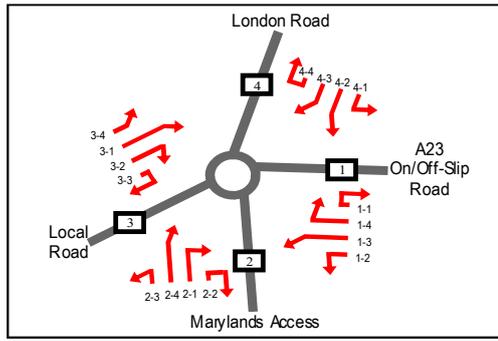| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-2					Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-3					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	1	0	0	1	1.50
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	1	0	0	1	1.50
Session Average	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.13

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-3					Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	1	0	0	0	0	0	0	1	0.40
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	0	0	0	0	0	0	1	0.40
Hourly Average	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.10
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	1	0	0	0	0	0	0	1	0.40
Session Average	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.03

Bolney
Classified Junction Count

Site 1 of 2
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Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-1					**Original Data**	
0700 - 0715	0	0	0	0	0	0	0	0	**0**	0.00
0715 - 0730	0	0	0	0	0	0	0	0	**0**	0.00
0730 - 0745	0	0	0	0	0	0	0	0	**0**	0.00
0745 - 0800	0	0	2	0	0	0	0	0	**2**	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
0800 - 0815	1	0	0	0	1	0	0	0	**2**	1.20
0815 - 0830	0	0	0	0	0	0	0	0	**0**	0.00
0830 - 0845	0	0	0	0	0	0	0	0	**0**	0.00
0845 - 0900	0	0	0	0	0	0	0	0	**0**	0.00
Hourly Total	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1.20**
Hourly Average	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.30**
0900 - 0915	0	0	0	0	0	0	0	0	**0**	0.00
0915 - 0930	0	0	0	0	1	0	0	0	**1**	1.00
0930 - 0945	0	0	0	0	0	0	0	0	**0**	0.00
0945 - 1000	0	0	0	0	0	0	0	0	**0**	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**1**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**5**	**4.20**
Session Average	**0.08**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**0.42**	**0.35**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

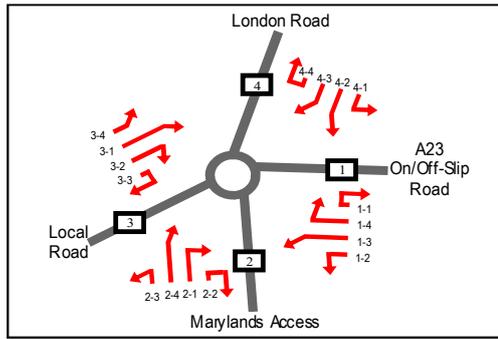| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-1					**Original Data**	
1600 - 1615	0	0	1	0	0	0	0	0	**1**	1.00
1615 - 1630	0	0	0	0	0	0	0	0	**0**	0.00
1630 - 1645	0	0	0	0	1	0	0	0	**1**	1.00
1645 - 1700	0	0	0	0	0	0	0	0	**0**	0.00
Hourly Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	0	0	0	0	0	0	**0**	0.00
1715 - 1730	0	0	0	0	0	0	0	0	**0**	0.00
1730 - 1745	0	0	0	0	0	0	0	0	**0**	0.00
1745 - 1800	0	0	2	0	0	0	0	0	**2**	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	1	0	0	0	0	0	**1**	1.00
1815 - 1830	0	0	2	0	0	0	0	0	**2**	2.00
1830 - 1845	0	0	0	0	0	0	0	0	**0**	0.00
1845 - 1900	0	0	0	0	0	0	0	0	**0**	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
Session Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**7**	**7.00**
Session Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.58**	**0.58**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-2					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
0800 - 0815	0	0	2	0	0	1	0	0	3	3.50
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**7**	**7.50**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**1.75**	**1.88**
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
Session Total	**0**	**0**	**19**	**0**	**0**	**1**	**0**	**0**	**20**	**20.50**
Session Average	**0.00**	**0.00**	**1.58**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**1.67**	**1.71**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-2					Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.08**	**0.08**

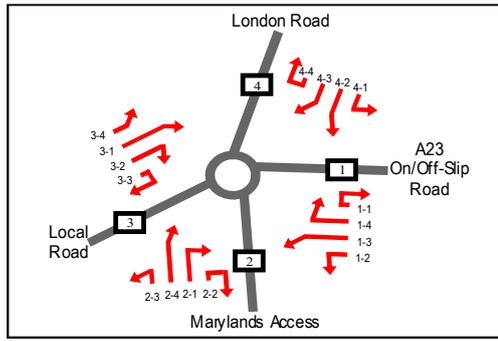**Bolney**
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)
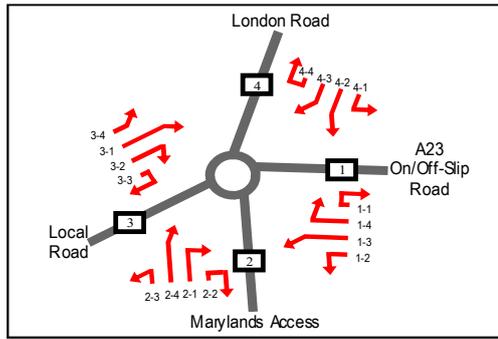
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-3					Original Data	
0700 - 0715	0	1	8	0	2	0	3	0	14	17.30
0715 - 0730	0	0	12	0	1	1	1	0	15	16.80
0730 - 0745	0	0	19	0	4	0	1	0	24	25.30
0745 - 0800	0	0	11	0	2	0	0	1	14	15.00
Hourly Total	**0**	**1**	**50**	**0**	**9**	**1**	**5**	**1**	**67**	**74.40**
Hourly Average	**0.00**	**0.25**	**12.50**	**0.00**	**2.25**	**0.25**	**1.25**	**0.25**	**16.75**	**18.60**
0800 - 0815	0	0	13	0	3	0	0	0	16	16.00
0815 - 0830	0	0	8	0	1	3	0	0	12	13.50
0830 - 0845	0	0	14	0	3	1	0	0	18	18.50
0845 - 0900	0	0	9	0	3	1	0	0	13	13.50
Hourly Total	**0**	**0**	**44**	**0**	**10**	**5**	**0**	**0**	**59**	**61.50**
Hourly Average	**0.00**	**0.00**	**11.00**	**0.00**	**2.50**	**1.25**	**0.00**	**0.00**	**14.75**	**15.38**
0900 - 0915	0	1	13	0	0	0	0	0	14	13.40
0915 - 0930	0	0	6	0	2	0	0	0	8	8.00
0930 - 0945	0	0	9	0	1	1	2	0	13	16.10
0945 - 1000	0	0	11	0	3	2	0	0	16	17.00
Hourly Total	**0**	**1**	**39**	**0**	**6**	**3**	**2**	**0**	**51**	**54.50**
Hourly Average	**0.00**	**0.25**	**9.75**	**0.00**	**1.50**	**0.75**	**0.50**	**0.00**	**12.75**	**13.63**
Session Total	**0**	**2**	**133**	**0**	**25**	**9**	**7**	**1**	**177**	**190.40**
Session Average	**0.00**	**0.17**	**11.08**	**0.00**	**2.08**	**0.75**	**0.58**	**0.08**	**14.75**	**15.87**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

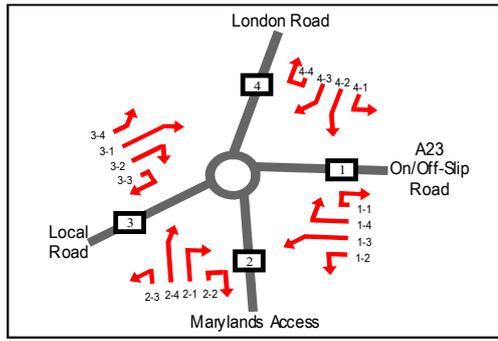| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-3					Original Data	
1600 - 1615	0	0	12	0	8	0	0	0	20	20.00
1615 - 1630	0	3	12	0	2	1	0	0	18	16.70
1630 - 1645	0	0	18	0	1	0	0	1	20	21.00
1645 - 1700	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	**0**	**3**	**55**	**0**	**13**	**1**	**0**	**1**	**73**	**72.70**
Hourly Average	**0.00**	**0.75**	**13.75**	**0.00**	**3.25**	**0.25**	**0.00**	**0.25**	**18.25**	**18.18**
1700 - 1715	0	0	20	0	2	0	0	0	22	22.00
1715 - 1730	0	1	12	0	0	0	0	0	13	12.40
1730 - 1745	0	0	14	0	3	0	0	0	17	17.00
1745 - 1800	0	0	17	0	1	0	0	1	19	20.00
Hourly Total	**0**	**1**	**63**	**0**	**6**	**0**	**0**	**1**	**71**	**71.40**
Hourly Average	**0.00**	**0.25**	**15.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.25**	**17.75**	**17.85**
1800 - 1815	0	0	14	0	3	0	0	0	17	17.00
1815 - 1830	0	0	16	0	1	0	0	0	17	17.00
1830 - 1845	0	0	10	0	2	0	0	0	12	12.00
1845 - 1900	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**50**	**0**	**7**	**0**	**0**	**0**	**57**	**57.00**
Hourly Average	**0.00**	**0.00**	**12.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**14.25**	**14.25**
Session Total	**0**	**4**	**168**	**0**	**26**	**1**	**0**	**2**	**201**	**201.10**
Session Average	**0.00**	**0.33**	**14.00**	**0.00**	**2.17**	**0.08**	**0.00**	**0.17**	**16.75**	**16.76**

Bolney
Classified Junction Count

Site 1 of 2
London Road
A23 On/Off-Slip Road
Marylands Access
Local Road

Lat/Long
lat 50.989228° lon -0.199678°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 4-4				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Session Average	**0.00**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.17**	**0.17**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 4-4				Original Data	
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-2					Original Data	
0700 - 0715	0	0	25	0	2	0	0	0	27	27.00
0715 - 0730	0	0	26	0	3	0	0	0	29	29.00
0730 - 0745	0	0	27	0	1	2	0	1	31	33.00
0745 - 0800	0	0	38	0	3	0	0	1	42	43.00
Hourly Total	**0**	**0**	**116**	**0**	**9**	**2**	**0**	**2**	**129**	**132.00**
Hourly Average	**0.00**	**0.00**	**29.00**	**0.00**	**2.25**	**0.50**	**0.00**	**0.50**	**32.25**	**33.00**
0800 - 0815	0	0	31	0	3	0	0	0	34	34.00
0815 - 0830	0	0	21	0	1	0	1	0	23	24.30
0830 - 0845	0	0	23	0	0	1	0	2	26	28.50
0845 - 0900	0	0	20	0	2	1	0	0	23	23.50
Hourly Total	**0**	**0**	**95**	**0**	**6**	**2**	**1**	**2**	**106**	**110.30**
Hourly Average	**0.00**	**0.00**	**23.75**	**0.00**	**1.50**	**0.50**	**0.25**	**0.50**	**26.50**	**27.58**
0900 - 0915	0	0	27	0	2	0	0	0	29	29.00
0915 - 0930	0	0	18	0	1	1	1	0	21	22.80
0930 - 0945	0	0	18	0	4	2	0	0	24	25.00
0945 - 1000	0	0	25	0	7	1	0	0	33	33.50
Hourly Total	**0**	**0**	**88**	**0**	**14**	**4**	**1**	**0**	**107**	**110.30**
Hourly Average	**0.00**	**0.00**	**22.00**	**0.00**	**3.50**	**1.00**	**0.25**	**0.00**	**26.75**	**27.58**
Session Total	**0**	**0**	**299**	**0**	**29**	**8**	**2**	**4**	**342**	**352.60**
Session Average	**0.00**	**0.00**	**24.92**	**0.00**	**2.42**	**0.67**	**0.17**	**0.33**	**28.50**	**29.38**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-2					Original Data	
1600 - 1615	0	0	29	0	5	0	0	0	34	34.00
1615 - 1630	0	0	22	0	5	0	0	0	27	27.00
1630 - 1645	0	0	39	0	5	0	0	0	44	44.00
1645 - 1700	0	0	25	0	2	0	0	0	27	27.00
Hourly Total	**0**	**0**	**115**	**0**	**17**	**0**	**0**	**0**	**132**	**132.00**
Hourly Average	**0.00**	**0.00**	**28.75**	**0.00**	**4.25**	**0.00**	**0.00**	**0.00**	**33.00**	**33.00**
1700 - 1715	0	0	30	0	4	0	0	0	34	34.00
1715 - 1730	0	0	37	0	3	1	0	0	41	41.50
1730 - 1745	0	1	27	0	1	0	0	1	30	30.40
1745 - 1800	0	0	30	0	1	1	0	0	32	32.50
Hourly Total	**0**	**1**	**124**	**0**	**9**	**2**	**0**	**1**	**137**	**138.40**
Hourly Average	**0.00**	**0.25**	**31.00**	**0.00**	**2.25**	**0.50**	**0.00**	**0.25**	**34.25**	**34.60**
1800 - 1815	0	0	31	0	1	0	0	0	32	32.00
1815 - 1830	0	0	24	0	1	0	0	0	25	25.00
1830 - 1845	0	0	28	0	2	0	0	0	30	30.00
1845 - 1900	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	**0**	**0**	**97**	**0**	**7**	**0**	**0**	**0**	**104**	**104.00**
Hourly Average	**0.00**	**0.00**	**24.25**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**26.00**	**26.00**
Session Total	**0**	**1**	**336**	**0**	**33**	**2**	**0**	**1**	**373**	**374.40**
Session Average	**0.00**	**0.08**	**28.00**	**0.00**	**2.75**	**0.17**	**0.00**	**0.08**	**31.08**	**31.20**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-3					Original Data	
0700 - 0715	0	1	67	0	21	2	1	0	92	93.70
0715 - 0730	0	1	72	1	24	5	0	0	103	104.90
0730 - 0745	0	1	73	0	25	0	3	0	102	105.30
0745 - 0800	0	0	91	0	23	2	3	0	119	123.90
Hourly Total	**0**	**3**	**303**	**1**	**93**	**9**	**7**	**0**	**416**	**427.80**
Hourly Average	**0.00**	**0.75**	**75.75**	**0.25**	**23.25**	**2.25**	**1.75**	**0.00**	**104.00**	**106.95**
0800 - 0815	1	0	96	1	21	1	1	0	121	122.00
0815 - 0830	0	0	90	5	10	3	1	0	109	111.80
0830 - 0845	0	0	82	2	13	2	2	0	101	104.60
0845 - 0900	0	0	90	1	27	2	4	4	128	138.20
Hourly Total	**1**	**0**	**358**	**9**	**71**	**8**	**8**	**4**	**459**	**476.60**
Hourly Average	**0.25**	**0.00**	**89.50**	**2.25**	**17.75**	**2.00**	**2.00**	**1.00**	**114.75**	**119.15**
0900 - 0915	0	0	72	0	13	5	1	0	91	94.80
0915 - 0930	0	2	41	0	9	1	3	0	56	59.20
0930 - 0945	0	0	57	0	15	2	0	0	74	75.00
0945 - 1000	0	1	35	0	12	5	2	0	55	59.50
Hourly Total	**0**	**3**	**205**	**0**	**49**	**13**	**6**	**0**	**276**	**288.50**
Hourly Average	**0.00**	**0.75**	**51.25**	**0.00**	**12.25**	**3.25**	**1.50**	**0.00**	**69.00**	**72.13**
Session Total	**1**	**6**	**866**	**10**	**213**	**30**	**21**	**4**	**1151**	**1192.90**
Session Average	**0.08**	**0.50**	**72.17**	**0.83**	**17.75**	**2.50**	**1.75**	**0.33**	**95.92**	**99.41**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-3					Original Data	
1600 - 1615	0	0	72	1	18	5	5	1	102	112.00
1615 - 1630	0	0	98	0	28	2	1	1	130	133.30
1630 - 1645	0	2	81	1	14	1	1	0	100	100.60
1645 - 1700	0	0	68	0	6	1	1	1	77	79.80
Hourly Total	**0**	**2**	**319**	**2**	**66**	**9**	**8**	**3**	**409**	**425.70**
Hourly Average	**0.00**	**0.50**	**79.75**	**0.50**	**16.50**	**2.25**	**2.00**	**0.75**	**102.25**	**106.43**
1700 - 1715	0	0	86	0	19	0	2	0	107	109.60
1715 - 1730	0	0	96	0	12	0	0	0	108	108.00
1730 - 1745	0	2	75	0	12	2	0	1	92	92.80
1745 - 1800	0	0	86	0	7	1	0	2	96	98.50
Hourly Total	**0**	**2**	**343**	**0**	**50**	**3**	**2**	**3**	**403**	**408.90**
Hourly Average	**0.00**	**0.50**	**85.75**	**0.00**	**12.50**	**0.75**	**0.50**	**0.75**	**100.75**	**102.23**
1800 - 1815	0	0	59	0	5	0	1	0	65	66.30
1815 - 1830	0	0	79	0	9	2	0	0	90	91.00
1830 - 1845	0	0	59	0	6	2	0	0	67	68.00
1845 - 1900	0	0	59	0	5	0	1	1	66	68.30
Hourly Total	**0**	**0**	**256**	**0**	**25**	**4**	**2**	**1**	**288**	**293.60**
Hourly Average	**0.00**	**0.00**	**64.00**	**0.00**	**6.25**	**1.00**	**0.50**	**0.25**	**72.00**	**73.40**
Session Total	**0**	**4**	**918**	**2**	**141**	**16**	**12**	**7**	**1100**	**1128.20**
Session Average	**0.00**	**0.33**	**76.50**	**0.17**	**11.75**	**1.33**	**1.00**	**0.58**	**91.67**	**94.02**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-5					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	2	1	0	0	0	0	3	3.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
0900 - 0915	0	0	2	1	0	0	0	0	3	3.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
Session Total	**0**	**0**	**17**	**2**	**1**	**0**	**0**	**0**	**20**	**20.00**
Session Average	**0.00**	**0.00**	**1.42**	**0.17**	**0.08**	**0.00**	**0.00**	**0.00**	**1.67**	**1.67**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 1-5					Original Data	
1600 - 1615	0	0	1	1	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**4**	**4.00**
Session Average	**0.00**	**0.00**	**0.25**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.33**	**0.33**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 1-1				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 1-1				Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Session Average	**0.00**	**0.00**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**0.08**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)
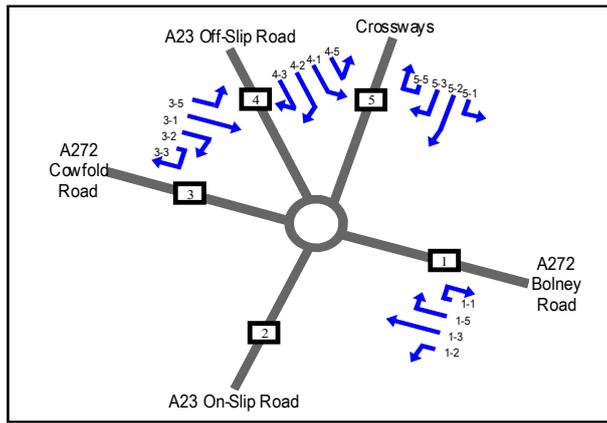
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-5					Original Data	
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	5	0	3	0	0	0	8	8.00
Hourly Total	0	0	12	0	4	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00	4.00	4.00
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	7	5	0	0	0	0	12	12.00
0845 - 0900	0	0	6	3	0	0	0	0	9	9.00
Hourly Total	0	0	21	8	0	0	0	0	29	29.00
Hourly Average	0.00	0.00	5.25	2.00	0.00	0.00	0.00	0.00	7.25	7.25
0900 - 0915	0	0	0	1	1	0	0	0	2	2.00
0915 - 0930	0	0	4	2	0	0	0	0	6	6.00
0930 - 0945	0	0	0	1	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	4	4	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.00	1.00	0.50	0.00	0.00	0.00	2.50	2.50
Session Total	0	0	37	12	6	0	0	0	55	55.00
Session Average	0.00	0.00	3.08	1.00	0.50	0.00	0.00	0.00	4.58	4.58

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

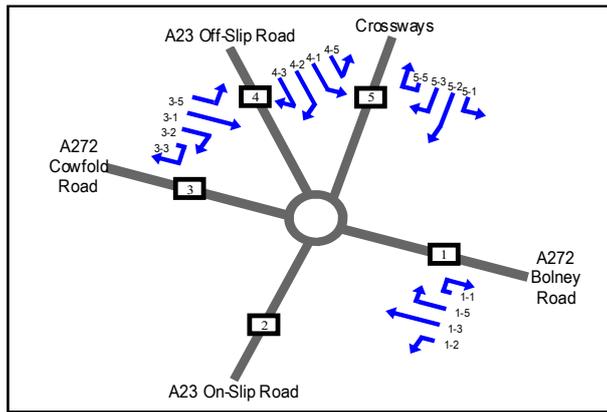| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-5					Original Data	
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	2	0	0	0	0	3	3.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	2	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	4	2	2	0	0	0	8	8.00
Session Average	0.00	0.00	0.33	0.17	0.17	0.00	0.00	0.00	0.67	0.67

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-1					Original Data	
0700 - 0715	0	0	60	0	13	3	2	2	80	86.10
0715 - 0730	0	0	71	0	31	3	1	2	108	112.80
0730 - 0745	0	0	102	1	26	1	1	1	132	134.80
0745 - 0800	0	2	109	2	36	1	1	0	151	151.60
Hourly Total	**0**	**2**	**342**	**3**	**106**	**8**	**5**	**5**	**471**	**485.30**
Hourly Average	**0.00**	**0.50**	**85.50**	**0.75**	**26.50**	**2.00**	**1.25**	**1.25**	**117.75**	**121.33**
0800 - 0815	0	1	104	2	19	0	1	0	127	127.70
0815 - 0830	0	0	87	3	26	4	1	2	123	128.30
0830 - 0845	0	0	101	3	14	3	2	0	123	127.10
0845 - 0900	0	2	80	2	9	0	0	0	93	91.80
Hourly Total	**0**	**3**	**372**	**10**	**68**	**7**	**4**	**2**	**466**	**474.90**
Hourly Average	**0.00**	**0.75**	**93.00**	**2.50**	**17.00**	**1.75**	**1.00**	**0.50**	**116.50**	**118.73**
0900 - 0915	0	1	62	1	15	2	0	0	81	81.40
0915 - 0930	0	1	62	0	16	3	2	0	84	87.50
0930 - 0945	0	5	66	0	16	3	1	0	91	90.80
0945 - 1000	0	0	65	2	16	0	1	0	84	85.30
Hourly Total	**0**	**7**	**255**	**3**	**63**	**8**	**4**	**0**	**340**	**345.00**
Hourly Average	**0.00**	**1.75**	**63.75**	**0.75**	**15.75**	**2.00**	**1.00**	**0.00**	**85.00**	**86.25**
Session Total	**0**	**12**	**969**	**16**	**237**	**23**	**13**	**7**	**1277**	**1305.20**
Session Average	**0.00**	**1.00**	**80.75**	**1.33**	**19.75**	**1.92**	**1.08**	**0.58**	**106.42**	**108.77**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

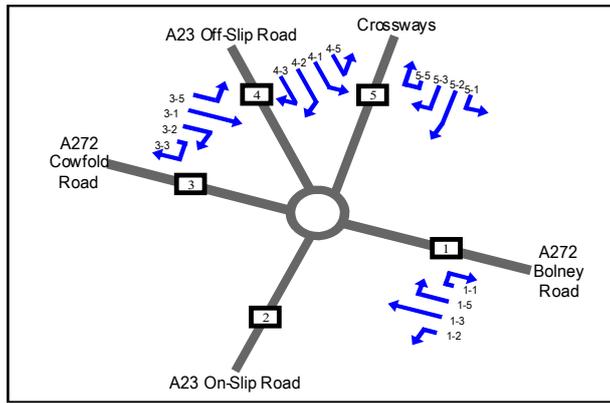| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 3-1					Original Data	
1600 - 1615	0	0	92	1	12	1	0	0	106	106.50
1615 - 1630	0	2	80	1	16	0	0	0	99	97.80
1630 - 1645	0	0	93	0	34	3	0	0	130	131.50
1645 - 1700	0	0	96	0	19	1	0	0	116	116.50
Hourly Total	**0**	**2**	**361**	**2**	**81**	**5**	**0**	**0**	**451**	**452.30**
Hourly Average	**0.00**	**0.50**	**90.25**	**0.50**	**20.25**	**1.25**	**0.00**	**0.00**	**112.75**	**113.08**
1700 - 1715	1	2	107	0	15	1	0	1	127	126.50
1715 - 1730	0	1	109	1	13	0	0	0	124	123.40
1730 - 1745	0	0	104	2	9	0	0	1	116	117.00
1745 - 1800	0	0	97	0	12	0	0	0	109	109.00
Hourly Total	**1**	**3**	**417**	**3**	**49**	**1**	**0**	**2**	**476**	**475.90**
Hourly Average	**0.25**	**0.75**	**104.25**	**0.75**	**12.25**	**0.25**	**0.00**	**0.50**	**119.00**	**118.98**
1800 - 1815	0	0	84	0	9	1	0	0	94	94.50
1815 - 1830	1	0	81	0	11	2	0	0	95	95.20
1830 - 1845	0	2	67	0	10	0	0	0	79	77.80
1845 - 1900	0	0	65	1	6	1	0	1	74	75.50
Hourly Total	**1**	**2**	**297**	**1**	**36**	**4**	**0**	**1**	**342**	**343.00**
Hourly Average	**0.25**	**0.50**	**74.25**	**0.25**	**9.00**	**1.00**	**0.00**	**0.25**	**85.50**	**85.75**
Session Total	**2**	**7**	**1075**	**6**	**166**	**10**	**0**	**3**	**1269**	**1271.20**
Session Average	**0.17**	**0.58**	**89.58**	**0.50**	**13.83**	**0.83**	**0.00**	**0.25**	**105.75**	**105.93**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 3-2				Original Data	
0700 - 0715	0	2	47	1	12	0	1	0	63	63.10
0715 - 0730	0	0	50	0	10	2	2	1	65	69.60
0730 - 0745	0	1	64	0	13	1	0	0	79	78.90
0745 - 0800	0	0	70	0	16	3	1	2	92	96.80
Hourly Total	**0**	**3**	**231**	**1**	**51**	**6**	**4**	**3**	**299**	**308.40**
Hourly Average	**0.00**	**0.75**	**57.75**	**0.25**	**12.75**	**1.50**	**1.00**	**0.75**	**74.75**	**77.10**
0800 - 0815	0	0	44	0	12	2	0	0	58	59.00
0815 - 0830	0	0	52	0	13	1	0	0	66	66.50
0830 - 0845	0	0	53	1	12	1	0	1	68	69.50
0845 - 0900	0	0	60	0	10	2	0	1	73	75.00
Hourly Total	**0**	**0**	**209**	**1**	**47**	**6**	**0**	**2**	**265**	**270.00**
Hourly Average	**0.00**	**0.00**	**52.25**	**0.25**	**11.75**	**1.50**	**0.00**	**0.50**	**66.25**	**67.50**
0900 - 0915	0	0	53	0	8	2	0	0	63	64.00
0915 - 0930	0	0	36	1	18	3	1	0	59	61.80
0930 - 0945	0	0	39	4	10	1	1	0	55	56.80
0945 - 1000	0	0	46	0	25	1	2	1	75	79.10
Hourly Total	**0**	**0**	**174**	**5**	**61**	**7**	**4**	**1**	**252**	**261.70**
Hourly Average	**0.00**	**0.00**	**43.50**	**1.25**	**15.25**	**1.75**	**1.00**	**0.25**	**63.00**	**65.43**
Session Total	**0**	**3**	**614**	**7**	**159**	**19**	**8**	**6**	**816**	**840.10**
Session Average	**0.00**	**0.25**	**51.17**	**0.58**	**13.25**	**1.58**	**0.67**	**0.50**	**68.00**	**70.01**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

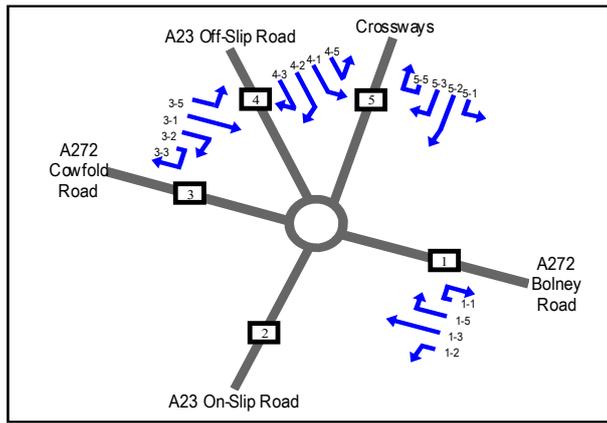| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 3-2				Original Data	
1600 - 1615	0	1	52	0	23	2	2	0	80	83.00
1615 - 1630	0	2	53	0	24	1	0	0	80	79.30
1630 - 1645	0	0	52	2	23	1	1	1	80	82.80
1645 - 1700	0	1	65	0	19	0	0	0	85	84.40
Hourly Total	**0**	**4**	**222**	**2**	**89**	**4**	**3**	**1**	**325**	**329.50**
Hourly Average	**0.00**	**1.00**	**55.50**	**0.50**	**22.25**	**1.00**	**0.75**	**0.25**	**81.25**	**82.38**
1700 - 1715	0	1	67	0	17	2	0	0	87	87.40
1715 - 1730	0	0	50	0	7	0	0	0	57	57.00
1730 - 1745	0	1	59	0	15	0	0	0	75	74.40
1745 - 1800	0	0	67	0	8	0	0	1	76	77.00
Hourly Total	**0**	**2**	**243**	**0**	**47**	**2**	**0**	**1**	**295**	**295.80**
Hourly Average	**0.00**	**0.50**	**60.75**	**0.00**	**11.75**	**0.50**	**0.00**	**0.25**	**73.75**	**73.95**
1800 - 1815	0	0	51	0	7	1	0	0	59	59.50
1815 - 1830	0	0	60	0	1	0	0	0	61	61.00
1830 - 1845	0	0	57	0	10	1	0	0	68	68.50
1845 - 1900	0	0	49	0	4	0	0	0	53	53.00
Hourly Total	**0**	**0**	**217**	**0**	**22**	**2**	**0**	**0**	**241**	**242.00**
Hourly Average	**0.00**	**0.00**	**54.25**	**0.00**	**5.50**	**0.50**	**0.00**	**0.00**	**60.25**	**60.50**
Session Total	**0**	**6**	**682**	**2**	**158**	**8**	**3**	**2**	**861**	**867.30**
Session Average	**0.00**	**0.50**	**56.83**	**0.17**	**13.17**	**0.67**	**0.25**	**0.17**	**71.75**	**72.28**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 3-3				Original Data	
0700 - 0715	0	0	4	0	3	0	0	0	7	7.00
0715 - 0730	0	0	14	0	2	1	0	0	17	17.50
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	30	0	7	1	0	0	38	38.50
Hourly Average	0.00	0.00	7.50	0.00	1.75	0.25	0.00	0.00	9.50	9.63
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	10	0	0	0	1	0	11	12.30
0830 - 0845	0	0	6	0	3	1	0	0	10	10.50
0845 - 0900	0	0	6	0	3	0	0	0	9	9.00
Hourly Total	0	0	23	0	6	1	1	0	31	32.80
Hourly Average	0.00	0.00	5.75	0.00	1.50	0.25	0.25	0.00	7.75	8.20
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	2	0	0	0	4	4.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	58	0	15	2	1	0	76	78.30
Session Average	0.00	0.00	4.83	0.00	1.25	0.17	0.08	0.00	6.33	6.53

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 3-3				Original Data	
1600 - 1615	0	0	7	0	0	0	1	0	8	9.30
1615 - 1630	0	0	5	0	4	1	0	0	10	10.50
1630 - 1645	0	0	1	0	2	2	0	0	5	6.00
1645 - 1700	0	0	9	0	4	0	0	0	13	13.00
Hourly Total	0	0	22	0	10	3	1	0	36	38.80
Hourly Average	0.00	0.00	5.50	0.00	2.50	0.75	0.25	0.00	9.00	9.70
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00
1715 - 1730	0	0	8	0	0	0	0	0	8	8.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	0	38	0	0	0	0	0	38	38.00
Hourly Average	0.00	0.00	9.50	0.00	0.00	0.00	0.00	0.00	9.50	9.50
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
Session Total	0	0	78	0	10	3	1	0	92	94.80
Session Average	0.00	0.00	6.50	0.00	0.83	0.25	0.08	0.00	7.67	7.90

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-5					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	4	2	0	0	0	0	6	6.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**13**	**13.00**
Hourly Average	**0.00**	**0.00**	**2.75**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**14**	**2**	**1**	**0**	**0**	**0**	**17**	**17.00**
Session Average	**0.00**	**0.00**	**1.17**	**0.17**	**0.08**	**0.00**	**0.00**	**0.00**	**1.42**	**1.42**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

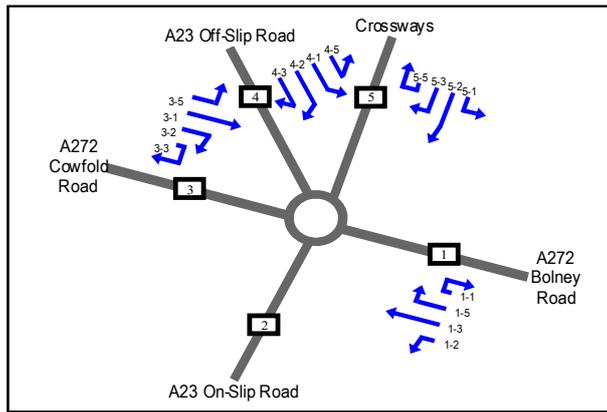| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-5					Original Data	
1600 - 1615	0	0	5	1	0	0	0	0	6	6.00
1615 - 1630	0	0	0	1	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**7**	**7.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
Session Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**10**	**10.00**
Session Average	**0.00**	**0.00**	**0.67**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.83**	**0.83**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-1					Original Data	
0700 - 0715	0	0	5	0	4	2	2	0	13	16.60
0715 - 0730	0	0	12	0	5	3	0	0	20	21.50
0730 - 0745	0	0	8	0	6	0	0	0	14	14.00
0745 - 0800	0	1	16	2	3	2	1	0	25	26.70
Hourly Total	**0**	**1**	**41**	**2**	**18**	**7**	**3**	**0**	**72**	**78.80**
Hourly Average	**0.00**	**0.25**	**10.25**	**0.50**	**4.50**	**1.75**	**0.75**	**0.00**	**18.00**	**19.70**
0800 - 0815	0	0	22	1	4	1	2	0	30	33.10
0815 - 0830	0	0	24	0	9	1	4	0	38	43.70
0830 - 0845	0	0	15	1	8	2	1	0	27	29.30
0845 - 0900	0	0	10	0	4	4	1	1	20	24.30
Hourly Total	**0**	**0**	**71**	**2**	**25**	**8**	**8**	**1**	**115**	**130.40**
Hourly Average	**0.00**	**0.00**	**17.75**	**0.50**	**6.25**	**2.00**	**2.00**	**0.25**	**28.75**	**32.60**
0900 - 0915	0	0	15	0	4	2	2	0	23	26.60
0915 - 0930	0	0	13	0	2	0	4	0	19	24.20
0930 - 0945	0	0	5	0	4	1	1	0	11	12.80
0945 - 1000	0	0	4	1	4	3	1	0	13	15.80
Hourly Total	**0**	**0**	**37**	**1**	**14**	**6**	**8**	**0**	**66**	**79.40**
Hourly Average	**0.00**	**0.00**	**9.25**	**0.25**	**3.50**	**1.50**	**2.00**	**0.00**	**16.50**	**19.85**
Session Total	**0**	**1**	**149**	**5**	**57**	**21**	**19**	**1**	**253**	**288.60**
Session Average	**0.00**	**0.08**	**12.42**	**0.42**	**4.75**	**1.75**	**1.58**	**0.08**	**21.08**	**24.05**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 4-1					Original Data	
1600 - 1615	0	0	16	1	6	1	0	0	24	24.50
1615 - 1630	0	0	21	0	7	0	1	0	29	30.30
1630 - 1645	0	0	23	0	6	0	1	0	30	31.30
1645 - 1700	0	0	24	0	8	0	1	1	34	36.30
Hourly Total	**0**	**0**	**84**	**1**	**27**	**1**	**3**	**1**	**117**	**122.40**
Hourly Average	**0.00**	**0.00**	**21.00**	**0.25**	**6.75**	**0.25**	**0.75**	**0.25**	**29.25**	**30.60**
1700 - 1715	0	0	19	0	6	1	0	0	26	26.50
1715 - 1730	0	0	34	0	4	0	0	0	38	38.00
1730 - 1745	0	0	22	0	7	0	0	0	29	29.00
1745 - 1800	0	1	37	0	3	0	0	0	41	40.40
Hourly Total	**0**	**1**	**112**	**0**	**20**	**1**	**0**	**0**	**134**	**133.90**
Hourly Average	**0.00**	**0.25**	**28.00**	**0.00**	**5.00**	**0.25**	**0.00**	**0.00**	**33.50**	**33.48**
1800 - 1815	0	0	29	0	1	0	0	0	30	30.00
1815 - 1830	0	0	13	0	1	0	0	0	14	14.00
1830 - 1845	0	0	21	0	1	0	0	0	22	22.00
1845 - 1900	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	**0**	**0**	**75**	**0**	**3**	**0**	**0**	**0**	**78**	**78.00**
Hourly Average	**0.00**	**0.00**	**18.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**19.50**	**19.50**
Session Total	**0**	**1**	**271**	**1**	**50**	**2**	**3**	**1**	**329**	**334.30**
Session Average	**0.00**	**0.08**	**22.58**	**0.08**	**4.17**	**0.17**	**0.25**	**0.08**	**27.42**	**27.86**

**Bolney**
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
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Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 4-2				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

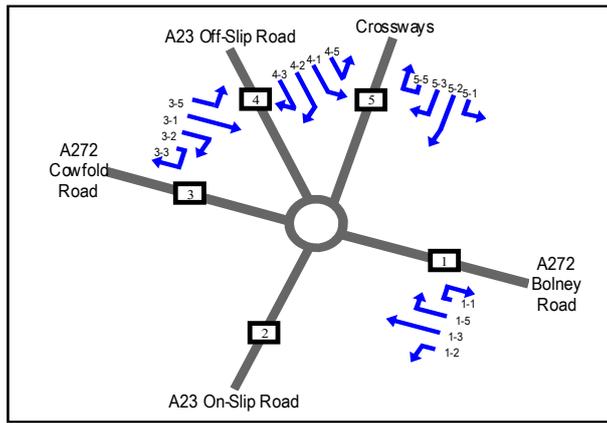| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 4-2				Original Data	
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	4	0	0	0	0	0	4	4.00
Session Average	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.33	0.33

Bolney
Classified Junction Count

Site 2 of 2
Crossways
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Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 4-3								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	0	18	2	0	0	51	52.00
0715 - 0730	0	0	33	0	23	2	1	0	59	61.30
0730 - 0745	0	0	19	1	20	5	2	0	47	52.10
0745 - 0800	0	0	14	0	13	3	3	0	33	38.40
Hourly Total	**0**	**0**	**97**	**1**	**74**	**12**	**6**	**0**	**190**	**203.80**
Hourly Average	**0.00**	**0.00**	**24.25**	**0.25**	**18.50**	**3.00**	**1.50**	**0.00**	**47.50**	**50.95**
0800 - 0815	0	0	28	0	15	4	1	0	48	51.30
0815 - 0830	0	0	21	0	20	2	1	0	44	46.30
0830 - 0845	0	0	33	0	16	3	1	0	53	55.80
0845 - 0900	0	0	32	1	21	2	4	0	60	66.20
Hourly Total	**0**	**0**	**114**	**1**	**72**	**11**	**7**	**0**	**205**	**219.60**
Hourly Average	**0.00**	**0.00**	**28.50**	**0.25**	**18.00**	**2.75**	**1.75**	**0.00**	**51.25**	**54.90**
0900 - 0915	0	0	26	0	17	2	2	0	47	50.60
0915 - 0930	0	0	22	1	7	3	1	0	34	36.80
0930 - 0945	0	0	22	1	13	1	2	0	39	42.10
0945 - 1000	0	0	21	0	9	2	1	0	33	35.30
Hourly Total	**0**	**0**	**91**	**2**	**46**	**8**	**6**	**0**	**153**	**164.80**
Hourly Average	**0.00**	**0.00**	**22.75**	**0.50**	**11.50**	**2.00**	**1.50**	**0.00**	**38.25**	**41.20**
Session Total	**0**	**0**	**302**	**4**	**192**	**31**	**19**	**0**	**548**	**588.20**
Session Average	**0.00**	**0.00**	**25.17**	**0.33**	**16.00**	**2.58**	**1.58**	**0.00**	**45.67**	**49.02**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

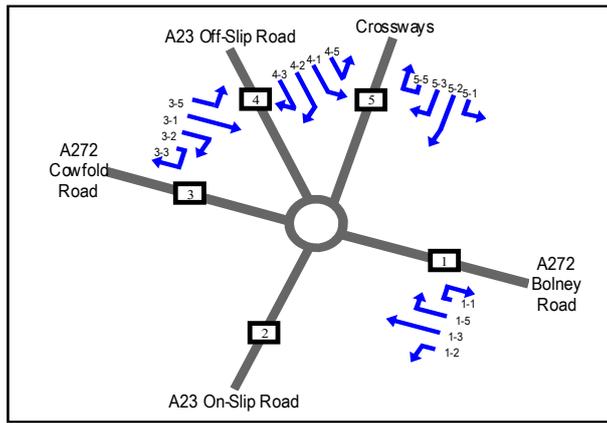| TIME	Movement 4-3								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	49	0	15	1	1	1	67	69.80
1615 - 1630	0	1	36	0	11	1	3	0	52	55.80
1630 - 1645	0	0	34	0	11	1	2	0	48	51.10
1645 - 1700	0	0	49	0	8	0	2	0	59	61.60
Hourly Total	**0**	**1**	**168**	**0**	**45**	**3**	**8**	**1**	**226**	**238.30**
Hourly Average	**0.00**	**0.25**	**42.00**	**0.00**	**11.25**	**0.75**	**2.00**	**0.25**	**56.50**	**59.58**
1700 - 1715	0	0	32	0	11	0	3	0	46	49.90
1715 - 1730	0	1	28	0	12	0	1	0	42	42.70
1730 - 1745	0	0	42	0	5	1	1	0	49	50.80
1745 - 1800	0	0	54	0	7	1	2	0	64	67.10
Hourly Total	**0**	**1**	**156**	**0**	**35**	**2**	**7**	**0**	**201**	**210.50**
Hourly Average	**0.00**	**0.25**	**39.00**	**0.00**	**8.75**	**0.50**	**1.75**	**0.00**	**50.25**	**52.63**
1800 - 1815	0	0	54	0	8	0	0	0	62	62.00
1815 - 1830	0	0	47	0	4	0	2	0	53	55.60
1830 - 1845	0	0	45	0	2	0	1	0	48	49.30
1845 - 1900	0	1	33	0	3	1	0	0	38	37.90
Hourly Total	**0**	**1**	**179**	**0**	**17**	**1**	**3**	**0**	**201**	**204.80**
Hourly Average	**0.00**	**0.25**	**44.75**	**0.00**	**4.25**	**0.25**	**0.75**	**0.00**	**50.25**	**51.20**
Session Total	**0**	**3**	**503**	**0**	**97**	**6**	**18**	**1**	**628**	**653.60**
Session Average	**0.00**	**0.25**	**41.92**	**0.00**	**8.08**	**0.50**	**1.50**	**0.08**	**52.33**	**54.47**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 5-1					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	1	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
Session Total	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**0**	**11**	**11.00**
Session Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.42**	**0.00**	**0.00**	**0.00**	**0.92**	**0.92**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 5-1					Original Data	
1600 - 1615	0	0	5	1	0	0	0	0	6	6.00
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	9	0	0	0	0	0	9	9.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**22**	**22.00**
Hourly Average	**0.00**	**0.00**	**5.25**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**5.50**	**5.50**
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**9**	**9.00**
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**0**	**31**	**31.00**
Session Average	**0.00**	**0.00**	**2.50**	**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**2.58**	**2.58**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 5-2					Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	1	1	0	0	0	5	5.00
0845 - 0900	0	0	3	2	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**6**	**3**	**1**	**0**	**0**	**0**	**10**	**10.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.75**	**0.25**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	2	0	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
Session Total	**0**	**0**	**7**	**5**	**2**	**0**	**0**	**0**	**14**	**14.00**
Session Average	**0.00**	**0.00**	**0.58**	**0.42**	**0.17**	**0.00**	**0.00**	**0.00**	**1.17**	**1.17**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

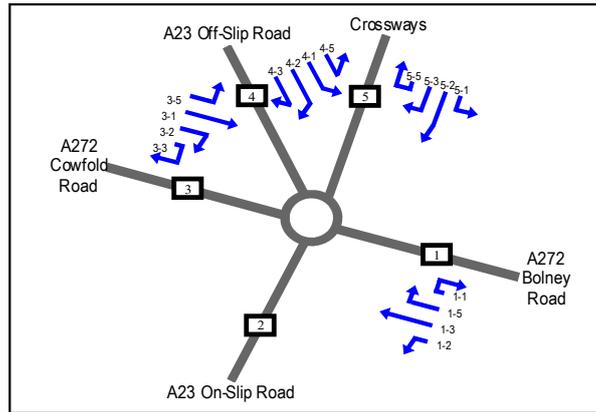| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
				Movement 5-2					Original Data	
1600 - 1615	0	0	5	1	1	0	0	0	7	7.00
1615 - 1630	0	0	2	4	0	0	0	0	6	6.00
1630 - 1645	0	0	1	1	0	0	0	0	2	2.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**10**	**6**	**1**	**0**	**0**	**0**	**17**	**17.00**
Hourly Average	**0.00**	**0.00**	**2.50**	**1.50**	**0.25**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
Session Total	**0**	**0**	**18**	**6**	**1**	**0**	**0**	**0**	**25**	**25.00**
Session Average	**0.00**	**0.00**	**1.50**	**0.50**	**0.08**	**0.00**	**0.00**	**0.00**	**2.08**	**2.08**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 5-3				Original Data	
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	4	1	0	0	0	0	5	5.00
0845 - 0900	0	0	9	1	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**15**	**15.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
Session Total	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	**19**	**19.00**
Session Average	**0.00**	**0.00**	**1.42**	**0.17**	**0.00**	**0.00**	**0.00**	**0.00**	**1.58**	**1.58**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

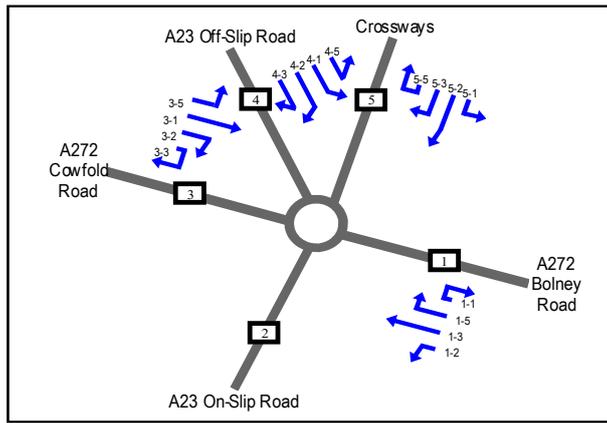| TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
					Movement 5-3				Original Data	
1600 - 1615	0	0	6	1	2	0	0	0	9	9.00
1615 - 1630	0	0	8	2	1	0	0	0	11	11.00
1630 - 1645	0	0	6	0	0	0	0	0	6	6.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**21**	**3**	**3**	**0**	**0**	**0**	**27**	**27.00**
Hourly Average	**0.00**	**0.00**	**5.25**	**0.75**	**0.75**	**0.00**	**0.00**	**0.00**	**6.75**	**6.75**
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**25**	**3**	**5**	**0**	**0**	**0**	**33**	**33.00**
Session Average	**0.00**	**0.00**	**2.08**	**0.25**	**0.42**	**0.00**	**0.00**	**0.00**	**2.75**	**2.75**

Bolney
Classified Junction Count

Site 2 of 2
Crossways
A272 Bolney Road
A23 On-Slip Road
A272 Cowfold Rad
A23 Off-Slip Road

Lat/Long
lat 50.987011° lon -0.196698°

Date
Thursday 17 October 2024

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 5-5								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Date
Thursday 17 October 2024

Weather
Sunny Intervals
Temp: 17°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 5-5								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
Session Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Bolney, Wednesday 22nd November 2023

Site 1

Queues are stationary vehicles

TIME	B - The Street		C - A272 (East) RIGHT TURN	
	Max Queue	Spot Queue	Max Queue	Spot Queue
07:30	0	0	0	0
07:31	0	0	0	0
07:32	0	0	0	0
07:33	0	0	0	0
07:34	0	0	0	0
07:35	0	0	0	0
07:36	0	0	0	0
07:37	0	0	0	0
07:38	0	0	0	0
07:39	0	0	0	0
07:40	0	0	0	0
07:41	0	0	0	0
07:42	0	0	0	0
07:43	0	0	0	0
07:44	0	0	0	0
07:45	0	0	0	0
07:46	0	0	0	0
07:47	0	0	0	0
07:48	0	0	0	0
07:49	0	0	0	0
07:50	0	0	0	0
07:51	0	0	0	0
07:52	0	0	0	0
07:53	0	0	0	0
07:54	0	0	0	0
07:55	0	0	0	0
07:56	0	0	1	0
07:57	0	0	0	0
07:58	0	0	0	0
07:59	0	0	0	0
08:00	0	0	1	0
08:01	0	0	0	0
08:02	0	0	0	0
08:03	0	0	0	0
08:04	0	0	0	0
08:05	0	0	0	0
08:06	0	0	0	0
08:07	0	0	0	0
08:08	0	0	0	0
08:09	0	0	0	0
08:10	0	0	0	0
08:11	0	0	0	0
08:12	0	0	0	0
08:13	0	0	0	0
08:14	0	0	0	0
08:15	0	0	0	0
08:16	0	0	0	0
08:17	0	0	0	0
08:18	0	0	0	0
08:19	0	0	0	0
08:20	0	0	0	0
08:21	0	0	0	0
08:22	0	0	0	0
08:23	0	0	0	0
08:24	0	0	0	0
08:25	0	0	0	0
08:26	0	0	1	0
08:27	0	0	0	0
08:28	0	0	0	0
08:29	0	0	0	0
08:30	0	0	0	0
08:31	0	0	0	0
08:32	0	0	0	0
08:33	0	0	0	0
08:34	0	0	0	0
08:35	0	0	0	0
08:36	0	0	0	0
08:37	0	0	0	0
08:38	0	0	1	0
08:39	0	0	0	0
08:40	0	0	0	0
08:41	0	0	0	0
08:42	0	0	0	0
08:43	0	0	0	0
08:44	0	0	0	0
08:45	0	0	0	0
08:46	0	0	0	0
08:47	0	0	0	0
08:48	0	0	0	0
08:49	0	0	0	0
08:50	0	0	1	0
08:51	0	0	2	0
08:52	0	0	0	0
08:53	0	0	0	0
08:54	0	0	0	0
08:55	0	0	0	0
08:56	0	0	1	1
08:57	0	0	2	0
08:58	0	0	0	0
08:59	0	0	0	0
09:00	0	0	0	0
09:01	0	0	0	0
09:02	0	0	0	0
09:03	0	0	1	0
09:04	0	0	1	0
09:05	0	0	0	0
09:06	0	0	1	0
09:07	0	0	0	0
09:08	0	0	0	0
09:09	0	0	0	0
09:10	0	0	0	0
09:11	0	0	0	0
09:12	0	0	0	0
09:13	0	0	0	0
09:14	0	0	0	0
09:15	0	0	0	0
09:16	0	0	1	0
09:17	0	0	0	0
09:18	0	0	0	0
09:19	0	0	0	0
09:20	0	0	0	0
09:21	0	0	0	0
09:22	0	0	0	0
09:23	0	0	0	0
09:24	0	0	0	0
09:25	0	0	0	0
09:26	0	0	0	0
09:27	0	0	0	0
09:28	0	0	0	0
09:29	0	0	0	0
09:30	0	0	0	0
09:31	0	0	0	0
09:32	0	0	0	0
09:33	0	0	0	0
09:34	0	0	0	0
09:35	0	0	0	0
09:36	0	0	0	0
09:37	0	0	0	0
09:38	0	0	0	0
09:39	0	0	0	0
09:40	0	0	0	0
09:41	0	0	0	0
09:42	0	0	0	0
09:43	0	0	1	0
09:44	0	0	0	0
09:45	0	0	0	0
09:46	0	0	0	0
09:47	0	0	0	0
09:48	0	0	0	0
09:49	0	0	0	0
09:50	0	0	0	0
09:51	0	0	0	0
09:52	0	0	0	0
09:53	0	0	0	0
09:54	0	0	0	0
09:55	0	0	1	0
09:56	0	0	0	0
09:57	0	0	0	0
09:58	0	0	0	0
09:59	0	0	0	0
10:00	0	0	0	0

Time				
16:01	0	0	0	0
16:02	0	0	0	0
16:03	0	0	0	0
16:04	0	0	0	0
16:05	0	0	0	0
16:06	0	0	0	0
16:07	0	0	0	0
16:08	0	0	0	0
16:09	0	0	0	0
16:10	0	0	0	0
16:11	0	0	0	0
16:12	0	0	0	0
16:13	0	0	0	0
16:14	0	0	0	0
16:15	0	0	0	0
16:16	0	0	0	0
16:17	0	0	0	0
16:18	0	0	0	0
16:19	0	0	0	0
16:20	0	0	0	0
16:21	0	0	0	0
16:22	0	0	0	0
16:23	0	0	1	0
16:24	0	0	1	1
16:25	0	0	1	0
16:26	0	0	0	0
16:27	0	0	0	0
16:28	0	0	1	0
16:29	0	0	0	0
16:30	0	0	0	0
16:31	0	0	0	0
16:32	0	0	0	0
16:33	0	0	0	0
16:34	0	0	0	0
16:35	0	0	0	0
16:36	0	0	0	0
16:37	0	0	0	0
16:38	0	0	1	1
16:39	0	0	1	0
16:40	0	0	0	0
16:41	0	0	0	0
16:42	0	0	0	0
16:43	0	0	0	0
16:44	0	0	0	0
16:45	0	0	0	0
16:46	0	0	1	0
16:47	0	0	1	0
16:48	0	0	0	0
16:49	0	0	1	0
16:50	0	0	0	0
16:51	0	0	0	0
16:52	0	0	0	0
16:53	0	0	0	0
16:54	0	0	0	0
16:55	0	0	0	0
16:56	0	0	0	0
16:57	0	0	0	0
16:58	0	0	0	0
16:59	0	0	0	0
17:00	0	0	0	0
17:01	0	0	0	0
17:02	0	0	0	0
17:03	0	0	0	0
17:04	0	0	0	0
17:05	0	0	0	0
17:06	0	0	1	0
17:07	0	0	0	0
17:08	0	0	0	0
17:09	0	0	0	0
17:10	0	0	0	0
17:11	0	0	0	0
17:12	0	0	1	1
17:13	0	0	1	1
17:14	0	0	1	1
17:15	0	0	1	0
17:16	0	0	0	0
17:17	0	0	1	0
17:18	0	0	2	0
17:19	0	0	0	0
17:20	0	0	0	0
17:21	0	0	0	0
17:22	0	0	0	0
17:23	0	0	0	0
17:24	0	0	0	0
17:25	0	0	0	0
17:26	0	0	0	0
17:27	0	0	0	0
17:28	0	0	0	0
17:29	0	0	0	0
17:30	0	0	0	0
17:31	0	0	0	0
17:32	0	0	0	0
17:33	1	0	0	0
17:34	0	0	0	0
17:35	0	0	0	0
17:36	0	0	0	0
17:37	0	0	0	0
17:38	0	0	0	0
17:39	0	0	0	0
17:40	0	0	0	0
17:41	0	0	0	0
17:42	0	0	0	0
17:43	0	0	0	0
17:44	0	0	0	0
17:45	0	0	0	0
17:46	0	0	1	1
17:47	0	0	1	0
17:48	0	0	0	0
17:49	0	0	0	0
17:50	0	0	0	0
17:51	0	0	0	0
17:52	0	0	0	0
17:53	0	0	0	0
17:54	0	0	0	0
17:55	0	0	0	0
17:56	0	0	0	0
17:57	0	0	0	0
17:58	0	0	0	0
17:59	0	0	0	0
18:00	0	0	0	0
18:01	0	0	1	1
18:02	0	0	1	0
18:03	0	0	0	0
18:04	0	0	0	0
18:05	0	0	0	0
18:06	0	0	0	0
18:07	0	0	2	0
18:08	0	0	0	0
18:09	0	0	0	0
18:10	0	0	0	0
18:11	0	0	1	0
18:12	0	0	0	0
18:13	0	0	0	0
18:14	0	0	0	0
18:15	0	0	0	0
18:16	0	0	0	0
18:17	0	0	0	0
18:18	0	0	0	0
18:19	0	0	0	0
18:20	0	0	0	0
18:21	0	0	0	0
18:22	0	0	1	0
18:23	0	0	0	0
18:24	0	0	0	0
18:25	0	0	0	0
18:26	0	0	0	0
18:27	0	0	0	0
18:28	0	0	0	0
18:29	0	0	0	0
18:30	0	0	0	0
18:31	0	0	0	0
18:32	0	0	0	0
18:33	0	0	0	0
18:34	0	0	0	0
18:35	0	0	0	0
18:36	0	0	0	0
18:37	0	0	0	0
18:38	0	0	0	0
18:39	0	0	0	0
18:40	0	0	0	0
18:41	0	0	0	0
18:42	0	0	0	0
18:43	0	0	1	0
18:44	0	0	0	0
18:45	0	0	0	0
18:46	0	0	0	0
18:47	0	0	0	0
18:48	0	0	0	0
18:49	0	0	0	0
18:50	0	0	0	0
18:51	0	0	1	0
18:52	0	0	0	0
18:53	0	0	0	0
18:54	0	0	0	0
18:55	0	0	0	0
18:56	0	0	0	0
18:57	0	0	0	0
18:58	0	0	0	0
18:59	0	0	0	0
19:00	0	0	0	0

Bolney, Wednesday 22nd November 2023

Site 2

Queues are stationary vehicles

TIME	B - London Road		C - A272 (East) RIGHT TURN	
	Max Queue	Spot Queue	Max Queue	Spot Queue
07:30	0	0	2	0
07:31	0	0	1	0
07:32	0	0	0	0
07:33	0	0	1	1
07:34	0	0	1	1
07:35	0	0	2	0
07:36	0	0	1	1
07:37	0	0	3	3
07:38	0	0	3	0
07:39	4	4	1	1
07:40	0	0	1	0
07:41	0	0	1	0
07:42	0	0	2	0
07:43	0	0	2	2
07:44	0	0	2	0
07:45	0	0	1	0
07:46	0	0	3	0
07:47	0	0	0	0
07:48	0	0	1	0
07:49	0	0	0	0
07:50	0	0	0	0
07:51	0	0	3	2
07:52	0	0	2	0
07:53	0	0	0	0
07:54	0	0	1	0
07:55	0	0	0	0
07:56	0	0	0	0
07:57	0	0	1	0
07:58	0	0	3	2
07:59	0	0	2	0
08:00	0	0	2	0
08:01	0	0	2	2
08:02	0	0	2	0
08:03	0	0	0	0
08:04	0	0	6	6
08:05	0	0	6	0
08:06	0	0	0	0
08:07	0	0	2	1
08:08	0	0	2	1
08:09	0	0	2	1
08:10	0	0	1	0
08:11	0	0	0	0
08:12	0	0	3	1
08:13	0	0	1	0
08:14	0	0	2	2
08:15	0	0	4	4
08:16	0	0	4	0
08:17	0	0	3	0
08:18	0	0	3	3
08:19	0	0	3	0
08:20	0	0	3	0
08:21	0	0	0	0
08:22	0	0	1	0
08:23	0	0	2	2
08:24	0	0	2	0
08:25	0	0	3	1
08:26	0	0	3	2
08:27	0	0	2	0
08:28	0	0	2	1
08:29	0	0	1	1
08:30	0	0	1	1
08:31	0	0	3	3
08:32	0	0	3	1
08:33	0	0	3	3
08:34	0	0	3	0
08:35	0	0	1	0
08:36	0	0	2	1
08:37	0	0	2	0
08:38	0	0	1	1
08:39	0	0	1	0
08:40	0	0	2	0
08:41	0	0	1	1
08:42	0	0	2	1
08:43	0	0	1	0
08:44	0	0	1	1
08:45	0	0	1	0
08:46	0	0	1	0
08:47	0	0	1	1
08:48	0	0	2	2
08:49	0	0	2	0
08:50	0	0	1	1
08:51	0	0	1	0
08:52	0	0	1	0
08:53	0	0	3	2
08:54	0	0	2	0
08:55	0	0	2	0
08:56	0	0	1	0
08:57	0	0	1	1
08:58	0	0	3	1
08:59	0	0	3	1
09:00	0	0	4	1
09:01	0	0	2	2
09:02	0	0	2	2
09:03	0	0	2	0
09:04	0	0	1	0
09:05	0	0	1	0
09:06	0	0	0	0
09:07	0	0	1	0
09:08	0	0	0	0
09:09	0	0	0	0
09:10	0	0	3	0
09:11	0	0	2	0
09:12	0	0	0	0
09:13	0	0	1	0
09:14	0	0	0	0
09:15	0	0	0	0
09:16	0	0	1	1
09:17	0	0	1	1
09:18	0	0	2	0
09:19	0	0	2	1
09:20	0	0	1	0
09:21	0	0	1	0
09:22	0	0	0	0
09:23	0	0	1	0
09:24	0	0	2	0
09:25	0	0	0	0
09:26	0	0	1	0
09:27	0	0	0	0
09:28	0	0	0	0
09:29	0	0	0	0
09:30	0	0	1	1
09:31	0	0	1	0
09:32	0	0	0	0
09:33	0	0	0	0
09:34	0	0	4	0
09:35	0	0	0	0
09:36	0	0	0	0
09:37	0	0	0	0
09:38	0	0	2	2
09:39	0	0	2	0
09:40	0	0	0	0
09:41	0	0	0	0
09:42	0	0	2	0
09:43	0	0	0	0
09:44	0	0	0	0
09:45	0	0	1	0
09:46	0	0	1	0
09:47	0	0	4	0
09:48	0	0	1	0
09:49	0	0	3	0
09:50	0	0	0	0
09:51	0	0	0	0
09:52	0	0	1	0
09:53	0	0	2	0
09:54	0	0	0	0
09:55	0	0	0	0
09:56	0	0	0	0
09:57	0	0	1	0
09:58	0	0	1	0
09:59	0	0	0	0
10:00	0	0	2	0

Time				
16:01	0	0	3	0
16:02	0	0	2	0
16:03	0	0	0	0
16:04	0	0	0	0
16:05	0	0	2	0
16:06	0	0	1	0
16:07	0	0	1	1
16:08	0	0	3	3
16:09	0	0	3	0
16:10	0	0	0	0
16:11	0	0	1	1
16:12	0	0	1	0
16:13	0	0	0	0
16:14	0	0	2	0
16:15	0	0	1	0
16:16	0	0	0	0
16:17	0	0	1	1
16:18	0	0	2	1
16:19	0	0	2	0
16:20	4	4	0	0
16:21	4	0	0	0
16:22	0	0	1	0
16:23	0	0	0	0
16:24	0	0	1	0
16:25	0	0	0	0
16:26	0	0	1	1
16:27	0	0	1	0
16:28	0	0	3	0
16:29	0	0	2	2
16:30	0	0	2	0
16:31	0	0	1	1
16:32	0	0	2	0
16:33	0	0	1	0
16:34	0	0	0	0
16:35	0	0	1	1
16:36	0	0	2	0
16:37	0	0	2	0
16:38	0	0	1	1
16:39	0	0	1	1
16:40	0	0	2	2
16:41	0	0	7	7
16:42	0	0	7	3
16:43	0	0	3	0
16:44	0	0	0	0
16:45	0	0	0	0
16:46	0	0	1	0
16:47	0	0	4	0
16:48	0	0	1	1
16:49	0	0	1	0
16:50	0	0	1	1
16:51	0	0	1	0
16:52	0	0	0	0
16:53	0	0	1	1
16:54	0	0	1	0
16:55	0	0	4	4
16:56	0	0	4	0
16:57	0	0	1	0
16:58	0	0	0	0
16:59	0	0	1	1
17:00	0	0	1	0
17:01	0	0	2	2
17:02	0	0	2	0
17:03	0	0	5	1
17:04	0	0	1	0
17:05	0	0	1	1
17:06	0	0	1	0
17:07	0	0	1	1
17:08	0	0	1	0
17:09	0	0	0	0
17:10	0	0	0	0
17:11	0	0	1	0
17:12	0	0	1	1
17:13	0	0	1	0
17:14	0	0	0	0
17:15	0	0	2	2
17:16	0	0	2	1
17:17	0	0	1	1
17:18	0	0	1	1
17:19	0	0	2	0
17:20	0	0	0	0
17:21	0	0	0	0
17:22	0	0	0	0
17:23	0	0	2	1
17:24	0	0	3	0
17:25	0	0	0	0
17:26	0	0	0	0
17:27	0	0	0	0
17:28	0	0	0	0
17:29	0	0	0	0
17:30	0	0	0	0
17:31	0	0	0	0
17:32	0	0	2	2
17:33	0	0	2	0
17:34	0	0	0	0
17:35	0	0	2	2
17:36	0	0	2	0
17:37	0	0	0	0
17:38	0	0	2	0
17:39	0	0	0	0
17:40	0	0	0	0
17:41	0	0	1	0
17:42	0	0	0	0
17:43	0	0	1	0
17:44	0	0	1	0
17:45	0	0	0	0
17:46	0	0	0	0
17:47	0	0	0	0
17:48	0	0	1	0
17:49	0	0	0	0
17:50	0	0	5	5
17:51	0	0	5	0
17:52	0	0	0	0
17:53	0	0	1	1
17:54	0	0	1	0
17:55	0	0	1	0
17:56	0	0	0	0
17:57	0	0	0	0
17:58	0	0	1	1
17:59	0	0	2	0
18:00	0	0	0	0
18:01	0	0	0	0
18:02	0	0	5	5
18:03	0	0	5	0
18:04	0	0	0	0
18:05	0	0	1	0
18:06	0	0	3	0
18:07	0	0	0	0
18:08	0	0	0	0
18:09	0	0	1	0
18:10	0	0	2	1
18:11	0	0	1	0
18:12	0	0	0	0
18:13	0	0	1	0
18:14	0	0	0	0
18:15	0	0	0	0
18:16	0	0	1	0
18:17	0	0	0	0
18:18	0	0	0	0
18:19	0	0	0	0
18:20	0	0	1	1
18:21	0	0	1	1
18:22	0	0	1	0
18:23	0	0	1	0
18:24	0	0	0	0
18:25	0	0	1	0
18:26	0	0	0	0
18:27	0	0	0	0
18:28	0	0	0	0
18:29	0	0	2	2
18:30	0	0	2	0
18:31	0	0	0	0
18:32	0	0	2	0
18:33	0	0	0	0
18:34	0	0	0	0
18:35	0	0	0	0
18:36	0	0	2	2
18:37	0	0	2	0
18:38	0	0	1	0
18:39	0	0	0	0
18:40	0	0	1	0
18:41	0	0	0	0
18:42	0	0	3	0
18:43	0	0	2	2
18:44	0	0	2	0
18:45	0	0	0	0
18:46	0	0	1	1
18:47	0	0	1	0
18:48	0	0	2	0
18:49	0	0	0	0
18:50	0	0	1	0
18:51	0	0	0	0
18:52	0	0	1	0
18:53	0	0	0	0
18:54	0	0	0	0
18:55	0	0	0	0
18:56	0	0	0	0
18:57	0	0	1	1
18:58	0	0	1	0
18:59	0	0	0	0
19:00	0	0	0	0

Bolney, Wednesday 22nd November 2023

Site 3

Queues are stationary vehicles

TIME	A - A272 (East) RIGHT TURN		B - Bolney Chapel Road		C - A272 (West) RIGHT TURN		D - Foxhole Lane	
	Max Queue	Spot Queue	Max Queue	Spot Queue	Max Queue	Spot Queue	Max Queue	Spot Queue
07:30	1	0	1	0	0	0	0	0
07:31	0	0	1	0	0	0	0	0
07:32	0	0	1	0	0	0	1	0
07:33	0	0	1	0	0	0	0	0
07:34	0	0	0	0	0	0	1	1
07:35	0	0	0	0	0	0	1	0
07:36	0	0	0	0	0	0	0	0
07:37	0	0	0	0	1	0	0	0
07:38	0	0	0	0	0	0	0	0
07:39	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:41	0	0	1	0	0	0	0	0
07:42	0	0	0	0	0	0	0	0
07:43	0	0	0	0	0	0	0	0
07:44	0	0	2	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:46	2	0	0	0	0	0	1	1
07:47	0	0	0	0	0	0	0	0
07:48	0	0	0	0	0	0	1	0
07:49	0	0	0	0	0	0	0	0
07:50	0	0	1	0	0	0	0	0
07:51	0	0	0	0	0	0	0	0
07:52	0	0	0	0	0	0	0	0
07:53	0	0	0	0	0	0	1	0
07:54	0	0	3	0	0	0	1	1
07:55	0	0	1	1	0	0	1	0
07:56	0	0	1	1	0	0	0	0
07:57	1	1	1	0	0	0	0	0
07:58	1	0	1	1	0	0	0	0
07:59	0	0	1	1	0	0	1	0
08:00	0	0	1	0	0	0	0	0
08:01	0	0	0	0	0	0	0	0
08:02	0	0	1	0	1	1	0	0
08:03	0	0	0	0	1	0	1	0
08:04	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0
08:06	0	0	0	0	0	0	0	0
08:07	0	0	0	0	0	0	0	0
08:08	0	0	1	0	0	0	0	0
08:09	0	0	0	0	1	0	0	0
08:10	0	0	0	0	0	0	0	0
08:11	0	0	0	0	0	0	1	0
08:12	0	0	1	1	0	0	0	0
08:13	0	0	1	0	0	0	0	0
08:14	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:16	0	0	0	0	0	0	2	0
08:17	1	0	1	0	0	0	0	0
08:18	0	0	0	0	0	0	0	0
08:19	0	0	1	1	0	0	0	0
08:20	0	0	1	0	0	0	0	0
08:21	1	0	1	0	1	0	0	0
08:22	0	0	0	0	0	0	0	0
08:23	1	0	0	0	0	0	0	0
08:24	0	0	0	0	1	0	0	0
08:25	0	0	0	0	0	0	0	0
08:26	0	0	0	0	0	0	0	0
08:27	0	0	0	0	0	0	0	0
08:28	0	0	0	0	0	0	0	0
08:29	0	0	1	0	0	0	2	1
08:30	0	0	0	0	0	0	1	0
08:31	0	0	1	1	0	0	0	0
08:32	1	0	1	0	0	0	0	0
08:33	0	0	0	0	0	0	0	0
08:34	0	0	1	1	0	0	0	0
08:35	0	0	1	0	0	0	0	0
08:36	0	0	1	0	0	0	2	2
08:37	0	0	1	1	0	0	2	0
08:38	0	0	1	0	0	0	1	0
08:39	0	0	1	0	0	0	0	0
08:40	0	0	2	0	0	0	0	0
08:41	0	0	0	0	0	0	0	0
08:42	0	0	1	0	0	0	0	0
08:43	0	0	0	0	0	0	0	0
08:44	0	0	0	0	0	0	1	0
08:45	0	0	0	0	0	0	0	0
08:46	0	0	0	0	0	0	0	0
08:47	0	0	1	1	0	0	0	0
08:48	1	0	2	0	0	0	0	0
08:49	0	0	1	0	0	0	0	0
08:50	1	0	1	1	0	0	1	0
08:51	0	0	1	0	0	0	0	0
08:52	1	1	1	1	0	0	0	0
08:53	1	0	1	1	0	0	0	0
08:54	1	1	1	0	0	0	0	0
08:55	1	0	0	0	0	0	0	0
08:56	0	0	0	0	0	0	0	0
08:57	0	0	0	0	0	0	0	0
08:58	0	0	0	0	0	0	0	0
08:59	0	0	0	0	1	0	0	0
09:00	0	0	1	0	0	0	0	0
09:01	1	0	0	0	1	0	0	0
09:02	0	0	0	0	0	0	1	1
09:03	0	0	0	0	0	0	1	1
09:04	0	0	0	0	0	0	1	0
09:05	0	0	0	0	0	0	0	0
09:06	0	0	0	0	0	0	0	0
09:07	0	0	0	0	0	0	1	0
09:08	0	0	0	0	0	0	0	0
09:09	0	0	1	0	0	0	0	0
09:10	0	0	2	1	0	0	0	0
09:11	0	0	1	0	0	0	1	0
09:12	0	0	0	0	0	0	1	0
09:13	1	1	1	1	0	0	1	1
09:14	1	0	1	0	0	0	1	0
09:15	1	0	0	0	0	0	0	0
09:16	0	0	0	0	0	0	0	0
09:17	0	0	0	0	0	0	0	0
09:18	0	0	0	0	0	0	0	0
09:19	1	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0	0
09:21	0	0	0	0	0	0	0	0
09:22	0	0	0	0	0	0	0	0
09:23	0	0	0	0	0	0	1	1
09:24	1	0	0	0	0	0	1	0
09:25	0	0	0	0	0	0	0	0
09:26	0	0	0	0	0	0	0	0
09:27	0	0	0	0	0	0	2	1
09:28	0	0	0	0	0	0	1	0
09:29	0	0	0	0	0	0	1	1
09:30	0	0	0	0	0	0	2	0
09:31	0	0	0	0	0	0	0	0
09:32	0	0	1	1	0	0	0	0
09:33	0	0	1	0	0	0	0	0
09:34	0	0	0	0	0	0	0	0
09:35	1	0	1	1	0	0	0	0
09:36	0	0	1	0	0	0	0	0
09:37	0	0	0	0	0	0	0	0
09:38	0	0	1	1	0	0	0	0
09:39	0	0	0	0	0	0	0	0
09:40	0	0	1	0	0	0	0	0
09:41	0	0	1	0	0	0	0	0
09:42	0	0	0	0	0	0	0	0
09:43	0	0	1	0	0	0	0	0
09:44	0	0	0	0	0	0	1	0
09:45	0	0	0	0	0	0	0	0
09:46	0	0	1	1	0	0	0	0
09:47	0	0	1	0	0	0	0	0
09:48	0	0	0	0	0	0	0	0
09:49	0	0	1	1	0	0	0	0
09:50	0	0	1	0	0	0	1	0
09:51	0	0	0	0	0	0	0	0
09:52	0	0	0	0	0	0	0	0
09:53	1	0	0	0	0	0	0	0
09:54	0	0	0	0	0	0	0	0
09:55	1	0	0	0	0	0	1	1
09:56	0	0	0	0	0	0	1	0
09:57	0	0	1	0	0	0	0	0
09:58	0	0	0	0	0	0	0	0
09:59	0	0	2	2	0	0	0	0
10:00	0	0	2	1	0	0	0	0

Time								
16:01	1	0	1	0	0	0	0	0
16:02	0	0	0	0	0	0	1	0
16:03	0	0	1	0	0	0	0	0
16:04	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	1	0
16:06	0	0	1	0	0	0	0	0
16:07	0	0	0	0	0	0	1	1
16:08	0	0	1	1	0	0	2	2
16:09	0	0	1	0	0	0	2	1
16:10	0	0	3	2	0	0	1	0
16:11	0	0	2	0	0	0	1	0
16:12	0	0	0	0	0	0	1	0
16:13	0	0	0	0	0	0	0	0
16:14	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	3	2
16:16	0	0	1	0	0	0	2	0
16:17	0	0	1	0	0	0	0	0
16:18	0	0	1	0	0	0	0	0
16:19	1	1	0	0	0	0	0	0
16:20	1	0	1	0	0	0	0	0
16:21	0	0	0	0	1	1	0	0
16:22	0	0	0	0	1	0	4	2
16:23	0	0	2	2	0	0	2	0
16:24	0	0	2	0	0	0	0	0
16:25	0	0	0	0	0	0	1	0
16:26	0	0	0	0	0	0	0	0
16:27	0	0	0	0	1	0	1	1
16:28	0	0	0	0	0	0	1	0
16:29	0	0	0	0	0	0	1	0
16:30	0	0	1	0	0	0	0	0
16:31	0	0	0	0	0	0	1	0
16:32	0	0	0	0	0	0	0	0
16:33	0	0	0	0	0	0	1	0
16:34	0	0	0	0	0	0	0	0
16:35	0	0	1	0	0	0	0	0
16:36	0	0	0	0	0	0	0	0
16:37	0	0	0	0	0	0	0	0
16:38	0	0	0	0	0	0	1	1
16:39	0	0	0	0	0	0	1	0
16:40	0	0	1	0	0	0	0	0
16:41	0	0	0	0	0	0	0	0
16:42	1	0	0	0	0	0	0	0
16:43	1	0	0	0	0	0	0	0
16:44	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0
16:46	0	0	0	0	0	0	0	0
16:47	0	0	4	1	0	0	0	0
16:48	0	0	1	1	0	0	0	0
16:49	0	0	1	0	0	0	1	0
16:50	0	0	0	0	0	0	0	0
16:51	0	0	0	0	0	0	0	0
16:52	0	0	0	0	0	0	1	1
16:53	0	0	0	0	0	0	2	2
16:54	0	0	0	0	0	0	2	0
16:55	0	0	0	0	0	0	0	0
16:56	0	0	2	2	0	0	0	0
16:57	0	0	2	0	0	0	0	0
16:58	0	0	1	0	0	0	1	0
16:59	1	0	0	0	0	0	1	0
17:00	0	0	1	1	0	0	1	1
17:01	0	0	1	0	0	0	2	0
17:02	0	0	0	0	0	0	0	0
17:03	0	0	3	3	0	0	0	0
17:04	0	0	3	0	0	0	0	0
17:05	0	0	0	0	0	0	0	0
17:06	0	0	2	0	0	0	0	0
17:07	0	0	0	0	0	0	0	0
17:08	0	0	1	0	0	0	1	0
17:09	0	0	2	0	0	0	1	0
17:10	0	0	0	0	0	0	0	0
17:11	0	0	0	0	0	0	1	1
17:12	0	0	0	0	0	0	2	0
17:13	0	0	0	0	0	0	0	0
17:14	0	0	1	0	0	0	1	0
17:15	0	0	1	1	0	0	1	0
17:16	0	0	2	1	0	0	2	1
17:17	0	0	1	0	0	0	1	0
17:18	0	0	0	0	0	0	0	0
17:19	0	0	0	0	0	0	1	0
17:20	0	0	1	0	0	0	0	0
17:21	0	0	0	0	0	0	0	0
17:22	0	0	1	0	0	0	1	0
17:23	0	0	0	0	0	0	0	0
17:24	0	0	0	0	0	0	0	0
17:25	0	0	0	0	0	0	0	0
17:26	0	0	0	0	0	0	0	0
17:27	0	0	0	0	0	0	0	0
17:28	0	0	1	0	0	0	0	0
17:29	0	0	0	0	1	0	0	0
17:30	0	0	0	0	0	0	0	0
17:31	0	0	0	0	0	0	0	0
17:32	0	0	1	0	1	0	0	0
17:33	0	0	0	0	0	0	0	0
17:34	0	0	1	0	0	0	0	0
17:35	0	0	1	0	0	0	0	0
17:36	0	0	0	0	0	0	0	0
17:37	0	0	0	0	0	0	0	0
17:38	0	0	1	0	0	0	0	0
17:39	0	0	0	0	0	0	0	0
17:40	0	0	1	1	0	0	0	0
17:41	0	0	2	2	0	0	0	0
17:42	0	0	2	2	0	0	0	0
17:43	0	0	0	0	0	0	0	0
17:44	0	0	1	0	0	0	0	0
17:45	0	0	1	1	0	0	0	0
17:46	0	0	1	0	0	0	0	0
17:47	0	0	1	1	0	0	0	0
17:48	0	0	1	0	0	0	0	0
17:49	0	0	0	0	0	0	0	0
17:50	1	1	0	0	0	0	0	0
17:51	1	0	0	0	0	0	1	0
17:52	0	0	0	0	0	0	0	0
17:53	0	0	1	0	0	0	0	0
17:54	0	0	1	0	0	0	1	1
17:55	0	0	0	0	0	0	1	0
17:56	0	0	0	0	0	0	0	0
17:57	0	0	0	0	0	0	1	1
17:58	0	0	1	0	0	0	1	0
17:59	1	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:01	0	0	1	0	0	0	0	0
18:02	0	0	0	0	0	0	0	0
18:03	0	0	0	0	0	0	1	0
18:04	0	0	0	0	0	0	0	0
18:05	0	0	1	0	0	0	0	0
18:06	0	0	1	0	0	0	1	0
18:07	0	0	0	0	0	0	1	0
18:08	0	0	0	0	0	0	0	0
18:09	0	0	0	0	0	0	0	0
18:10	0	0	1	1	0	0	0	0
18:11	0	0	1	0	0	0	1	0
18:12	0	0	1	0	0	0	0	0
18:13	0	0	0	0	0	0	0	0
18:14	0	0	3	2	0	0	0	0
18:15	0	0	2	0	0	0	0	0
18:16	0	0	0	0	0	0	0	0
18:17	0	0	0	0	0	0	0	0
18:18	0	0	0	0	0	0	0	0
18:19	0	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0	0
18:21	0	0	0	0	0	0	0	0
18:22	0	0	0	0	0	0	0	0
18:23	0	0	0	0	0	0	0	0
18:24	0	0	0	0	1	0	0	0
18:25	1	0	0	0	0	0	0	0
18:26	0	0	0	0	0	0	0	0
18:27	0	0	0	0	0	0	1	0
18:28	0	0	0	0	0	0	0	0
18:29	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	0
18:31	0	0	0	0	0	0	0	0
18:32	0	0	0	0	0	0	0	0
18:33	0	0	0	0	0	0	0	0
18:34	0	0	0	0	0	0	0	0
18:35	0	0	1	0	0	0	1	0
18:36	0	0	0	0	0	0	0	0
18:37	0	0	0	0	0	0	0	0
18:38	0	0	1	0	0	0	0	0
18:39	0	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0	0
18:41	0	0	1	0	0	0	0	0
18:42	0	0	0	0	0	0	0	0
18:43	0	0	0	0	0	0	0	0
18:44	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
18:46	0	0	1	0	0	0	0	0
18:47	0	0	0	0	0	0	0	0
18:48	0	0	0	0	0	0	0	0
18:49	0	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0	0
18:51	0	0	0	0	0	0	0	0
18:52	0	0	0	0	0	0	0	0
18:53	0	0	0	0	0	0	0	0
18:54	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0
18:56	0	0	0	0	0	0	0	0
18:57	0	0	0	0	0	0	0	0
18:58	0	0	0	0	0	0	0	0
18:59	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0

Bolney, Wednesday 22nd November 2023

Site 4

Queues are stationary vehicles

TIME	3 - A281 (North)		1 - Bolney Road		2 - A281 (South)	
	Max Queue	Spot Queue	Max Queue	Spot Queue	Max Queue	Spot Queue
07:30	4	0	3	0	12	6
07:31	2	0	0	0	6	0
07:32	0	0	16	0	5	0
07:33	0	0	12	8	12	12
07:34	0	0	20	0	12	9
07:35	0	0	6	6	9	0
07:36	2	0	0	0	1	1
07:37	0	0	0	0	8	8
07:38	0	0	0	0	8	0
07:39	3	0	3	0	5	0
07:40	0	0	0	0	2	0
07:41	5	0	0	0	4	4
07:42	0	0	1	0	8	0
07:43	0	0	0	0	10	0
07:44	3	0	2	0	6	0
07:45	0	0	8	0	8	0
07:46	7	0	5	5	12	12
07:47	8	0	5	0	12	6
07:48	2	0	5	0	9	9
07:49	0	0	0	0	9	0
07:50	5	0	6	0	12	12
07:51	0	0	4	4	12	12
07:52	6	0	4	0	12	11
07:53	2	2	8	0	11	9
07:54	7	0	18	0	5	5
07:55	0	0	0	0	5	5
07:56	0	0	0	0	9	8
07:57	0	0	6	0	8	6
07:58	0	0	25	0	6	6
07:59	4	0	28	28	7	0
08:00	0	0	28	0	8	8
08:01	0	0	10	0	8	6
08:02	3	0	20	0	9	9
08:03	3	0	0	0	9	7
08:04	0	0	14	14	9	8
08:05	0	0	14	12	9	9
08:06	0	0	12	0	10	9
08:07	0	0	0	0	9	0
08:08	3	0	5	0	1	0
08:09	0	0	0	0	4	4
08:10	0	0	4	0	4	0
08:11	3	0	0	0	1	0
08:12	0	0	0	0	3	3
08:13	0	0	16	0	7	7
08:14	0	0	0	0	11	11
08:15	0	0	8	0	11	7
08:16	2	2	18	8	7	4
08:17	2	0	8	6	10	10
08:18	3	0	6	0	10	9
08:19	0	0	9	0	9	8
08:20	2	0	0	0	8	4
08:21	0	0	0	0	4	0
08:22	3	0	32	0	4	4
08:23	0	0	5	0	12	12
08:24	5	0	18	18	12	3
08:25	1	0	18	0	3	0
08:26	4	0	0	0	3	1
08:27	3	0	15	0	1	0
08:28	3	0	14	3	4	4
08:29	0	0	3	0	4	0
08:30	0	0	0	0	5	5
08:31	0	0	4	0	5	0
08:32	2	0	0	0	8	0
08:33	4	0	0	0	9	9
08:34	0	0	3	0	9	8
08:35	0	0	18	0	8	0
08:36	7	0	7	0	7	7
08:37	6	0	30	25	7	6
08:38	5	0	25	5	6	4
08:39	0	0	15	0	12	12
08:40	0	0	22	0	13	10
08:41	0	0	26	0	11	11
08:42	4	0	19	0	12	12
08:43	0	0	20	0	12	0
08:44	0	0	12	0	0	0
08:45	0	0	0	0	1	1
08:46	0	0	15	0	5	0
08:47	4	0	5	5	1	0
08:48	3	0	7	5	1	1
08:49	0	0	5	1	1	0
08:50	4	0	4	0	0	0
08:51	0	0	3	0	1	1
08:52	0	0	0	0	1	0
08:53	0	0	7	7	6	3
08:54	0	0	9	0	3	3
08:55	1	0	0	0	3	0
08:56	3	0	6	0	3	0
08:57	0	0	0	0	5	5
08:58	0	0	4	0	6	6
08:59	3	0	0	0	6	2
09:00	0	0	7	0	6	6
09:01	3	0	9	9	6	0
09:02	7	0	11	0	1	0
09:03	0	0	0	0	2	2
09:04	0	0	0	0	2	0
09:05	2	0	0	0	3	3
09:06	0	0	7	7	3	0
09:07	2	0	9	0	8	0
09:08	0	0	8	8	5	5
09:09	1	0	8	0	5	1
09:10	0	0	0	0	2	2
09:11	8	0	12	0	3	2
09:12	7	0	14	0	5	5
09:13	0	0	6	0	5	5
09:14	3	0	0	0	5	2
09:15	9	0	15	15	2	0
09:16	0	0	15	0	2	0
09:17	3	3	0	0	2	2
09:18	3	0	0	0	5	0
09:19	0	0	0	0	1	0
09:20	0	0	5	2	0	0
09:21	3	0	2	0	0	0
09:22	1	1	2	0	2	0
09:23	1	0	4	4	2	0
09:24	0	0	5	0	3	0
09:25	0	0	4	2	2	2
09:26	4	2	5	0	2	0
09:27	2	0	1	1	1	0
09:28	2	0	1	0	2	2
09:29	1	1	8	0	2	1
09:30	3	0	0	0	2	2
09:31	0	0	6	6	2	1
09:32	5	0	6	2	5	0
09:33	0	0	3	0	2	0
09:34	2	0	0	0	0	0
09:35	0	0	0	0	5	0
09:36	3	0	0	0	1	0
09:37	0	0	9	9	0	0
09:38	6	0	9	0	2	0
09:39	0	0	5	0	3	3
09:40	1	0	0	0	6	6
09:41	0	0	0	0	6	0
09:42	2	2	6	0	1	0
09:43	5	0	0	0	0	0
09:44	0	0	5	3	2	2
09:45	0	0	4	0	2	0
09:46	0	0	15	0	2	0
09:47	6	6	0	0	0	0
09:48	6	0	3	0	1	1
09:49	2	0	6	0	1	0
09:50	3	3	0	0	5	0
09:51	3	0	5	0	0	0
09:52	0	0	10	0	0	0
09:53	0	0	4	0	4	1
09:54	0	0	0	0	1	0
09:55	0	0	3	0	2	0
09:56	3	0	0	0	1	0
09:57	3	0	9	0	3	2
09:58	0	0	1	0	2	0
09:59	0	0	3	0	1	0
10:00	0	0	0	0	3	0

Time						
16:01	0	0	5	0	4	0
16:02	4	4	5	0	4	1
16:03	5	0	10	0	1	0
16:04	6	0	2	0	0	0
16:05	0	0	6	0	0	0
16:06	0	0	8	8	1	0
16:07	0	0	8	0	5	0
16:08	3	2	15	0	9	0
16:09	9	0	7	0	1	0
16:10	0	0	13	13	1	0
16:11	1	0	13	0	2	0
16:12	2	0	3	0	2	0
16:13	0	0	18	0	5	5
16:14	0	0	0	0	5	0
16:15	5	4	1	0	0	0
16:16	4	0	2	0	3	2
16:17	0	0	11	11	5	5
16:18	3	0	11	0	5	0
16:19	3	0	6	6	3	3
16:20	0	0	6	0	3	0
16:21	0	0	0	0	7	7
16:22	2	0	7	7	7	2
16:23	0	0	9	0	2	2
16:24	0	0	14	8	2	0
16:25	3	2	12	5	4	0
16:26	2	0	5	0	8	8
16:27	0	0	9	4	10	10
16:28	0	0	21	0	10	6
16:29	3	0	6	6	10	10
16:30	0	0	6	0	12	12
16:31	0	0	0	0	12	0
16:32	7	0	0	0	2	0
16:33	0	0	0	0	2	0
16:34	0	0	7	0	7	7
16:35	5	0	0	0	7	0
16:36	9	0	8	8	3	3
16:37	1	1	9	0	3	0
16:38	3	0	13	0	1	0
16:39	5	0	4	0	3	3
16:40	3	0	0	0	3	0
16:41	0	0	3	0	3	3
16:42	3	0	7	0	7	7
16:43	0	0	4	4	7	0
16:44	6	0	4	0	3	0
16:45	8	0	4	0	2	0
16:46	0	0	0	0	4	0
16:47	0	0	5	0	0	0
16:48	4	0	0	0	5	0
16:49	2	0	19	0	7	7
16:50	0	0	7	0	7	4
16:51	0	0	0	0	5	5
16:52	0	0	12	0	5	0
16:53	0	0	14	0	2	0
16:54	0	0	0	0	0	0
16:55	0	0	0	0	0	0
16:56	8	0	0	0	5	4
16:57	0	0	25	0	4	0
16:58	1	0	8	8	0	0
16:59	0	0	12	0	2	0
17:00	0	0	0	0	1	0
17:01	0	0	5	0	2	2
17:02	0	0	13	0	2	2
17:03	1	0	8	0	3	0
17:04	4	0	6	0	4	0
17:05	1	0	8	8	5	0
17:06	0	0	8	0	7	0
17:07	5	0	0	0	1	0
17:08	0	0	24	0	1	0
17:09	0	0	0	0	1	1
17:10	0	0	4	4	2	2
17:11	0	0	8	0	2	0
17:12	3	0	0	0	2	0
17:13	6	6	1	1	3	0
17:14	11	0	8	8	7	4
17:15	0	0	8	0	4	0
17:16	0	0	26	2	5	0
17:17	0	0	8	8	9	9
17:18	4	4	16	0	9	0
17:19	4	1	24	0	6	0
17:20	1	0	8	0	6	2
17:21	4	0	9	0	2	0
17:22	0	0	3	0	4	0
17:23	0	0	9	0	3	0
17:24	0	0	9	0	6	6
17:25	2	0	2	2	6	4
17:26	0	0	16	0	4	0
17:27	10	0	7	0	8	8
17:28	0	0	1	1	8	2
17:29	4	0	1	0	4	4
17:30	0	0	7	0	4	3
17:31	0	0	8	0	3	1
17:32	4	0	9	0	1	0
17:33	0	0	0	0	2	0
17:34	0	0	7	7	3	1
17:35	0	0	25	25	1	0
17:36	0	0	25	0	3	0
17:37	0	0	0	0	8	8
17:38	0	0	0	0	8	0
17:39	2	0	11	11	1	0
17:40	0	0	11	0	2	0
17:41	0	0	8	8	5	5
17:42	0	0	8	0	5	0
17:43	0	0	6	0	3	0
17:44	2	2	15	0	2	0
17:45	2	0	16	0	5	5
17:46	0	0	7	0	5	1
17:47	0	0	8	5	1	0
17:48	0	0	5	0	4	1
17:49	5	0	8	0	1	0
17:50	0	0	7	0	1	0
17:51	2	0	21	21	2	0
17:52	0	0	21	0	4	2
17:53	2	0	0	0	2	0
17:54	0	0	7	0	1	0
17:55	0	0	0	0	5	5
17:56	2	2	7	0	5	0
17:57	2	0	0	0	1	0
17:58	6	0	3	3	0	0
17:59	0	0	5	0	1	0
18:00	0	0	2	2	2	0
18:01	0	0	2	0	1	1
18:02	0	0	0	0	1	0
18:03	0	0	5	0	1	0
18:04	0	0	0	0	1	0
18:05	0	0	11	0	2	2
18:06	0	0	8	8	2	0
18:07	2	0	12	0	3	3
18:08	0	0	0	0	3	0
18:09	0	0	1	1	0	0
18:10	1	0	1	0	0	0
18:11	0	0	0	0	0	0
18:12	3	0	0	0	1	1
18:13	0	0	12	0	1	0
18:14	2	0	0	0	5	0
18:15	0	0	0	0	3	3
18:16	0	0	0	0	3	1
18:17	0	0	0	0	1	0
18:18	0	0	0	0	0	0
18:19	5	0	2	0	0	0
18:20	0	0	7	0	1	0
18:21	0	0	0	0	1	0
18:22	0	0	7	0	1	1
18:23	0	0	0	0	1	1
18:24	0	0	5	0	1	0
18:25	0	0	1	0	0	0
18:26	0	0	2	0	1	0
18:27	0	0	0	0	0	0
18:28	0	0	0	0	0	0
18:29	0	0	1	0	2	0
18:30	0	0	1	0	1	1
18:31	7	7	0	0	1	0
18:32	7	0	0	0	0	0
18:33	0	0	0	0	0	0
18:34	0	0	0	0	1	0
18:35	0	0	1	0	0	0
18:36	0	0	0	0	0	0
18:37	0	0	0	0	1	0
18:38	0	0	2	0	1	0
18:39	0	0	0	0	3	0
18:40	0	0	2	0	3	0
18:41	0	0	0	0	1	0
18:42	0	0	2	0	0	0
18:43	1	0	0	0	0	0
18:44	0	0	0	0	2	0
18:45	0	0	0	0	3	3
18:46	0	0	5	0	6	0
18:47	0	0	0	0	0	0
18:48	0	0	0	0	0	0
18:49	0	0	0	0	0	0
18:50	2	0	0	0	0	0
18:51	0	0	0	0	2	2
18:52	0	0	0	0	2	0
18:53	0	0	0	0	0	0
18:54	0	0	0	0	0	0
18:55	0	0	0	0	0	0
18:56	0	0	0	0	0	0
18:57	0	0	0	0	0	0
18:58	0	0	0	0	0	0
18:59	0	0	3	0	1	1
19:00	0	0	1	0	1	0

TIME	3 - A281 (North)		1 - A281 (South)		2 - Station Road	
	Max Queue	Spot Queue	Max Queue	Spot Queue	Max Queue	Spot Queue
07:30	1	0	0	0	11	0
07:31	1	0	0	0	15	0
07:32	3	0	4	0	14	0
07:33	0	0	0	0	10	5
07:34	5	1	1	1	5	0
07:35	3	0	4	0	6	6
07:36	2	0	0	0	6	0
07:37	0	0	0	0	8	0
07:38	1	1	0	0	8	3
07:39	1	0	1	0	11	0
07:40	2	0	1	1	6	0
07:41	1	1	3	3	0	0
07:42	2	0	5	0	4	0
07:43	2	2	0	0	1	1
07:44	5	0	6	6	7	7
07:45	6	0	6	0	7	0
07:46	2	0	1	0	18	6
07:47	4	0	7	0	6	0
07:48	5	5	6	6	0	0
07:49	6	6	6	2	4	3
07:50	6	5	2	0	3	3
07:51	5	0	0	0	3	0
07:52	3	0	0	0	10	4
07:53	10	2	7	0	4	0
07:54	6	3	1	0	11	5
07:55	3	0	3	0	9	9
07:56	1	0	0	0	9	3
07:57	2	0	5	5	7	0
07:58	6	6	8	0	3	0
07:59	6	1	9	0	5	4
08:00	5	5	3	0	11	0
08:01	5	0	3	0	7	0
08:02	1	1	2	0	9	0
08:03	1	1	0	0	16	0
08:04	3	3	3	0	3	3
08:05	3	0	9	4	7	0
08:06	0	0	4	0	3	3
08:07	3	3	1	0	3	0
08:08	3	0	4	0	10	4
08:09	9	2	3	0	4	0
08:10	8	8	0	0	4	0
08:11	8	0	1	0	5	0
08:12	0	0	0	0	5	3
08:13	4	3	5	1	3	0
08:14	3	0	1	0	0	0
08:15	2	1	9	0	10	3
08:16	2	2	7	0	12	0
08:17	3	0	0	0	15	0
08:18	2	0	4	0	14	0
08:19	1	0	5	5	4	4
08:20	3	2	5	0	20	0
08:21	3	0	0	0	8	8
08:22	4	0	5	0	0	0
08:23	1	0	6	0	3	0
08:24	3	0	0	0	16	1
08:25	3	1	0	0	17	0
08:26	1	0	1	1	1	0
08:27	5	3	6	0	8	0
08:28	4	4	1	0	5	2
08:29	5	5	0	0	14	0
08:30	10	10	0	0	14	0
08:31	10	8	7	0	7	0
08:32	8	2	4	0	3	0
08:33	7	0	1	0	16	16
08:34	4	0	4	0	16	0
08:35	5	4	5	0	8	0
08:36	7	0	0	0	6	0
08:37	8	8	0	0	10	6
08:38	10	10	4	0	25	25
08:39	12	12	1	0	26	26
08:40	12	10	4	0	26	0
08:41	11	11	0	0	12	6
08:42	11	3	9	0	0	0
08:43	8	4	0	0	10	10
08:44	4	0	4	0	10	0
08:45	7	7	1	0	12	0
08:46	7	0	3	0	5	0
08:47	8	0	0	0	6	0
08:48	7	6	0	0	3	3
08:49	6	0	0	0	12	12
08:50	12	12	4	0	12	0
08:51	12	0	3	0	4	4
08:52	3	3	2	0	15	9
08:53	4	4	0	0	9	1
08:54	4	0	7	0	5	5
08:55	3	3	4	4	5	3
08:56	3	0	4	0	3	0
08:57	1	0	0	0	5	0
08:58	1	0	0	0	6	0
08:59	3	1	4	0	13	0
09:00	3	0	6	0	5	0
09:01	3	0	3	0	3	0
09:02	2	0	3	0	13	0
09:03	0	0	0	0	0	0
09:04	2	0	0	0	2	0
09:05	2	0	3	0	7	0
09:06	3	0	9	0	6	0
09:07	0	0	1	0	3	0
09:08	0	0	0	0	13	13
09:09	1	0	0	0	13	0
09:10	0	0	0	0	4	0
09:11	3	0	2	0	4	0
09:12	3	3	0	0	2	0
09:13	5	5	2	0	12	0
09:14	5	0	4	4	12	3
09:15	3	0	4	0	4	0
09:16	3	0	0	0	8	1
09:17	0	0	5	3	1	0
09:18	0	0	3	0	4	0
09:19	2	0	0	0	18	18
09:20	2	2	3	0	18	0
09:21	2	1	0	0	5	0
09:22	1	0	0	0	0	0
09:23	3	0	2	0	1	0
09:24	3	3	0	0	7	0
09:25	3	0	7	1	1	0
09:26	1	1	1	0	2	0
09:27	1	0	0	0	0	0
09:28	0	0	0	0	8	0
09:29	2	0	0	0	9	0
09:30	5	5	2	0	4	2
09:31	5	1	8	0	5	4
09:32	3	0	5	0	6	0
09:33	0	0	0	0	3	0
09:34	3	0	0	0	13	0
09:35	1	0	3	0	15	15
09:36	1	1	3	0	15	0
09:37	1	0	0	0	4	0
09:38	1	1	1	0	6	0
09:39	1	0	1	0	4	3
09:40	3	0	0	0	3	0
09:41	0	0	0	0	4	0
09:42	0	0	0	0	3	0
09:43	3	0	4	0	4	2
09:44	0	0	2	2	5	0
09:45	2	0	5	0	2	0
09:46	3	3	0	0	9	0
09:47	3	0	0	0	2	0
09:48	0	0	0	0	5	0
09:49	1	0	1	0	7	2
09:50	1	0	3	0	6	0
09:51	1	1	1	0	4	0
09:52	1	0	2	0	5	0
09:53	0	0	0	0	3	3
09:54	1	0	0	0	5	3
09:55	0	0	3	0	5	0
09:56	1	0	4	0	5	0
09:57	1	1	0	0	4	0
09:58	1	0	1	0	4	4
09:59	0	0	0	0	10	0
10:00	2	0	2	0	0	0

Time						
16:01	5	0	0	0	12	10
16:02	4	4	0	0	10	0
16:03	10	3	1	0	9	0
16:04	3	1	1	0	18	0
16:05	6	4	6	4	25	0
16:06	8	8	4	0	12	0
16:07	12	12	5	0	13	0
16:08	12	7	0	0	18	0
16:09	7	0	2	0	4	0
16:10	8	0	0	0	20	20
16:11	10	5	4	0	20	7
16:12	8	8	5	0	7	0
16:13	8	0	5	0	5	4
16:14	9	9	1	0	4	4
16:15	12	12	0	0	10	0
16:16	14	14	0	0	0	0
16:17	14	12	1	0	3	0
16:18	12	0	4	0	22	22
16:19	8	8	3	0	22	1
16:20	9	9	6	0	0	0
16:21	9	0	9	5	0	0
16:22	0	0	8	0	0	0
16:23	2	0	0	0	5	5
16:24	7	7	0	0	8	0
16:25	7	6	4	0	27	0
16:26	6	1	8	0	28	26
16:27	1	1	0	0	33	0
16:28	3	0	3	0	8	3
16:29	6	6	0	0	3	3
16:30	6	6	1	0	5	2
16:31	6	0	0	0	4	4
16:32	7	7	5	0	8	0
16:33	10	10	10	0	10	2
16:34	10	0	2	2	0	0
16:35	5	3	2	0	4	0
16:36	8	0	0	0	24	24
16:37	2	0	2	0	24	0
16:38	9	9	4	4	4	0
16:39	11	11	4	0	0	0
16:40	11	0	1	0	0	0
16:41	6	0	4	3	4	0
16:42	3	3	9	0	8	7
16:43	4	4	4	0	7	0
16:44	8	8	3	3	4	3
16:45	8	0	3	0	12	5
16:46	6	0	10	0	6	4
16:47	6	6	0	0	12	0
16:48	0	0	1	0	5	0
16:49	4	4	1	1	10	0
16:50	4	0	8	0	11	0
16:51	3	3	8	0	10	5
16:52	6	6	9	0	5	0
16:53	7	7	10	0	2	0
16:54	8	8	8	1	15	0
16:55	8	7	5	0	5	2
16:56	7	3	2	0	8	0
16:57	5	5	0	0	25	25
16:58	5	5	8	0	25	0
16:59	5	3	10	0	5	0
17:00	6	6	9	0	5	0
17:01	8	8	9	4	10	0
17:02	8	0	5	0	2	0
17:03	8	8	0	0	0	0
17:04	8	3	2	0	8	0
17:05	4	0	9	0	3	0
17:06	4	4	2	0	3	3
17:07	4	0	6	0	5	3
17:08	4	4	2	0	3	0
17:09	6	6	0	0	0	0
17:10	8	4	1	0	3	3
17:11	6	6	7	0	3	0
17:12	8	8	0	0	3	0
17:13	8	0	0	0	3	3
17:14	9	0	8	0	15	4
17:15	7	7	0	0	9	0
17:16	7	4	8	3	0	0
17:17	6	6	6	0	6	2
17:18	6	0	5	0	2	0
17:19	3	3	0	0	12	0
17:20	8	8	0	0	14	0
17:21	8	1	2	0	4	0
17:22	4	4	0	0	18	0
17:23	4	0	1	0	5	0
17:24	5	0	0	0	7	3
17:25	4	0	0	0	4	4
17:26	3	3	0	0	6	4
17:27	3	3	3	2	6	2
17:28	10	10	10	0	3	0
17:29	10	6	2	0	5	3
17:30	6	0	0	0	3	3
17:31	3	1	4	1	12	8
17:32	2	0	2	0	8	3
17:33	5	5	3	0	3	3
17:34	8	3	0	0	3	0
17:35	3	2	9	2	5	0
17:36	2	0	9	0	5	0
17:37	6	0	2	0	19	19
17:38	4	3	3	0	19	0
17:39	3	1	3	3	27	26
17:40	4	3	6	0	3	0
17:41	5	5	2	0	4	0
17:42	6	6	10	10	12	2
17:43	10	10	10	0	5	0
17:44	10	0	6	6	0	0
17:45	5	5	8	0	13	0
17:46	5	4	9	0	5	5
17:47	4	0	3	3	17	17
17:48	3	3	3	0	5	0
17:49	6	0	0	0	0	0
17:50	6	0	3	3	5	0
17:51	4	3	3	0	7	0
17:52	5	5	5	2	8	5
17:53	8	8	2	2	5	2
17:54	9	0	5	0	4	0
17:55	8	4	4	0	15	0
17:56	4	0	9	0	12	0
17:57	5	0	2	0	25	25
17:58	6	0	0	0	25	0
17:59	8	4	0	0	8	0
18:00	4	2	0	0	0	0
18:01	2	0	2	0	4	0
18:02	3	3	0	0	4	0
18:03	3	1	1	0	15	0
18:04	5	0	2	2	2	0
18:05	6	0	6	1	5	0
18:06	1	1	1	0	3	3
18:07	1	0	6	2	3	0
18:08	1	0	2	0	4	0
18:09	0	0	0	0	2	0
18:10	1	0	2	0	19	0
18:11	1	0	0	0	0	0
18:12	0	0	0	0	6	0
18:13	2	0	1	0	3	3
18:14	1	0	0	0	3	0
18:15	0	0	7	0	0	0
18:16	4	0	4	0	5	0
18:17	2	0	0	0	4	0
18:18	3	0	0	0	3	0
18:19	0	0	3	0	0	0
18:20	3	2	0	0	8	3
18:21	6	0	1	0	4	0
18:22	2	2	0	0	0	0
18:23	2	0	3	0	11	11
18:24	1	1	0	0	11	0
18:25	1	0	0	0	9	0
18:26	3	0	3	0	0	0
18:27	1	1	0	0	3	0
18:28	4	4	0	0	0	0
18:29	4	3	1	0	7	0
18:30	3	0	0	0	3	0
18:31	2	0	1	1	2	0
18:32	2	0	1	0	3	0
18:33	1	0	0	0	2	0
18:34	2	0	1	0	3	0
18:35	5	0	1	0	0	0
18:36	0	0	0	0	4	0
18:37	1	0	0	0	2	0
18:38	0	0	0	0	5	0
18:39	3	0	0	0	2	0
18:40	0	0	0	0	8	0
18:41	0	0	1	0	5	5
18:42	1	1	4	0	5	0
18:43	1	0	0	0	3	0
18:44	0	0	0	0	0	0
18:45	0	0	0	0	3	0
18:46	3	3	0	0	3	3
18:47	3	0	3	3	3	0
18:48	0	0	3	0	1	0
18:49	1	0	0	0	3	0
18:50	0	0	0	0	1	0
18:51	2	0	0	0	0	0
18:52	2	0	0	0	1	1
18:53	0	0	0	0	3	3
18:54	0	0	0	0	3	0
18:55	1	1	0	0	2	0
18:56	1	0	1	0	2	0
18:57	0	0	0	0	2	0
18:58	0	0	0	0	0	0
18:59	0	0	1	0	0	0
19:00	2	2	1	1	1	0

APPENDIX C. QUEUE SURVEY SUMMARY

15 Minute Interval Summary - Average Queue on each arm (PCU)

22nd Nov

Junction 1 - A272 Crowfold Lane / The Street

Interval	Arm B - The Street		Arm C - A272 Cowfold Road (E)	
	Max	Spot	Max	Spot
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
1600-1615	0	0	0	0
1615-1630	0	0	0	0
1630-1645	0	0	0	0
1645-1700	0	0	0	0

Junction 2 - A272 Cowfold Lane / London Road

Interval	Arm B - London Road		Arm C - A272 (E)	
	Max	Spot	Max	Spot
0730-0745	0	0	2	1
0745-0800	0	0	1	0
0800-0815	0	0	2	1
0815-0830	0	0	2	1
1600-1615	0	0	1	0
1615-1630	1	0	1	0
1630-1645	0	0	2	1
1645-1700	0	0	1	1

Junction 3 - A272 Cowfold Lane / Foxhole Lane

Interval	Arm A - A272 (E)		Arm B - Bolney Chapel Road		Arm C - A272 (W)		Arm D - Foxhole Lane	
	Max	Spot	Max	Spot	Max	Spot	Max	Spot
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	1	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
1600-1615	0	0	1	0	0	0	1	0
1615-1630	0	0	1	0	0	0	1	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	1	0	0	0	1	0

Junction 4 - A272 Bolney Road / A281

Interval	Arm A - Bolney Road		Arm B - A281 (S)		Arm C - A281 (N)	
	Max	Spot	Max	Spot	Max	Spot
0730-0745	1	0	4	1	7	3
0745-0800	3	0	8	2	9	7
0800-0815	1	0	8	2	7	5
0815-0830	2	0	10	2	7	4
1600-1615	2	0	8	2	3	0
1615-1630	2	0	8	3	5	4
1630-1645	3	0	4	1	5	2
1645-1700	2	0	7	1	3	1

Junction 5 - A281 / A272 Station Road

Interval	A281 (N)		Station Road		A281 (S)	
	Max	Spot	Max	Spot	Max	Spot
0730-0745	7	1	2	1	2	0
0745-0800	7	3	4	1	5	2
0800-0815	6	1	3	0	4	2
0815-0830	10	1	3	0	3	1
1600-1615	13	3	2	0	8	4
1615-1630	11	4	3	0	7	5
1630-1645	7	3	3	1	7	4
1645-1700	10	3	6	0	5	4

Junction 6 - London Road / A23 Slip Roads (Max Queue)

Interval	London Road	London Road	A23 Inside	A23 Outside	Marylands	Local Road	Local Road
0730-0745	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0
1600-1615	0	0	1	0	0	0	0
1615-1630	0	0	0	0	0	0	0
1630-1645	0	0	1	0	0	0	0
1645-1700	0	0	0	0	0	0	0

Junction 7 - A272 Cowfold Road / Bolney Road / A23 Slip Roads (Max Queue)

Interval	Crossways	A272 Bolney Road Outside	A272 Bolney Road Inside	A272 Cowfold Road Outside	A272 Cowfold Road Inside	A23 Off-Slip Outside	A23 Off-Slip Inside
0730-0745	0	1	3	0	0	1	2
0745-0800	0	1	2	0	0	1	2
0800-0815	0	1	2	0	0	1	1
0815-0830	0	1	2	0	0	1	1
1600-1615	2	1	3	0	0	1	3
1615-1630	1	1	3	0	0	1	2
1630-1645	1	1	2	0	0	1	1
1645-1700	0	1	1	0	0	1	2

APPENDIX D. TRIP DISTRIBUTION AND ASSIGNMENT CALCULATIONS

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

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

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

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

place of work	E02006610 : Mid Sussex 007	E02006619 : Mid Sussex 016	007 & 016 Combined	%						AM	PM
E02006604 : Mid Sussex 001	25	8	33	0.8%							
E02006605 : Mid Sussex 002	23	1	24	0.6%							
E02006606 : Mid Sussex 003	6	3	9	0.2%							
E02006607 : Mid Sussex 004	11	5	16	0.4%							
E02006608 : Mid Sussex 005	6	3	9	0.2%							
E02006609 : Mid Sussex 006	29	21	50	1.2%							
E02006610 : Mid Sussex 007	153	36	189	4.6%	2.3%	2.3%					
E02006611 : Mid Sussex 008	34	24	58	1.4%							
E02006612 : Mid Sussex 009	102	96	198	4.8%							
E02006613 : Mid Sussex 010	12	15	27	0.7%							
E02006614 : Mid Sussex 011	80	75	155	3.8%							
E02006615 : Mid Sussex 012	27	35	62	1.5%							
E02006616 : Mid Sussex 013	3	12	15	0.4%							
E02006617 : Mid Sussex 014	34	130	164	4.0%	2.0%	2.0%					
E02006618 : Mid Sussex 015	21	60	81	2.0%	1.0%	1.0%					
E02006619 : Mid Sussex 016	46	226	272	6.6%	1.7%	5.0%					
E02006620 : Mid Sussex 017	11	81	92	2.2%							
E02006588 : Horsham 001	15	10	25	0.6%							
E02006589 : Horsham 002	16	5	21	0.5%							
E02006590 : Horsham 003	5	1	6	0.1%							
E02006591 : Horsham 004	12	6	18	0.4%	0.2%	0.2%					
E02006592 : Horsham 005	3	4	7	0.2%							
E02006593 : Horsham 006	47	31	78	2%	0.6%	0.6%	0.6%				
E02006594 : Horsham 007	1	1	2	0.0%							
E02006595 : Horsham 008	13	7	20	0.5%							
E02006596 : Horsham 009	7	9	16	0.4%							
E02006597 : Horsham 010	7	8	15	0.4%							
E02006598 : Horsham 011	11	14	25	0.6%							
E02006599 : Horsham 012	1	1	2	0.0%							
E02006600 : Horsham 013	2	7	9	0.2%							
E02006601 : Horsham 014	10	36	46	1.1%							
E02006602 : Horsham 015	3	9	12	0.3%							
E02006603 : Horsham 016	0	14	14	0.3%							
Manchester	1	11	12	0.3%							
Luton	8	2	10	0.2%							
Croydon	13	12	25	0.6%							
Hillingdon	27	10	37	0.9%							
Hounslow	7	8	15	0.4%							
Kingston upon Thames	10	4	14	0.3%							
Merton	13	10	23	0.6%							
Sutton	15	4	19	0.5%							
Westminster,City of London	8	11	19	0.5%							
Brighton and Hove	74	396	470	11.5%							
Eastbourne	6	15	21	0.5%							
Lewes	47	108	155	3.8%							
Wealden	21	32	53	1%	0.6%	0.6%					
Sevenoaks	6	5	11	0.3%							
Tonbridge and Malling	10	1	11	0.3%							
Tunbridge Wells	7	7	14	0.3%							
Elmbridge	9	8	17	0.4%							
Guildford	14	8	22	1%	0.3%	0.3%					
Mole Valley	24	16	40	1.0%							
Reigate and Banstead	115	37	152	3.7%							
Tandridge	43	11	54	1.3%							
Adur	12	46	58	1.4%							
Arun	8	16	24	0.6%							
Chichester	5	10	15	0.4%							
Crawley	443	230	673	16.4%							
Horsham	153	163	316	7.7%							
Worthing	9	44	53	1.3%							
			4,103	100%							

				AM	PM
				63%	49%
A	Station Road	11.3%		7.2%	5.5%
B	Brook Hill	1.1%		0.7%	0.5%
C	A281 (South)	1.0%		0.6%	0.5%
B	The Street	2.3%		1.5%	1.1%
C	A23 North	34.5%		21.9%	16.7%
D	A23 South	30.8%		19.5%	15.0%
E	Bolney Road	16.2%		10.3%	7.9%
F	London Road	1.7%		1.1%	0.8%
G	Church Lane			0.0%	0.0%
J	A272 Cowfold Road	1.1%		0.7%	0.5%

TEMPro Journey Purpose Data

Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	
E02006610	Mid Sussex 007	1,090	995	155	121	231	238	234	144	138	108	73	71	29	26	45	24	
	Average		1,043		138		235		189		123		72		28		35	1,861
	%		56%		7%		13%		10%		7%		4%		1%		2%	100%
Level	Name	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	
E02006610	Mid Sussex 007	783	859	113	135	108	107	251	300	162	175	191	200	193	205	51	61	
	Average		821		124		108		276		169		196		199		56	1,947
	%		42%		6%		6%		14%		9%		10%		10%		3%	100%

	AM	PM
WORK	63%	49%
Education	13%	6%
Shopping	10%	14%
Leisure	14%	32%
TOTAL NON-WORK	37%	51%

JOURNEY PURPOSES		AM	PM					
Education		13%	6%					
Primary	50%	6%	3%					
Bolney C of E School	80%	5%	2%	G				
St. Peters C of E Primary School	10%	1%	0%	A				
Holy Trinity C of E Primary School	10%	1%	0%	E				
Secondary	50%	6%	3%					
Warden Park Academy	75%	5%	2%	E				
St. Paul's Catholic College	10%	1%	0%	D				
The Burgess Hill Academy	10%	1%	0%	D	E	0%	0%	
Farney Close School	5%	0%	0%	E				
Shopping		10%	14%					
Food	50%	5%	7%					
Morrisons Daily Bolney	10%	1%	1%	A				
Sainsbury's Haywards Heath	30%	2%	2%	E				
Waitrose Haywards Heath	30%	2%	2%	E				
Burgess Hill	30%	2%	2%	E				
Non-Food	50%	5%	7%					
Haywards Heath (Orchards Shopping C	30%	2%	2%	E				
Burgess Hill (Market Place Shopping Centre)	25%	1%	2%	D	E	1%	1%	
Crawley	25%	1%	2%	C				
Brighton	10%	1%	1%	D				
Horhsam	10%	1%	1%	A				
Leisure		14%	32%					
Haywards Heath	30%	4%	10%	E				
Burgess Hill	20%	3%	6%	D	E	1%	3%	
Crawley	20%	3%	6%	C				
Brighton	15%	2%	5%	D				
HorSham	15%	2%	5%	A				

			AM	PM
A	Station Road		1%	0%
B	Brook Hill		3%	5%
C	A281 (South)		0%	0%
D	The Street		0%	0%
E	A23 North		4%	8%
F	A23 South		6%	10%
G	Bolney Road		18%	25%
H	London Road		0%	0%
I	Church Lane		5%	2%
J	A272 Cowfold Road		1%	1%
TOTAL			37%	51%

Residential Distribution

	AM	PM
Work	56%	42%
Employers Business	7%	6%
Education	13%	6%
Visiting Friends	1%	10%
Holiday	2%	3%
TOTAL	**79%**	**67%**

Dwellings 200
Community Centre 380 sqm

	AM			PM		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Residential Trip Rate	0.127	0.330	0.457	0.293	0.145	0.438
Residential Trip Generation	25	66	91	59	29	88
Community Centre Trip Rate	0.883	0.722	1.605	0.860	0.538	1.398
Community Centre Trip Gen	3	3	6	3	2	5

Residential Distribution

		AM	PM	AM	PM	AM	PM	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
A	Station Road	7%	5%	1%	0%	7.8%	5.8%	2	5	7	3	2	5
B	Brook Hill	1%	1%	3%	5%	3.3%	6.0%	1	2	3	4	2	5
C	A281 (South)	1%	0%	0%	0%	0.6%	0.5%	0	0	1	0	0	0
E	Bolney Road	10%	8%	18%	25%	28.5%	32.6%	7	19	26	19	9	29
F	London Road	1%	1%	0%	0%	1.1%	0.8%	0	1	1	0	0	1
G	Church Lane	0%	0%	5%	2%	5.0%	2.2%	1	3	5	1	1	2
J	A272 Cowfold Road	1%	1%	1%	1%	1.2%	1.3%	0	1	1	1	0	1
Total		21%	16%	27%	33%	48%	49%	12	31	43	29	14	43

Community Centre Distribution

A	A272 Cowfold Lane (West)	5%
B	The Street	85%
C	A23 North	0%
D	A23 South	0%
E	Bolney Road	5%
F	London Road	0%
G	Church Lane	5%
	TOTAL	**100%**

APPENDIX E. COMMUNITY BUILDING TRIP DISTRIBUTION AND ASSIGNMENT CALCULATIONS

TS001 - Number of usual residents in households and communal establishments

ONS Crown Copyright Reserved [from Nomis on 2 December 2024]

population	All usual residents
units	Persons
residence type	Total: All usual residents

2021 super output area - middle layer	2021				
E02006604 : Mid Sussex 001	13,280	3.2%			
E02006605 : Mid Sussex 002	6,365	1.5%			
E02006606 : Mid Sussex 003	8,350	2.0%			
E02006607 : Mid Sussex 004	7,960	1.9%			
E02006608 : Mid Sussex 005	6,334	1.5%			
E02006609 : Mid Sussex 006	6,889	1.6%			
E02006610 : Mid Sussex 007	7,869	2%	0.9%	0.9%	
E02006611 : Mid Sussex 008	11,479	2.7%			
E02006612 : Mid Sussex 009	11,827	2.8%			
E02006613 : Mid Sussex 010	7,751	1.9%			
E02006614 : Mid Sussex 011	12,852	3.1%			
E02006615 : Mid Sussex 012	7,061	1.7%			
E02006616 : Mid Sussex 013	9,842	2.4%			
E02006617 : Mid Sussex 014	9,134	2%	1.1%	1.1%	
E02006618 : Mid Sussex 015	6,456	2%	0.8%	0.8%	
E02006619 : Mid Sussex 016	9,079	2%	0.5%	1.6%	
E02006620 : Mid Sussex 017	10,039	2.4%			
E02006588 : Horsham 001	10,410	2.5%			
E02006589 : Horsham 002	11,343	2.7%			
E02006590 : Horsham 003	8,783	2.1%			
E02006591 : Horsham 004	8,272	2%	1.0%	1.0%	
E02006592 : Horsham 005	6,678	1.6%			
E02006593 : Horsham 006	11,286	3%	0.9%	0.9%	0.9%
E02006594 : Horsham 007	10,941	2.6%			
E02006595 : Horsham 008	8,958	2.1%			
E02006596 : Horsham 009	9,363	2.2%			
E02006597 : Horsham 010	12,394	3.0%			
E02006598 : Horsham 011	5,454	1.3%			
E02006599 : Horsham 012	6,890	1.6%			
E02006600 : Horsham 013	9,866	2.4%			
E02006601 : Horsham 014	8,956	2.1%			
E02006602 : Horsham 015	8,716	2.1%			
E02006603 : Horsham 016	8,468	2.0%			
E02006575 : Crawley 001	8,946	2.1%			
E02006576 : Crawley 002	10,713	2.6%			
E02006577 : Crawley 003	9,091	2.2%			
E02006578 : Crawley 004	12,582	3.0%			
E02006579 : Crawley 005	8,352	2.0%			
E02006580 : Crawley 006	8,396	2.0%			
E02006581 : Crawley 007	10,355	2.5%			
E02006582 : Crawley 008	7,848	1.9%			
E02006583 : Crawley 009	9,481	2.3%			
E02006584 : Crawley 010	7,840	1.9%			
E02006585 : Crawley 011	8,314	2.0%			
E02006586 : Crawley 012	8,037	1.9%			
E02006587 : Crawley 013	8,533	2.0%			
Total	417,833	100%			

A	Station Road	17.4%
B	Brook Hill	3.0%
C	A281 (South)	3.3%
B	The Street	0.9%
C	A23 North	48.6%
D	A23 South	7.6%
E	Bolney Road	16.4%
F	London Road	0.5%
G	Church Lane	0.0%
J	A272 Cowfold Road	2.1%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

APPENDIX F.   A272 COWFOLD ROAD / LONDON ROAD J11 OUTPUT AND MITIGATION SCHEME DRAWING

TRL THE FUTURE OF TRANSPORT

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777   software@trl.co.uk   trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A272 Cowfold Road_London Road.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Picady
Report generation date: 06/06/2025 12:56:21

»2024 | Observed | AM
»2024 | Observed | PM
»2030 | Base | AM
»2030 | Base | PM
»2030 | Base + Dev | AM
»2030 | Base + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
Stream B-C	1.9	24.07	0.64	1.5	18.82	0.60
Stream B-A	2.7	57.33	0.73	1.6	35.98	0.62
Stream C-AB	0.4	10.27	0.27	0.2	8.92	0.18
2030 - Base						
Stream B-C	3.3	40.22	0.76	1.1	17.17	0.52
Stream B-A	7.6	158.48	0.92	2.9	61.34	0.75
Stream C-AB	0.4	11.24	0.30	0.3	9.51	0.20
2030 - Base + Dev						
Stream B-C	3.7	44.85	0.78	1.3	20.07	0.56
Stream B-A	20.7	404.88	1.06	5.8	115.63	0.88
Stream C-AB	0.5	11.85	0.31	0.3	9.81	0.20

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.

TRL THE FUTURE OF TRANSPORT

File summary

File Description

Title	A272 Cowfold Road / London Road
Location	Bolney
Site number	
Date	16/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
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 period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2024	Observed	PM	FLAT	16:00	17:00	60	15	✓
D3	2030	Base	AM	FLAT	07:30	08:30	60	15	✓
D4	2030	Base	PM	FLAT	16:00	17:00	60	15	✓
D5	2030	Base + Dev	AM	FLAT	07:30	08:30	60	15	✓
D6	2030	Base + Dev	PM	FLAT	16:00	17:00	60	15	✓

Analysis Set Details

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

2024 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	A272 Cowfold Road (W)		Major
B	London Road		Minor
C	A272 Cowfold Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A272 Cowfold Road (E)	7.60		✓	3.30	220.0	✓	14.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - London Road	Two lanes	4.20	4.20	212	165

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	712	0.121	0.305	0.192	0.435
B-C	815	0.116	0.294	-	-
C-B	785	0.283	0.283	-	-

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.

3

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1029	100.000
B - London Road		FLAT	✓	461	100.000
C - A272 Cowfold Road (E)		FLAT	✓	903	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	259	770
	B - London Road	174	0	287
	C - A272 Cowfold Road (E)	770	133	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	22	4
	B - London Road	6	0	10
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.64	24.07	1.9	?	C	287	287
B-A	0.73	57.33	2.7	?	F	174	174
C-AB	0.27	10.27	0.4	~1	B	133	133
C-A						770	770
A-B						259	259
A-C						770	770

4

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	458	0.627	280	0.0	1.7	21.552	C
B-A	174	44	0.00	240	0.725	165	0.0	2.3	46.327	E
C-AB	133	33	0.00	494	0.269	132	0.0	0.4	10.188	B
C-A	770	193	0.00			770				
A-B	259	65	0.00			259				
A-C	770	193	0.00			770				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	452	0.635	287	1.7	1.8	23.828	C
B-A	174	44	0.00	239	0.727	173	2.3	2.5	55.924	F
C-AB	133	33	0.00	494	0.269	133	0.4	0.4	10.270	B
C-A	770	193	0.00			770				
A-B	259	65	0.00			259				
A-C	770	193	0.00			770				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	451	0.636	287	1.8	1.9	23.998	C
B-A	174	44	0.00	239	0.727	174	2.5	2.6	56.927	F
C-AB	133	33	0.00	494	0.269	133	0.4	0.4	10.270	B
C-A	770	193	0.00			770				
A-B	259	65	0.00			259				
A-C	770	193	0.00			770				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	451	0.636	287	1.9	1.9	24.066	C
B-A	174	44	0.00	239	0.727	174	2.6	2.7	57.330	F
C-AB	133	33	0.00	494	0.269	133	0.4	0.4	10.270	B
C-A	770	193	0.00			770				
A-B	259	65	0.00			259				
A-C	770	193	0.00			770				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.74	?	?	?	?			N/A	N/A
B-A	2.32	?	?	?	?			N/A	N/A
C-AB	0.37	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.84	?	?	?	?			N/A	N/A
B-A	2.53	?	?	?	?			N/A	N/A
C-AB	0.38	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.87	?	?	?	?			N/A	N/A
B-A	2.62	?	?	?	?			N/A	N/A
C-AB	0.38	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.88	?	?	?	?			N/A	N/A
B-A	2.66	?	?	?	?			N/A	N/A
C-AB	0.38	~1	~1	~1	~1			N/A	N/A

2024 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024	Observed	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	984	100.000
B - London Road		FLAT	✓	455	100.000
C - A272 Cowfold Road (E)		FLAT	✓	880	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	273	711
	B - London Road	168	0	287
	C - A272 Cowfold Road (E)	789	91	0

Vehicle Mix

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

Heavy Vehicle %

	To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	2	2
	B - London Road	3	0	2
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.60	18.82	1.5	?	C	287	287
B-A	0.62	35.98	1.6	?	E	168	168
C-AB	0.18	8.92	0.2	~1	A	91	91
C-A						789	789
A-B						273	273
A-C						711	711

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	486	0.591	281	0.0	1.4	17.544	C
B-A	168	42	0.00	271	0.620	162	0.0	1.5	32.424	D
C-AB	91	23	0.00	507	0.180	90	0.0	0.2	8.881	A
C-A	789	197	0.00			789				
A-B	273	68	0.00			273				
A-C	711	178	0.00			711				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	482	0.595	287	1.4	1.5	18.749	C
B-A	168	42	0.00	271	0.621	168	1.5	1.6	35.746	E
C-AB	91	23	0.00	507	0.180	91	0.2	0.2	8.918	A
C-A	789	197	0.00			789				
A-B	273	68	0.00			273				
A-C	711	178	0.00			711				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	482	0.595	287	1.5	1.5	18.800	C
B-A	168	42	0.00	271	0.621	168	1.6	1.6	35.918	E
C-AB	91	23	0.00	507	0.180	91	0.2	0.2	8.918	A
C-A	789	197	0.00			789				
A-B	273	68	0.00			273				
A-C	711	178	0.00			711				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	287	72	0.00	482	0.595	287	1.5	1.5	18.816	C
B-A	168	42	0.00	271	0.621	168	1.6	1.6	35.980	E
C-AB	91	23	0.00	507	0.180	91	0.2	0.2	8.918	A
C-A	789	197	0.00			789				
A-B	273	68	0.00			273				
A-C	711	178	0.00			711				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.41	?	?	?	?			N/A	N/A
B-A	1.53	?	?	?	?			N/A	N/A
C-AB	0.22	~1	~1	~1	~1			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.46	?	?	?	?			N/A	N/A
B-A	1.60	?	?	?	?			N/A	N/A
C-AB	0.22	~1	~1	~1	~1			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.47	?	?	?	?			N/A	N/A
B-A	1.63	?	?	?	?			N/A	N/A
C-AB	0.22	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.48	?	?	?	?			N/A	N/A
B-A	1.64	?	?	?	?			N/A	N/A
C-AB	0.22	~1	~1	~1	~1			N/A	N/A

2030 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		16.88	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.88	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1104	100.000
B - London Road		FLAT	✓	494	100.000
C - A272 Cowfold Road (E)		FLAT	✓	978	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	278	826
	B - London Road	186	0	308
	C - A272 Cowfold Road (E)	835	143	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	22	4
	B - London Road	6	0	10
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.76	40.22	3.3	?	E	308	308
B-A	0.92	158.48	7.6	?	F	186	186
C-AB	0.30	11.24	0.4	~1	B	143	143
C-A						835	835
A-B						278	278
A-C						826	826

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	417	0.739	297	0.0	2.7	30.762	D
B-A	186	47	0.00	204	0.912	167	0.0	4.8	81.897	F
C-AB	143	36	0.00	473	0.302	141	0.0	0.4	11.126	B
C-A	835	209	0.00			835				
A-B	278	70	0.00			278				
A-C	826	207	0.00			826				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	405	0.760	306	2.7	3.1	38.969	E
B-A	186	47	0.00	203	0.915	180	4.8	6.2	130.214	F
C-AB	143	36	0.00	473	0.302	143	0.4	0.4	11.242	B
C-A	835	209	0.00			835				
A-B	278	70	0.00			278				
A-C	826	207	0.00			826				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	405	0.760	308	3.1	3.3	39.927	E
B-A	186	47	0.00	203	0.915	183	6.2	7.0	147.521	F
C-AB	143	36	0.00	473	0.302	143	0.4	0.4	11.242	B
C-A	835	209	0.00			835				
A-B	278	70	0.00			278				
A-C	826	207	0.00			826				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	405	0.760	308	3.3	3.3	40.217	E
B-A	186	47	0.00	203	0.915	184	7.0	7.6	158.485	F
C-AB	143	36	0.00	473	0.302	143	0.4	0.4	11.242	B
C-A	835	209	0.00			835				
A-B	278	70	0.00			278				
A-C	826	207	0.00			826				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	2.73	?	?	?	?			N/A	N/A
B-A	4.77	?	?	?	?			N/A	N/A
C-AB	0.44	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.14	?	?	?	?			N/A	N/A
B-A	6.18	?	?	?	?			N/A	N/A
C-AB	0.44	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.26	?	?	?	?			N/A	N/A
B-A	7.02	?	?	?	?			N/A	N/A
C-AB	0.44	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.32	?	?	?	?			N/A	N/A
B-A	7.61	?	?	?	?			N/A	N/A
C-AB	0.44	~1	~1	~1	~1			N/A	N/A

2030 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1055	100.000
B - London Road		FLAT	✓	412	100.000
C - A272 Cowfold Road (E)		FLAT	✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	293	762
	B - London Road	180	0	232
	C - A272 Cowfold Road (E)	846	97	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	2	2
	B - London Road	3	0	2
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.52	17.17	1.1	?	C	232	232
B-A	0.75	61.34	2.9	?	F	180	180
C-AB	0.20	9.51	0.3	~1	A	97	97
C-A						846	846
A-B						293	293
A-C						762	762

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	453	0.513	228	0.0	1.0	16.065	C
B-A	180	45	0.00	240	0.751	170	0.0	2.5	48.169	E
C-AB	97	24	0.00	487	0.199	96	0.0	0.3	9.467	A
C-A	846	212	0.00			846				
A-B	293	73	0.00			293				
A-C	762	191	0.00			762				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	447	0.520	232	1.0	1.1	17.076	C
B-A	180	45	0.00	239	0.753	179	2.5	2.8	59.437	F
C-AB	97	24	0.00	487	0.199	97	0.3	0.3	9.515	A
C-A	846	212	0.00			846				
A-B	293	73	0.00			293				
A-C	762	191	0.00			762				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	446	0.520	232	1.1	1.1	17.148	C
B-A	180	45	0.00	239	0.753	180	2.8	2.9	60.782	F
C-AB	97	24	0.00	487	0.199	97	0.3	0.3	9.515	A
C-A	846	212	0.00			846				
A-B	293	73	0.00			293				
A-C	762	191	0.00			762				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	446	0.521	232	1.1	1.1	17.174	C
B-A	180	45	0.00	239	0.753	180	2.9	2.9	61.339	F
C-AB	97	24	0.00	487	0.199	97	0.3	0.3	9.515	A
C-A	846	212	0.00			846				
A-B	293	73	0.00			293				
A-C	762	191	0.00			762				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.03	?	?	?	?			N/A	N/A
B-A	2.51	?	?	?	?			N/A	N/A
C-AB	0.25	~1	~1	~1	~1			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.08	?	?	?	?			N/A	N/A
B-A	2.77	?	?	?	?			N/A	N/A
C-AB	0.25	~1	~1	~1	~1			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.09	?	?	?	?			N/A	N/A
B-A	2.88	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.09	?	?	?	?			N/A	N/A
B-A	2.94	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A

2030 | Base + Dev | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		35.31	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.31	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030	Base + Dev	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1164	100.000
B - London Road		FLAT	✓	503	100.000
C - A272 Cowfold Road (E)		FLAT	✓	1008	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	300	864
	B - London Road	195	0	308
	C - A272 Cowfold Road (E)	865	143	0

Vehicle Mix

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

Heavy Vehicle %

From	To	A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
	A - A272 Cowfold Road (W)	0	22	4
	B - London Road	6	0	10
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.78	44.85	3.7	?	E	308	308
B-A	1.06	404.88	20.7	?	F	195	195
C-AB	0.31	11.85	0.5	~1	B	143	143
C-A						865	865
A-B						300	300
A-C						864	864

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	295	0.0	3.3	36.094	E
B-A	195	49	0.00	184	1.060	163	0.0	8.1	123.453	F
C-AB	143	36	0.00	456	0.314	141	0.0	0.5	11.719	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	307	3.3	3.5	43.780	E
B-A	195	49	0.00	183	1.065	176	8.1	12.8	246.879	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.850	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	308	3.5	3.6	44.537	E
B-A	195	49	0.00	183	1.065	179	12.8	16.9	329.784	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.853	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	308	77	0.00	395	0.780	308	3.6	3.7	44.849	E
B-A	195	49	0.00	183	1.065	180	16.9	20.7	404.881	F
C-AB	143	36	0.00	456	0.314	143	0.5	0.5	11.853	B
C-A	865	216	0.00			865				
A-B	300	75	0.00			300				
A-C	864	216	0.00			864				

Queue Variation Results for each time segment

07:30 - 07:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.25	?	?	?	?			N/A	N/A
B-A	8.09	?	?	?	?			N/A	N/A
C-AB	0.46	~1	~1	~1	~1			N/A	N/A

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.53	?	?	?	?			N/A	N/A
B-A	12.79	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.64	?	?	?	?			N/A	N/A
B-A	16.88	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	3.70	?	?	?	?			N/A	N/A
B-A	20.67	?	?	?	?			N/A	N/A
C-AB	0.47	~1	~1	~1	~1			N/A	N/A

2030 | Base + Dev | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - London Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.24	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030	Base + Dev	PM	FLAT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A272 Cowfold Road (W)		FLAT	✓	1096	100.000
B - London Road		FLAT	✓	427	100.000
C - A272 Cowfold Road (E)		FLAT	✓	983	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
From	A - A272 Cowfold Road (W)	0	312	784
	B - London Road	195	0	232
	C - A272 Cowfold Road (E)	886	97	0

Vehicle Mix

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

Heavy Vehicle %

From		To		
		A - A272 Cowfold Road (W)	B - London Road	C - A272 Cowfold Road (E)
	A - A272 Cowfold Road (W)	0	2	2
	B - London Road	3	0	2
	C - A272 Cowfold Road (E)	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.56	20.07	1.3	?	C	232	232
B-A	0.88	115.63	5.8	?	F	195	195
C-AB	0.20	9.81	0.3	~1	A	97	97
C-A						886	886
A-B						312	312
A-C						784	784

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	429	0.541	227	0.0	1.2	17.872	C
B-A	195	49	0.00	223	0.875	178	0.0	4.1	68.911	F
C-AB	97	24	0.00	475	0.204	96	0.0	0.3	9.755	A
C-A	886	222	0.00			886				
A-B	312	78	0.00			312				
A-C	784	196	0.00			784				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	418	0.555	232	1.2	1.2	19.634	C
B-A	195	49	0.00	222	0.877	191	4.1	5.1	101.769	F
C-AB	97	24	0.00	475	0.204	97	0.3	0.3	9.807	A
C-A	886	222	0.00			886				
A-B	312	78	0.00			312				
A-C	784	196	0.00			784				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	416	0.558	232	1.2	1.3	19.925	C
B-A	195	49	0.00	222	0.877	193	5.1	5.5	110.686	F
C-AB	97	24	0.00	475	0.204	97	0.3	0.3	9.807	A
C-A	886	222	0.00			886				
A-B	312	78	0.00			312				
A-C	784	196	0.00			784				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	232	58	0.00	415	0.559	232	1.3	1.3	20.069	C
B-A	195	49	0.00	222	0.877	194	5.5	5.8	115.630	F
C-AB	97	24	0.00	475	0.204	97	0.3	0.3	9.807	A
C-A	886	222	0.00			886				
A-B	312	78	0.00			312				
A-C	784	196	0.00			784				

Queue Variation Results for each time segment

16:00 - 16:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.15	?	?	?	?			N/A	N/A
B-A	4.14	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.23	?	?	?	?			N/A	N/A
B-A	5.05	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.26	?	?	?	?			N/A	N/A
B-A	5.54	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.27	?	?	?	?			N/A	N/A
B-A	5.85	?	?	?	?			N/A	N/A
C-AB	0.26	~1	~1	~1	~1			N/A	N/A
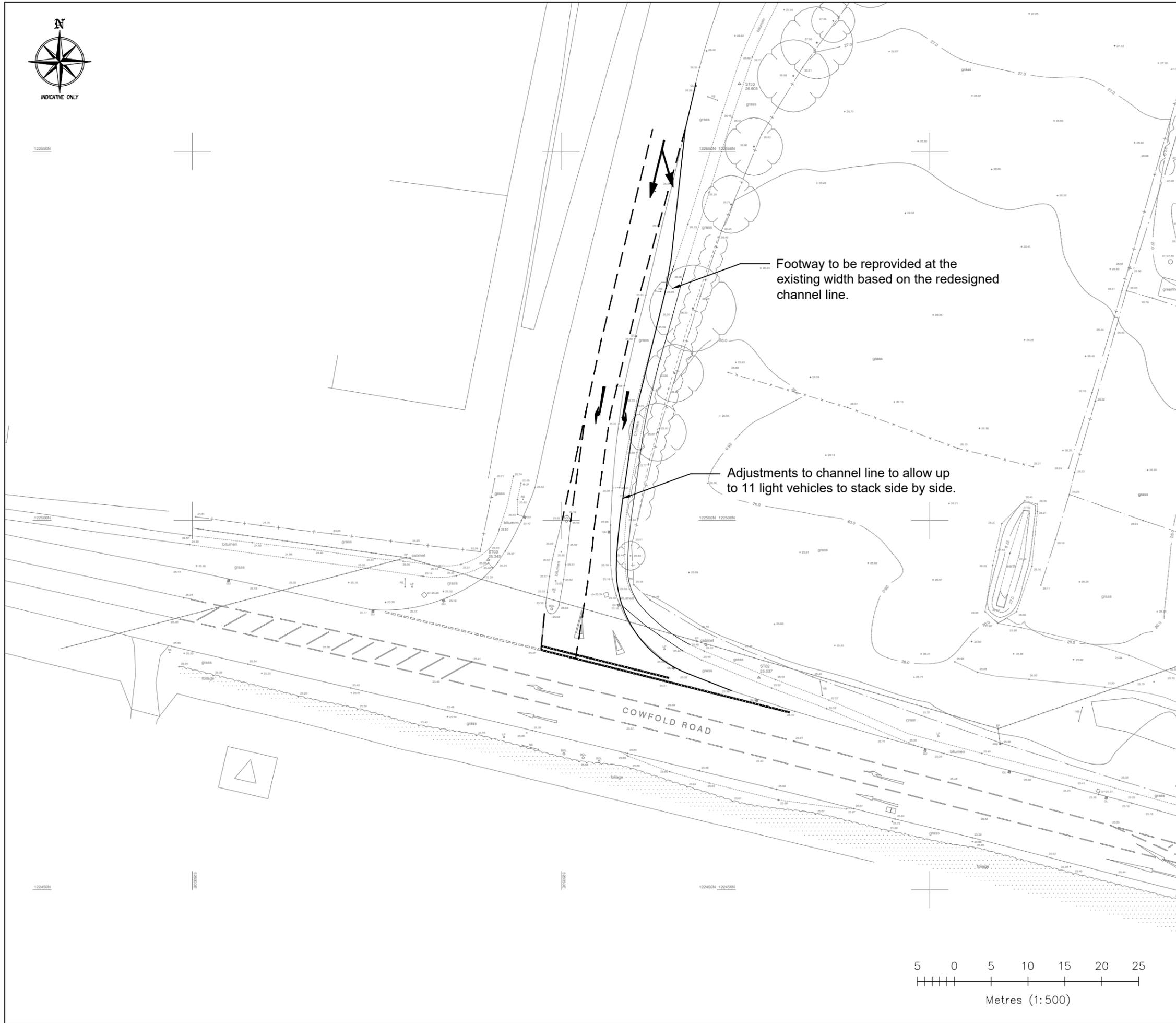
DO NOT SCALE

Notes:
- Drawings is based on OS data and topographical survey.
- Gulleys and road signs will be relocated where required.

Footway to be reprovided at the existing width based on the redesigned channel line.

Adjustments to channel line to allow up to 11 light vehicles to stack side by side.

COWFOLD ROAD

REV	DATE	BY	DESCRIPTION	CHK	APD
P2	07.09.20	JM	Road Markings	CS	CS
P1	14.08.20	JM	First Issue	CS	CS

client

MARYLANDS BOLNEY LTD

project

LAND NORTH OF COWFOLD ROAD

title

PROPOSED JUNCTION ADJUSMENTS

project	drwg	rev
14202	H-03	P2

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	07.09.20

status		
FOR INFORMATION	P

dha

Eclipse House, Eclipse Park. Sittingbourne Road
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t: 01622 776226   f: 01622 776227
e: info@dhaplanning.co.uk   w: www.dhaplanning.co.uk

CAD Reference:

A3

5 0 5 10 15 20 25

Metres (1:500)
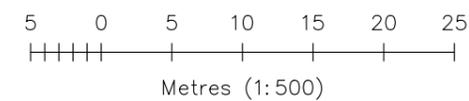
APPENDIX G. LONDON ROAD / A23 SLIP ROAD
ROUNDABOUT J11 OUTPUT AND
CAD DRAWING

TRL THE FUTURE OF TRANSPORT

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777   software@trl.co.uk   trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A23 Slip Road_Sussex Junction Access_London Road - SLA Geometry Revised NH.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 06/06/2025 13:23:53

»2024 | Observed | AM
»2024 | Observed | PM
»2030 | Base | AM
»2030 | Base | PM
»2030 | Base + Dev | AM
»2030 | Base + Dev | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
A23 Slip Road	0.3	2.63	0.23	0.2	2.44	0.18
Sussex Junction Access	0.0	0.00	0.00	0.0	3.90	0.01
London Road (W)	0.5	4.83	0.33	0.5	4.95	0.33
London Road (N)	0.1	5.10	0.11	0.1	4.75	0.10
2030 - Base						
A23 Slip Road	0.3	2.69	0.24	0.2	2.48	0.20
Sussex Junction Access	0.0	0.00	0.00	0.0	3.96	0.02
London Road (W)	0.6	4.99	0.35	0.6	5.13	0.35
London Road (N)	0.1	5.24	0.12	0.1	4.87	0.11
2030 - Base + Dev						
A23 Slip Road	0.3	2.71	0.25	0.3	2.51	0.20
Sussex Junction Access	0.0	0.00	0.00	0.0	3.99	0.02
London Road (W)	0.6	5.17	0.37	0.6	5.29	0.37
London Road (N)	0.1	5.35	0.12	0.1	4.95	0.11

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

TRL THE FUTURE OF TRANSPORT

File summary

File Description

Title	A23 Slip Road / Sussex Junction Access / London Road
Location	Bolney
Site number	
Date	29/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
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	2024	Observed	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024	Observed	PM	ONE HOUR	15:45	17:15	15	✓
D3	2030	Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2030	Base + Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2030	Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Analysis Set Details

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

2024 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A23 Slip Road		
2	Sussex Junction Access		
3	London Road (W)		
4	London Road (N)		

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
A23 Slip Road	5.80	6.80	6.0	24.0	49.0	39.0		
Sussex Junction Access	3.18	4.70	15.6	9.6	49.0	55.0		
London Road (W)	3.70	6.90	23.0	30.0	49.0	44.0		
London Road (N)	3.57	6.80	8.0	24.0	49.0	24.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A23 Slip Road	None		
Sussex Junction Access	None		
London Road (W)	Direct	Unequal Lane Usage	-550
London Road (N)	Direct	Unequal Lane Usage	-508

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A23 Slip Road	0.646	1910
Sussex Junction Access	0.464	1131
London Road (W)	0.610	1184
London Road (N)	0.593	1044

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

3

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	2024	Observed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	385	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	345	100.000
London Road (N)		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	345	39
	Sussex Junction Access	0	0	2	0
	London Road (W)	304	4	2	35
	London Road (N)	3	8	72	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.23	2.63	0.3	A	353	530
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.33	4.83	0.5	A	317	475
London Road (N)	0.11	5.10	0.1	A	77	116

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	290	72	65	1868	0.155	289	230	0.0	0.2	2.372	A
Sussex Junction Access	0	0	345	971	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	260	65	30	1166	0.223	259	314	0.0	0.3	4.134	A
London Road (N)	63	16	232	907	0.070	63	56	0.0	0.1	4.532	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	346	87	78	1859	0.186	346	276	0.2	0.2	2.475	A
Sussex Junction Access	0	0	412	940	0.000	0	12	0.0	0.0	0.000	A
London Road (W)	310	78	36	1162	0.267	310	376	0.3	0.4	4.405	A
London Road (N)	76	19	278	879	0.086	75	67	0.1	0.1	4.757	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	424	106	96	1848	0.229	424	338	0.2	0.3	2.630	A
Sussex Junction Access	0	0	505	897	0.000	0	14	0.0	0.0	0.000	A
London Road (W)	380	95	44	1157	0.328	379	461	0.4	0.5	4.824	A
London Road (N)	92	23	341	842	0.110	92	82	0.1	0.1	5.100	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	424	106	96	1848	0.229	424	338	0.3	0.3	2.630	A
Sussex Junction Access	0	0	505	897	0.000	0	14	0.0	0.0	0.000	A
London Road (W)	380	95	44	1157	0.328	380	461	0.5	0.5	4.830	A
London Road (N)	92	23	341	842	0.110	92	83	0.1	0.1	5.102	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	346	87	78	1859	0.186	346	276	0.3	0.2	2.476	A
Sussex Junction Access	0	0	413	940	0.000	0	12	0.0	0.0	0.000	A
London Road (W)	310	78	36	1162	0.267	311	377	0.5	0.4	4.412	A
London Road (N)	76	19	279	879	0.086	76	68	0.1	0.1	4.761	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	290	72	66	1868	0.155	290	231	0.2	0.2	2.375	A
Sussex Junction Access	0	0	346	971	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	260	65	30	1166	0.223	260	316	0.4	0.3	4.147	A
London Road (N)	63	16	234	906	0.070	63	57	0.1	0.1	4.539	A

2024 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	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
D2	2024	Observed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	309	100.000
Sussex Junction Access		ONE HOUR	✓	12	100.000
London Road (W)		ONE HOUR	✓	343	100.000
London Road (N)		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	266	40
	Sussex Junction Access	8	0	3	1
	London Road (W)	289	1	0	53
	London Road (N)	2	0	74	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.18	2.44	0.2	A	284	425
Sussex Junction Access	0.01	3.90	0.0	A	11	17
London Road (W)	0.33	4.95	0.5	A	315	472
London Road (N)	0.10	4.75	0.1	A	71	106

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	233	58	57	1873	0.124	232	225	0.0	0.1	2.256	A
Sussex Junction Access	9	2	287	998	0.009	9	2	0.0	0.0	3.638	A
London Road (W)	258	65	38	1161	0.222	257	257	0.0	0.3	4.224	A
London Road (N)	58	14	224	912	0.064	58	71	0.0	0.1	4.256	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	278	69	68	1866	0.149	278	269	0.1	0.2	2.330	A
Sussex Junction Access	11	3	343	972	0.011	11	3	0.0	0.0	3.744	A
London Road (W)	308	77	46	1156	0.267	308	308	0.3	0.4	4.503	A
London Road (N)	69	17	269	885	0.078	69	85	0.1	0.1	4.454	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	340	85	84	1856	0.183	340	330	0.2	0.2	2.442	A
Sussex Junction Access	13	3	420	936	0.014	13	3	0.0	0.0	3.899	A
London Road (W)	378	94	56	1150	0.328	377	377	0.4	0.5	4.943	A
London Road (N)	85	21	329	849	0.100	85	104	0.1	0.1	4.752	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	340	85	84	1856	0.183	340	330	0.2	0.2	2.442	A
Sussex Junction Access	13	3	421	936	0.014	13	3	0.0	0.0	3.900	A
London Road (W)	378	94	56	1150	0.328	378	378	0.5	0.5	4.949	A
London Road (N)	85	21	329	849	0.100	85	105	0.1	0.1	4.754	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	278	69	68	1866	0.149	278	270	0.2	0.2	2.331	A
Sussex Junction Access	11	3	344	972	0.011	11	3	0.0	0.0	3.748	A
London Road (W)	308	77	46	1156	0.267	309	309	0.5	0.4	4.513	A
London Road (N)	69	17	269	885	0.078	69	86	0.1	0.1	4.457	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	233	58	57	1873	0.124	233	226	0.2	0.1	2.257	A
Sussex Junction Access	9	2	288	998	0.009	9	2	0.0	0.0	3.640	A
London Road (W)	258	65	38	1161	0.222	259	258	0.4	0.3	4.238	A
London Road (N)	58	14	225	911	0.064	58	72	0.1	0.1	4.264	A

2030 | Base | AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.93	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)	Run automatically
D3	2030	Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	410	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	367	100.000
London Road (N)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	368	41
	Sussex Junction Access	0	0	2	0
	London Road (W)	324	4	2	37
	London Road (N)	3	9	77	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.24	2.69	0.3	A	376	564
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.35	4.99	0.6	A	337	505
London Road (N)	0.12	5.24	0.1	A	83	124

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	309	77	70	1865	0.166	308	245	0.0	0.2	2.405	A
Sussex Junction Access	0	0	367	961	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	276	69	32	1165	0.237	275	335	0.0	0.3	4.213	A
London Road (N)	68	17	247	898	0.075	67	59	0.0	0.1	4.605	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	369	92	84	1856	0.199	368	294	0.2	0.3	2.518	A
Sussex Junction Access	0	0	439	927	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	330	82	38	1161	0.284	330	402	0.3	0.4	4.513	A
London Road (N)	81	20	296	869	0.093	81	71	0.1	0.1	4.856	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	451	113	102	1844	0.245	451	360	0.3	0.3	2.690	A
Sussex Junction Access	0	0	538	882	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	404	101	46	1156	0.350	403	492	0.4	0.6	4.990	A
London Road (N)	99	25	363	829	0.120	99	87	0.1	0.1	5.239	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	451	113	102	1844	0.245	451	360	0.3	0.3	2.690	A
Sussex Junction Access	0	0	538	881	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	404	101	46	1156	0.350	404	492	0.6	0.6	4.993	A
London Road (N)	99	25	363	829	0.120	99	87	0.1	0.1	5.242	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	369	92	84	1856	0.199	369	294	0.3	0.3	2.522	A
Sussex Junction Access	0	0	440	927	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	330	82	38	1161	0.284	330	402	0.6	0.4	4.525	A
London Road (N)	81	20	297	868	0.093	81	71	0.1	0.1	4.861	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	309	77	70	1865	0.166	309	247	0.3	0.2	2.410	A
Sussex Junction Access	0	0	368	960	0.000	0	11	0.0	0.0	0.000	A
London Road (W)	276	69	32	1165	0.237	277	337	0.4	0.3	4.230	A
London Road (N)	68	17	249	897	0.076	68	60	0.1	0.1	4.615	A

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	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)	Run automatically
D4	2030	Base	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	329	100.000
Sussex Junction Access		ONE HOUR	✓	13	100.000
London Road (W)		ONE HOUR	✓	365	100.000
London Road (N)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	283	43
	Sussex Junction Access	9	0	3	1
	London Road (W)	308	1	0	56
	London Road (N)	2	0	78	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.20	2.48	0.2	A	302	453
Sussex Junction Access	0.02	3.96	0.0	A	12	18
London Road (W)	0.35	5.13	0.6	A	335	502
London Road (N)	0.11	4.87	0.1	A	74	111

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	248	62	60	1871	0.132	247	240	0.0	0.2	2.280	A
Sussex Junction Access	10	2	305	990	0.010	10	2	0.0	0.0	3.672	A
London Road (W)	275	69	41	1159	0.237	273	273	0.0	0.3	4.311	A
London Road (N)	61	15	239	903	0.068	61	76	0.0	0.1	4.316	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	296	74	72	1863	0.159	296	287	0.2	0.2	2.361	A
Sussex Junction Access	12	3	365	962	0.012	12	3	0.0	0.0	3.787	A
London Road (W)	328	82	49	1154	0.284	328	327	0.3	0.4	4.624	A
London Road (N)	73	18	286	875	0.083	73	91	0.1	0.1	4.533	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	362	91	88	1853	0.195	362	352	0.2	0.2	2.482	A
Sussex Junction Access	14	4	447	924	0.015	14	3	0.0	0.0	3.957	A
London Road (W)	402	100	61	1147	0.350	401	400	0.4	0.6	5.119	A
London Road (N)	89	22	351	836	0.107	89	111	0.1	0.1	4.863	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	362	91	88	1853	0.195	362	352	0.2	0.2	2.483	A
Sussex Junction Access	14	4	447	924	0.015	14	3	0.0	0.0	3.957	A
London Road (W)	402	100	61	1147	0.350	402	401	0.6	0.6	5.128	A
London Road (N)	89	22	351	836	0.107	89	111	0.1	0.1	4.865	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	296	74	72	1863	0.159	296	288	0.2	0.2	2.363	A
Sussex Junction Access	12	3	365	962	0.012	12	3	0.0	0.0	3.788	A
London Road (W)	328	82	49	1154	0.284	329	328	0.6	0.4	4.636	A
London Road (N)	73	18	287	874	0.083	73	91	0.1	0.1	4.538	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	248	62	60	1871	0.132	248	241	0.2	0.2	2.280	A
Sussex Junction Access	10	2	306	989	0.010	10	2	0.0	0.0	3.674	A
London Road (W)	275	69	41	1159	0.237	275	274	0.4	0.3	4.328	A
London Road (N)	61	15	240	902	0.068	61	76	0.1	0.1	4.323	A

2030 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	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
D5	2030	Base + Dev	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	418	100.000
Sussex Junction Access		ONE HOUR	✓	2	100.000
London Road (W)		ONE HOUR	✓	390	100.000
London Road (N)		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	1	376	41
	Sussex Junction Access	0	0	2	0
	London Road (W)	346	4	2	38
	London Road (N)	3	9	77	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	4	5
	Sussex Junction Access	0	0	43	0
	London Road (W)	4	0	43	6
	London Road (N)	0	12	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.25	2.71	0.3	A	384	575
Sussex Junction Access	0.00	0.00	0.0	A	0	0
London Road (W)	0.37	5.17	0.6	A	358	537
London Road (N)	0.12	5.35	0.1	A	83	124

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	315	79	70	1865	0.169	314	261	0.0	0.2	2.414	A
Sussex Junction Access	0	0	373	958	0.000	0	10	0.0	0.0	0.000	A
London Road (W)	294	73	32	1165	0.252	292	341	0.0	0.3	4.295	A
London Road (N)	68	17	264	888	0.076	67	60	0.0	0.1	4.660	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	376	94	84	1856	0.202	376	313	0.2	0.3	2.531	A
Sussex Junction Access	0	0	447	924	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	351	88	38	1161	0.302	350	409	0.3	0.4	4.628	A
London Road (N)	81	20	316	857	0.094	81	72	0.1	0.1	4.929	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	460	115	102	1844	0.250	460	384	0.3	0.3	2.707	A
Sussex Junction Access	0	0	547	878	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	429	107	46	1156	0.371	429	501	0.4	0.6	5.159	A
London Road (N)	99	25	387	815	0.122	99	88	0.1	0.1	5.342	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	460	115	102	1844	0.250	460	384	0.3	0.3	2.707	A
Sussex Junction Access	0	0	547	877	0.000	0	15	0.0	0.0	0.000	A
London Road (W)	429	107	46	1156	0.371	429	501	0.6	0.6	5.167	A
London Road (N)	99	25	388	815	0.122	99	88	0.1	0.1	5.347	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	376	94	84	1856	0.202	376	314	0.3	0.3	2.532	A
Sussex Junction Access	0	0	447	924	0.000	0	13	0.0	0.0	0.000	A
London Road (W)	351	88	38	1161	0.302	351	409	0.6	0.5	4.639	A
London Road (N)	81	20	317	856	0.094	81	72	0.1	0.1	4.937	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	315	79	70	1865	0.169	315	263	0.3	0.2	2.417	A
Sussex Junction Access	0	0	374	958	0.000	0	11	0.0	0.0	0.000	A
London Road (W)	294	73	32	1165	0.252	294	343	0.5	0.4	4.314	A
London Road (N)	68	17	265	887	0.076	68	60	0.1	0.1	4.670	A

TRL THE FUTURE OF TRANSPORT

2030 | Base + Dev | PM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.07	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	2030	Base + Dev	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A23 Slip Road		ONE HOUR	✓	345	100.000
Sussex Junction Access		ONE HOUR	✓	13	100.000
London Road (W)		ONE HOUR	✓	385	100.000
London Road (N)		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	1	2	299	43
	Sussex Junction Access	9	0	3	1
	London Road (W)	327	1	0	57
	London Road (N)	3	0	77	1

Vehicle Mix

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

Heavy Vehicle %

		To			
		A23 Slip Road	Sussex Junction Access	London Road (W)	London Road (N)
From	A23 Slip Road	0	0	3	2
	Sussex Junction Access	0	0	0	0
	London Road (W)	7	0	0	2
	London Road (N)	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A23 Slip Road	0.20	2.51	0.3	A	317	475
Sussex Junction Access	0.02	3.99	0.0	A	12	18
London Road (W)	0.37	5.29	0.6	A	353	530
London Road (N)	0.11	4.95	0.1	A	74	111

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	260	65	59	1872	0.139	259	255	0.0	0.2	2.294	A
Sussex Junction Access	10	2	316	985	0.010	10	2	0.0	0.0	3.691	A
London Road (W)	290	72	41	1159	0.250	288	284	0.0	0.4	4.385	A
London Road (N)	61	15	253	894	0.068	61	76	0.0	0.1	4.359	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	310	78	71	1864	0.166	310	305	0.2	0.2	2.382	A
Sussex Junction Access	12	3	378	956	0.012	12	3	0.0	0.0	3.812	A
London Road (W)	346	87	49	1154	0.300	346	341	0.4	0.5	4.728	A
London Road (N)	73	18	304	864	0.084	73	92	0.1	0.1	4.590	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	380	95	87	1854	0.205	380	374	0.2	0.3	2.511	A
Sussex Junction Access	14	4	463	916	0.016	14	3	0.0	0.0	3.990	A
London Road (W)	424	106	61	1147	0.369	423	417	0.5	0.6	5.277	A
London Road (N)	89	22	372	824	0.108	89	112	0.1	0.1	4.944	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	380	95	87	1854	0.205	380	374	0.3	0.3	2.511	A
Sussex Junction Access	14	4	464	916	0.016	14	3	0.0	0.0	3.991	A
London Road (W)	424	106	61	1147	0.370	424	417	0.6	0.6	5.285	A
London Road (N)	89	22	372	824	0.108	89	112	0.1	0.1	4.947	A

16:45 - 17:00

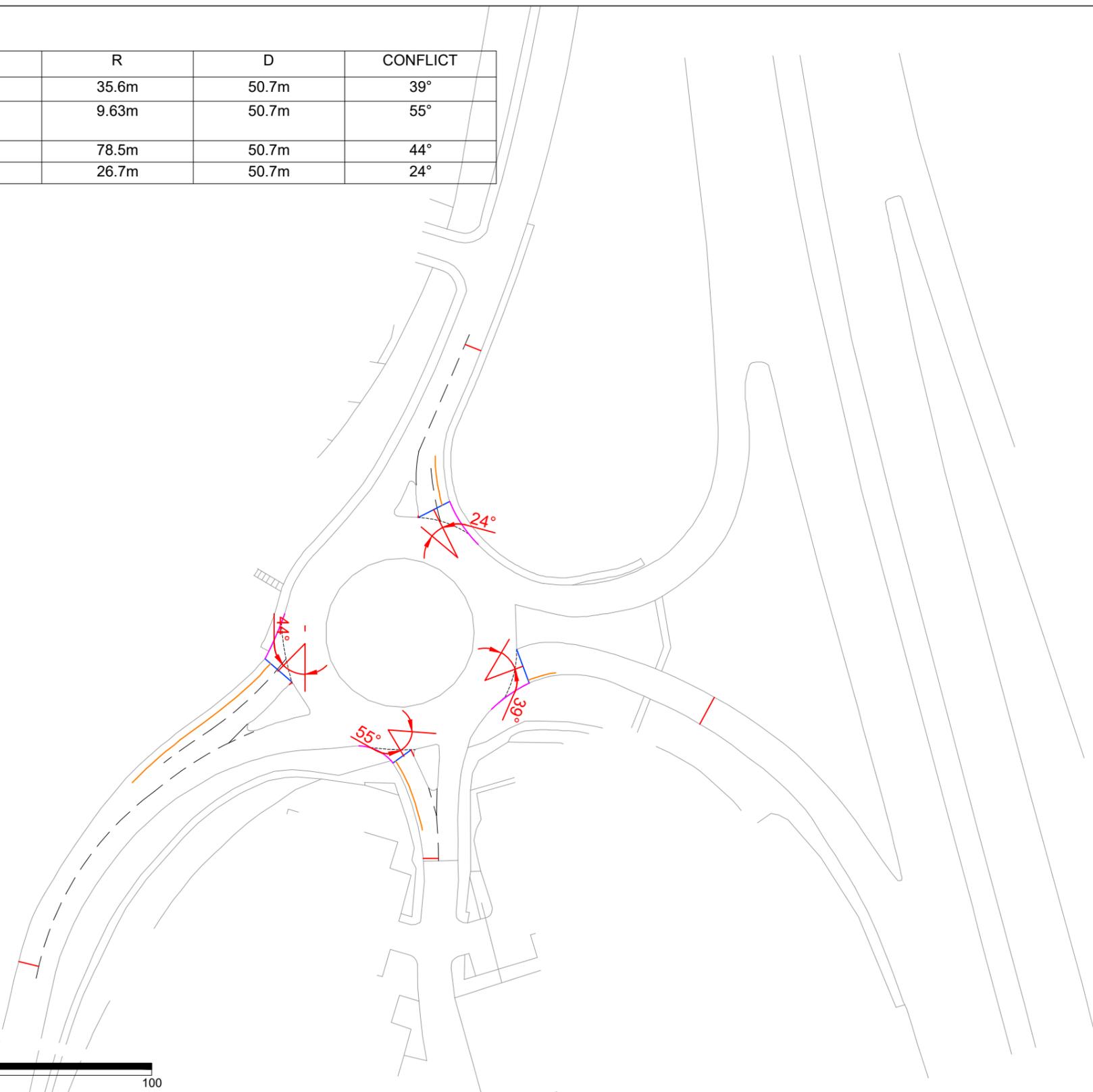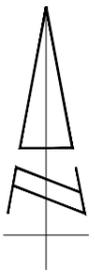| Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	310	78	71	1864	0.166	310	306	0.3	0.2	2.383	A
Sussex Junction Access	12	3	379	956	0.012	12	3	0.0	0.0	3.813	A
London Road (W)	346	87	49	1154	0.300	347	341	0.6	0.5	4.740	A
London Road (N)	73	18	304	864	0.084	73	92	0.1	0.1	4.596	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A23 Slip Road	260	65	60	1871	0.139	260	256	0.2	0.2	2.297	A
Sussex Junction Access	10	2	317	984	0.010	10	2	0.0	0.0	3.696	A
London Road (W)	290	72	41	1159	0.250	290	286	0.5	0.4	4.405	A
London Road (N)	61	15	255	893	0.068	61	77	0.1	0.1	4.368	A

	V	E	L	R	D	CONFLICT
A23 Off-Slip (E)	6.38m	7.5m	6.0m	35.6m	50.7m	39°
Sussex Junction Access (S)	3.18m	4.7m	15.6m	9.63m	50.7m	55°
London Road W)	4.28m	7.5m	38.3m	78.5m	50.7m	44°
London Road (N)	3.57m	7.4m	10.5m	26.7m	50.7m	24°

24°

44°

55°

39°

SCALE BAR @ 1:1000

0   10   25   50   100

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:

FOR INFORMATION

PROJECT:

LAND WEST OF BOLNEY

CLIENT:

WATES DEVELOPMENTS

TITLE:

A23 / SUSSEX JUNCTION ACCESS / LONDON ROAD

GEOMETRY MEASUREMENTS

DRAWN:	CHECKED:	APPROVED:
DM	ML	DS

PROJECT No:	SCALE @ A3:	DATE:
ITB16634	1:1000	15/11/2024

DRAWING No:		REV:
ITB16634-GEOM-008		-

APPENDIX H. A272 COWFOLD ROAD / A272 BOLNEY ROAD / A23 SLIP ROAD ROUNDABOUT J11 OUTPUT AND CAD DRAWING

TRL THE FUTURE OF TRANSPORT

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777   software@trl.co.uk   trlsoftware.com
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Filename: A272_A23 Slip Roads_Crossways - SLA Geometry.j11
Path: T:\Projects\16000 Series\16634ITB - Land West of Bolney\Tech\Junction Assessments\Arcady
Report generation date: 06/06/2025 13:44:27

»**2024 | Observed | AM**
»**2024 | Observed | PM**
»**2030 | Base | AM**
»**2030 | Base | PM**
»**2030 | Base + Dev | AM**
»**2030 | Base + Dev | PM**

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2024 - Observed						
A272 Bolney Road	0.9	5.05	0.48	0.9	5.21	0.47
A272 Cowfold Road	1.5	5.48	0.60	1.2	4.87	0.55
A23 Off-Slip	0.4	4.15	0.27	0.4	3.92	0.30
Crossways	0.0	0.00	0.00	0.1	5.89	0.11
2030 - Base						
A272 Bolney Road	1.1	5.55	0.52	1.1	5.74	0.51
A272 Cowfold Road	1.8	6.07	0.64	1.4	5.31	0.59
A23 Off-Slip	0.5	4.45	0.30	0.5	4.20	0.33
Crossways	0.0	0.00	0.00	0.1	6.47	0.12
2030 - Base + Dev						
A272 Bolney Road	1.2	5.77	0.53	1.2	6.11	0.53
A272 Cowfold Road	2.0	6.52	0.66	1.5	5.48	0.60
A23 Off-Slip	0.5	4.63	0.31	0.6	4.38	0.35
Crossways	0.0	0.00	0.00	0.1	6.79	0.13

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

TRL THE FUTURE OF TRANSPORT

File summary

File Description

Title	A272 / A23 Slip Roads / Crossways
Location	Bolney
Site number	
Date	29/10/2024
Version	
Status	Existing
Identifier	
Client	Wates Developments Ltd
Jobnumber	ITB16634
Enumerator	DM
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
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	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓
D6	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

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

2024 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.10	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A272 Bolney Road		
2	A23 On-Slip		
3	A272 Cowfold Road		
4	A23 Off-Slip		
5	Crossways		

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
A272 Bolney Road	3.00	3.00	0.0	56.9	46.4	14.5		
A23 On-Slip								✓
A272 Cowfold Road	4.70	9.25	3.6	33.8	46.4	40.0		
A23 Off-Slip	6.60	9.24	4.7	10.7	46.4	61.0	✓	
Crossways	4.10	6.11	2.3	27.7	46.4	23.0		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A272 Bolney Road	Direct	Queue Validation	720
A23 On-Slip			
A272 Cowfold Road	None		
A23 Off-Slip	None		
Crossways	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A272 Bolney Road	0.510	1707
A23 On-Slip		
A272 Cowfold Road	0.613	1672
A23 Off-Slip	0.626	1943
Crossways	0.587	1456

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	2024	Observed	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	614	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	902	100.000
A23 Off-Slip		ONE HOUR	✓	326	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	136	468	0	10
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	547	307	27	0	21
	A23 Off-Slip	121	0	199	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	2	3	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	2	3	4	0	0
	A23 Off-Slip	9	0	11	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.48	5.05	0.9	A	563	845
A23 On-Slip						
A272 Cowfold Road	0.60	5.48	1.5	A	828	1242
A23 Off-Slip	0.27	4.15	0.4	A	299	449
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	462	116	400	1503	0.308	460	501	0.0	0.5	3.541	A
A23 On-Slip			528				332				
A272 Cowfold Road	679	170	7	1668	0.407	676	520	0.0	0.7	3.705	A
A23 Off-Slip	245	61	684	1515	0.162	245	0	0.0	0.2	3.117	A
Crossways	0	0	901	927	0.000	0	28	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	552	138	479	1463	0.377	551	600	0.5	0.6	4.055	A
A23 On-Slip			632				398				
A272 Cowfold Road	811	203	9	1667	0.486	810	623	0.7	1.0	4.293	A
A23 Off-Slip	293	73	819	1430	0.205	293	0	0.2	0.3	3.482	A
Crossways	0	0	1078	823	0.000	0	33	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	676	169	586	1408	0.480	675	734	0.6	0.9	5.033	A
A23 On-Slip			774				487				
A272 Cowfold Road	993	248	11	1666	0.596	991	763	1.0	1.5	5.443	A
A23 Off-Slip	359	90	1002	1316	0.273	358	0	0.3	0.4	4.137	A
Crossways	0	0	1320	681	0.000	0	41	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	676	169	587	1408	0.480	676	735	0.9	0.9	5.055	A
A23 On-Slip			775				488				
A272 Cowfold Road	993	248	11	1666	0.596	993	764	1.5	1.5	5.478	A
A23 Off-Slip	359	90	1004	1314	0.273	359	0	0.4	0.4	4.146	A
Crossways	0	0	1322	680	0.000	0	41	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	552	138	480	1462	0.378	553	602	0.9	0.6	4.077	A
A23 On-Slip			634				399				
A272 Cowfold Road	811	203	9	1667	0.486	813	625	1.5	1.0	4.325	A
A23 Off-Slip	293	73	822	1428	0.205	294	0	0.4	0.3	3.494	A
Crossways	0	0	1082	821	0.000	0	33	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	462	116	402	1502	0.308	463	504	0.6	0.5	3.563	A
A23 On-Slip			531				334				
A272 Cowfold Road	679	170	8	1668	0.407	680	523	1.0	0.7	3.733	A
A23 Off-Slip	245	61	688	1512	0.162	246	0	0.3	0.2	3.127	A
Crossways	0	0	906	925	0.000	0	28	0.0	0.0	0.000	A

2024 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	4.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.82	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
D2	2024	Observed	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	568	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	834	100.000
A23 Off-Slip		ONE HOUR	✓	371	100.000
Crossways		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	132	433	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	456	333	41	0	4
	A23 Off-Slip	123	0	241	0	7
	Crossways	22	17	27	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To					
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	4	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	1	2	10	0	0
	A23 Off-Slip	3	0	5	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.47	5.21	0.9	A	521	782
A23 On-Slip						
A272 Cowfold Road	0.55	4.87	1.2	A	765	1148
A23 Off-Slip	0.30	3.92	0.4	A	340	511
Crossways	0.11	5.89	0.1	A	61	91

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	428	107	494	1455	0.294	426	452	0.0	0.4	3.598	A
A23 On-Slip			559				361				
A272 Cowfold Road	628	157	2	1671	0.376	625	557	0.0	0.6	3.498	A
A23 Off-Slip	279	70	628	1550	0.180	278	0	0.0	0.2	2.950	A
Crossways	50	12	896	930	0.053	49	10	0.0	0.1	4.087	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	511	128	592	1405	0.363	510	541	0.4	0.6	4.141	A
A23 On-Slip			669				433				
A272 Cowfold Road	750	187	3	1671	0.449	749	666	0.6	0.8	3.972	A
A23 Off-Slip	334	83	752	1472	0.227	333	0	0.2	0.3	3.294	A
Crossways	59	15	1073	826	0.072	59	12	0.1	0.1	4.694	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	625	156	724	1337	0.468	624	662	0.6	0.9	5.189	A
A23 On-Slip			819				530				
A272 Cowfold Road	918	230	3	1670	0.550	917	816	0.8	1.2	4.851	A
A23 Off-Slip	408	102	920	1367	0.299	408	0	0.3	0.4	3.911	A
Crossways	73	18	1314	685	0.106	73	14	0.1	0.1	5.875	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	625	156	726	1337	0.468	625	663	0.9	0.9	5.212	A
A23 On-Slip			820				531				
A272 Cowfold Road	918	230	3	1670	0.550	918	817	1.2	1.2	4.872	A
A23 Off-Slip	408	102	922	1366	0.299	408	0	0.4	0.4	3.918	A
Crossways	73	18	1316	684	0.106	73	14	0.1	0.1	5.889	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	511	128	594	1404	0.364	512	542	0.9	0.6	4.162	A
A23 On-Slip			671				434				
A272 Cowfold Road	750	187	3	1671	0.449	751	668	1.2	0.8	3.994	A
A23 Off-Slip	334	83	754	1471	0.227	334	0	0.4	0.3	3.301	A
Crossways	59	15	1076	824	0.072	59	12	0.1	0.1	4.707	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	428	107	497	1453	0.294	428	454	0.6	0.4	3.621	A
A23 On-Slip			562				363				
A272 Cowfold Road	628	157	2	1671	0.376	629	559	0.8	0.6	3.518	A
A23 Off-Slip	279	70	631	1548	0.180	280	0	0.3	0.2	2.961	A
Crossways	50	12	901	927	0.054	50	10	0.1	0.1	4.102	A

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.61	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
D3	2030	Base	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	655	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	961	100.000
A23 Off-Slip		ONE HOUR	✓	347	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	145	499	0	11
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	583	327	29	0	22
	A23 Off-Slip	129	0	212	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To	A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	2	3	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	2	3	4	0	0
	A23 Off-Slip	9	0	11	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.52	5.55	1.1	A	601	902
A23 On-Slip						
A272 Cowfold Road	0.64	6.07	1.8	A	882	1323
A23 Off-Slip	0.30	4.45	0.5	A	318	478
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	493	123	426	1490	0.331	491	534	0.0	0.5	3.695	A
A23 On-Slip			563				354				
A272 Cowfold Road	723	181	8	1667	0.434	720	555	0.0	0.8	3.879	A
A23 Off-Slip	261	65	729	1487	0.176	260	0	0.0	0.2	3.229	A
Crossways	0	0	960	893	0.000	0	29	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	589	147	510	1447	0.407	588	639	0.5	0.7	4.303	A
A23 On-Slip			674				424				
A272 Cowfold Road	864	216	10	1666	0.518	863	664	0.8	1.1	4.577	A
A23 Off-Slip	312	78	873	1397	0.223	312	0	0.2	0.3	3.651	A
Crossways	0	0	1149	782	0.000	0	35	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	721	180	624	1389	0.519	720	782	0.7	1.1	5.514	A
A23 On-Slip			825				518				
A272 Cowfold Road	1058	265	12	1665	0.635	1055	813	1.1	1.8	6.018	A
A23 Off-Slip	382	96	1068	1275	0.300	381	0	0.3	0.5	4.433	A
Crossways	0	0	1406	631	0.000	0	43	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	721	180	625	1388	0.520	721	784	1.1	1.1	5.546	A
A23 On-Slip			827				520				
A272 Cowfold Road	1058	265	12	1665	0.636	1058	815	1.8	1.8	6.068	A
A23 Off-Slip	382	96	1070	1273	0.300	382	0	0.5	0.5	4.446	A
Crossways	0	0	1409	629	0.000	0	43	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	589	147	512	1446	0.407	590	642	1.1	0.7	4.333	A
A23 On-Slip			677				426				
A272 Cowfold Road	864	216	10	1666	0.518	867	667	1.8	1.1	4.623	A
A23 Off-Slip	312	78	876	1394	0.224	313	0	0.5	0.3	3.663	A
Crossways	0	0	1154	779	0.000	0	35	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	493	123	428	1488	0.331	494	537	0.7	0.5	3.723	A
A23 On-Slip			566				356				
A272 Cowfold Road	723	181	8	1667	0.434	725	558	1.1	0.8	3.914	A
A23 Off-Slip	261	65	733	1484	0.176	262	0	0.3	0.2	3.243	A
Crossways	0	0	965	889	0.000	0	29	0.0	0.0	0.000	A

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.26	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
D4	2030	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	606	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	890	100.000
A23 Off-Slip		ONE HOUR	✓	395	100.000
Crossways		ONE HOUR	✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	141	462	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	487	355	44	0	4
	A23 Off-Slip	131	0	257	0	7
	Crossways	23	18	28	0	0

Vehicle Mix

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

Heavy Vehicle %

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	**A272 Bolney Road**	0	0	4	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	1	2	10	0	0
	A23 Off-Slip	3	0	5	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.51	5.74	1.1	A	556	834
A23 On-Slip						
A272 Cowfold Road	0.59	5.31	1.4	A	817	1225
A23 Off-Slip	0.33	4.20	0.5	A	362	544
Crossways	0.12	6.47	0.1	A	63	95

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	456	114	526	1438	0.317	454	481	0.0	0.5	3.763	A
A23 On-Slip			595				385				
A272 Cowfold Road	670	168	2	1671	0.401	667	593	0.0	0.7	3.643	A
A23 Off-Slip	297	74	670	1524	0.195	296	0	0.0	0.3	3.054	A
Crossways	52	13	956	895	0.058	52	10	0.0	0.1	4.269	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	545	136	630	1385	0.393	544	576	0.5	0.7	4.404	A
A23 On-Slip			713				461				
A272 Cowfold Road	800	200	3	1671	0.479	799	710	0.7	0.9	4.200	A
A23 Off-Slip	355	89	802	1441	0.246	355	0	0.3	0.3	3.455	A
Crossways	62	16	1145	784	0.079	62	12	0.1	0.1	4.985	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	667	167	771	1313	0.508	666	705	0.7	1.1	5.712	A
A23 On-Slip			872				565				
A272 Cowfold Road	980	245	3	1670	0.587	978	869	0.9	1.4	5.278	A
A23 Off-Slip	435	109	981	1329	0.327	434	0	0.3	0.5	4.193	A
Crossways	76	19	1401	634	0.120	76	14	0.1	0.1	6.451	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	667	167	773	1313	0.508	667	707	1.1	1.1	5.745	A
A23 On-Slip			874				566				
A272 Cowfold Road	980	245	3	1670	0.587	980	871	1.4	1.4	5.307	A
A23 Off-Slip	435	109	983	1327	0.328	435	0	0.5	0.5	4.204	A
Crossways	76	19	1404	632	0.120	76	14	0.1	0.1	6.471	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	545	136	633	1384	0.394	546	579	1.1	0.7	4.433	A
A23 On-Slip			716				463				
A272 Cowfold Road	800	200	3	1671	0.479	802	713	1.4	0.9	4.228	A
A23 Off-Slip	355	89	805	1439	0.247	356	0	0.5	0.3	3.465	A
Crossways	62	16	1149	782	0.079	62	12	0.1	0.1	5.004	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	456	114	529	1437	0.318	457	484	0.7	0.5	3.786	A
A23 On-Slip			599				388				
A272 Cowfold Road	670	168	2	1671	0.401	671	596	0.9	0.7	3.670	A
A23 Off-Slip	297	74	673	1521	0.195	298	0	0.3	0.3	3.069	A
Crossways	52	13	961	892	0.058	52	10	0.1	0.1	4.288	A

2030 | Base + Dev | AM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.94	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
D5	2030	Base + Dev	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	666	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	999	100.000
A23 Off-Slip		ONE HOUR	✓	355	100.000
Crossways		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	0	145	510	0	11
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	604	344	29	0	22
	A23 Off-Slip	129	0	220	0	6
	Crossways	2	0	0	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To	A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	2	3	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	2	3	4	0	0
	A23 Off-Slip	9	0	11	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.53	5.77	1.2	A	611	917
A23 On-Slip						
A272 Cowfold Road	0.66	6.52	2.0	A	917	1375
A23 Off-Slip	0.31	4.63	0.5	A	326	489
Crossways	0.00	0.00	0.0	A	0	0

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	501	125	445	1480	0.339	499	549	0.0	0.5	3.763	A
A23 On-Slip			577				367				
A272 Cowfold Road	752	188	8	1667	0.451	749	569	0.0	0.8	3.997	A
A23 Off-Slip	267	67	757	1469	0.182	266	0	0.0	0.2	3.291	A
Crossways	0	0	994	873	0.000	0	29	0.0	0.0	0.000	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	599	150	532	1435	0.417	598	658	0.5	0.7	4.411	A
A23 On-Slip			691				439				
A272 Cowfold Road	898	225	10	1666	0.539	897	681	0.8	1.2	4.778	A
A23 Off-Slip	319	80	907	1375	0.232	319	0	0.2	0.3	3.750	A
Crossways	0	0	1190	757	0.000	0	35	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	733	183	651	1375	0.533	732	805	0.7	1.2	5.736	A
A23 On-Slip			846				537				
A272 Cowfold Road	1100	275	12	1665	0.661	1097	834	1.2	2.0	6.451	A
A23 Off-Slip	391	98	1109	1249	0.313	390	0	0.3	0.5	4.609	A
Crossways	0	0	1456	601	0.000	0	43	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	733	183	653	1374	0.534	733	807	1.2	1.2	5.772	A
A23 On-Slip			848				538				
A272 Cowfold Road	1100	275	12	1665	0.661	1100	836	2.0	2.0	6.517	A
A23 Off-Slip	391	98	1112	1247	0.314	391	0	0.5	0.5	4.629	A
Crossways	0	0	1460	599	0.000	0	43	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	599	150	535	1434	0.417	600	661	1.2	0.7	4.446	A
A23 On-Slip			694				441				
A272 Cowfold Road	898	225	10	1666	0.539	901	684	2.0	1.2	4.836	A
A23 Off-Slip	319	80	911	1372	0.233	320	0	0.5	0.3	3.768	A
Crossways	0	0	1196	754	0.000	0	35	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	501	125	447	1479	0.339	502	553	0.7	0.5	3.789	A
A23 On-Slip			581				369				
A272 Cowfold Road	752	188	8	1667	0.451	754	572	1.2	0.8	4.040	A
A23 Off-Slip	267	67	762	1466	0.182	268	0	0.3	0.2	3.309	A
Crossways	0	0	1000	869	0.000	0	29	0.0	0.0	0.000	A

2030 | Base + Dev | PM

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.49	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	2030	Base + Dev	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A272 Bolney Road		ONE HOUR	✓	627	100.000
A23 On-Slip					
A272 Cowfold Road		ONE HOUR	✓	910	100.000
A23 Off-Slip		ONE HOUR	✓	414	100.000
Crossways		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
From	A272 Bolney Road	1	141	483	0	2
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	500	362	44	0	4
	A23 Off-Slip	131	0	276	0	7
	Crossways	23	18	29	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To	A272 Bolney Road	A23 On-Slip	A272 Cowfold Road	A23 Off-Slip	Crossways
	A272 Bolney Road	0	0	4	0	0
	A23 On-Slip	0	0	0	0	0
	A272 Cowfold Road	1	2	10	0	0
	A23 Off-Slip	3	0	5	0	0
	Crossways	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A272 Bolney Road	0.53	6.11	1.2	A	575	863
A23 On-Slip						
A272 Cowfold Road	0.60	5.48	1.5	A	835	1253
A23 Off-Slip	0.35	4.38	0.6	A	380	570
Crossways	0.13	6.79	0.1	A	64	96

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	472	118	547	1428	0.331	470	491	0.0	0.5	3.865	A
A23 On-Slip			626				391				
A272 Cowfold Road	685	171	2	1671	0.410	682	624	0.0	0.7	3.695	A
A23 Off-Slip	312	78	685	1514	0.206	311	0	0.0	0.3	3.115	A
Crossways	53	13	985	878	0.060	52	10	0.0	0.1	4.361	A

16:15 - 16:30

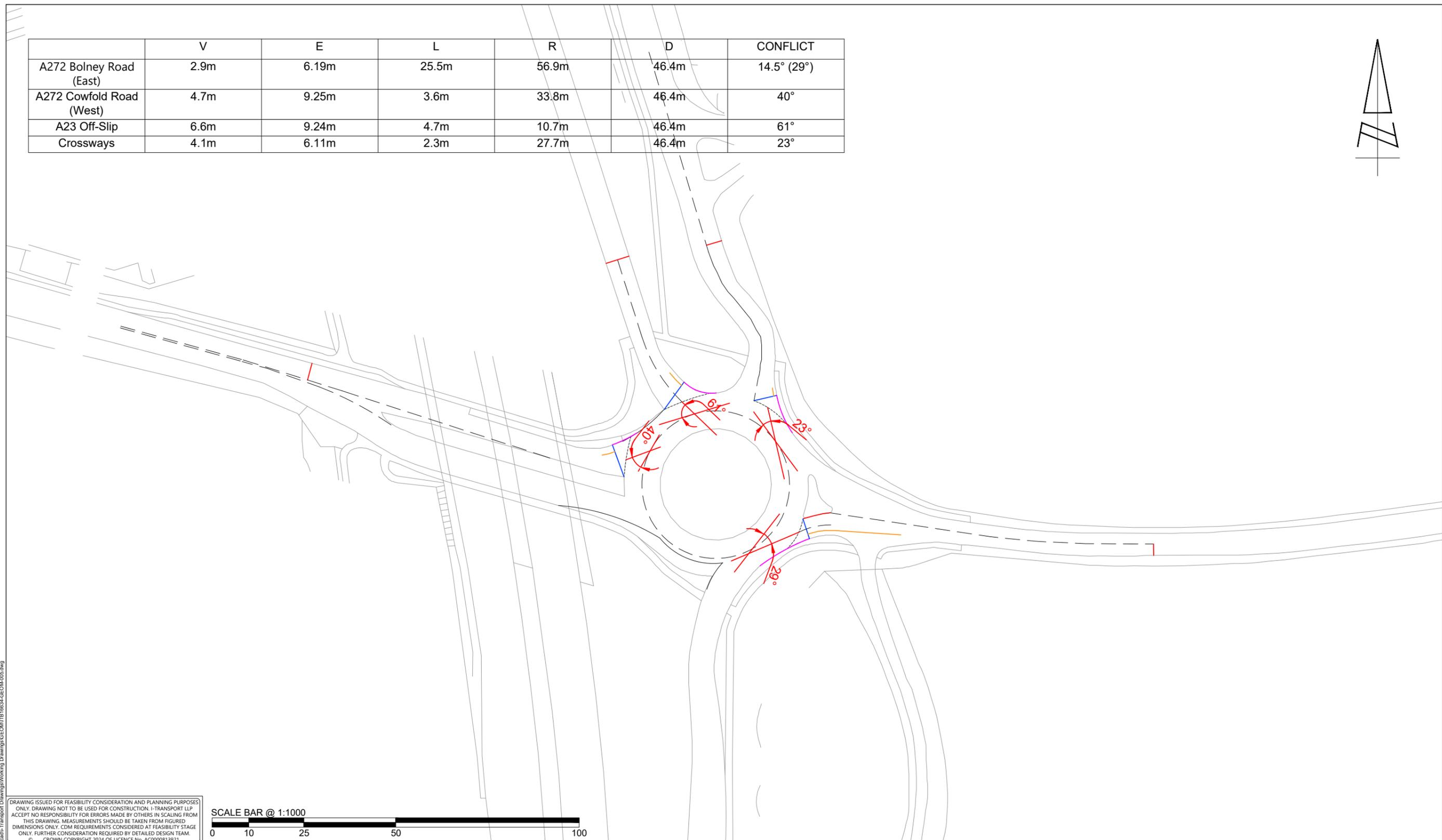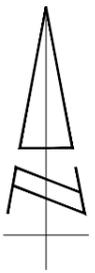| Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	564	141	655	1373	0.411	563	588	0.5	0.7	4.574	A
A23 On-Slip			750				468				
A272 Cowfold Road	818	205	3	1671	0.490	817	747	0.7	1.0	4.287	A
A23 Off-Slip	372	93	820	1430	0.260	372	0	0.3	0.4	3.548	A
Crossways	63	16	1180	764	0.082	63	12	0.1	0.1	5.137	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	690	173	801	1298	0.532	689	720	0.7	1.2	6.068	A
A23 On-Slip			917				572				
A272 Cowfold Road	1002	250	3	1670	0.600	1000	914	1.0	1.5	5.447	A
A23 Off-Slip	456	114	1003	1315	0.347	455	0	0.4	0.5	4.362	A
Crossways	77	19	1444	609	0.127	77	14	0.1	0.1	6.766	A

16:45 - 17:00

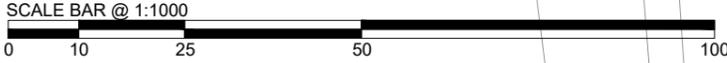| Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	690	173	803	1298	0.532	690	721	1.2	1.2	6.109	A
A23 On-Slip			919				574				
A272 Cowfold Road	1002	250	3	1670	0.600	1002	916	1.5	1.5	5.481	A
A23 Off-Slip	456	114	1005	1314	0.347	456	0	0.5	0.6	4.376	A
Crossways	77	19	1447	607	0.127	77	14	0.1	0.1	6.792	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	564	141	657	1372	0.411	565	590	1.2	0.7	4.612	A
A23 On-Slip			753				470				
A272 Cowfold Road	818	205	3	1671	0.490	820	750	1.5	1.0	4.318	A
A23 Off-Slip	372	93	823	1428	0.261	373	0	0.6	0.4	3.563	A
Crossways	63	16	1184	761	0.083	63	12	0.1	0.1	5.161	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A272 Bolney Road	472	118	550	1426	0.331	473	494	0.7	0.5	3.895	A
A23 On-Slip			630				393				
A272 Cowfold Road	685	171	2	1671	0.410	686	627	1.0	0.7	3.727	A
A23 Off-Slip	312	78	688	1512	0.206	312	0	0.4	0.3	3.129	A
Crossways	53	13	991	875	0.060	53	10	0.1	0.1	4.382	A

	V	E	L	R	D	CONFLICT
A272 Bolney Road (East)	2.9m	6.19m	25.5m	56.9m	46.4m	14.5° (29°)
A272 Cowfold Road (West)	4.7m	9.25m	3.6m	33.8m	46.4m	40°
A23 Off-Slip	6.6m	9.24m	4.7m	10.7m	46.4m	61°
Crossways	4.1m	6.11m	2.3m	27.7m	46.4m	23°

SCALE BAR @ 1:1000

0   10   25   50   100

i-Transport

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TITLE:
A272 BOLNEY ROAD / A23 / CROSSWAYS
GEOMETRY MEASUREMENTS

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:
FOR INFORMATION

PROJECT:
LAND WEST OF BOLNEY

CLIENT:
WATES DEVELOPMENTS

DRAWN: DM
CHECKED: ML
APPROVED: DS

PROJECT No: ITB16634
SCALE @ A3: 1:1000
DATE: 14/11/2024

DRAWING No: ITB16634-GEOM-005
REV: -