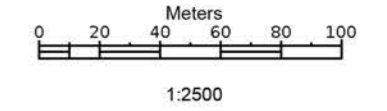
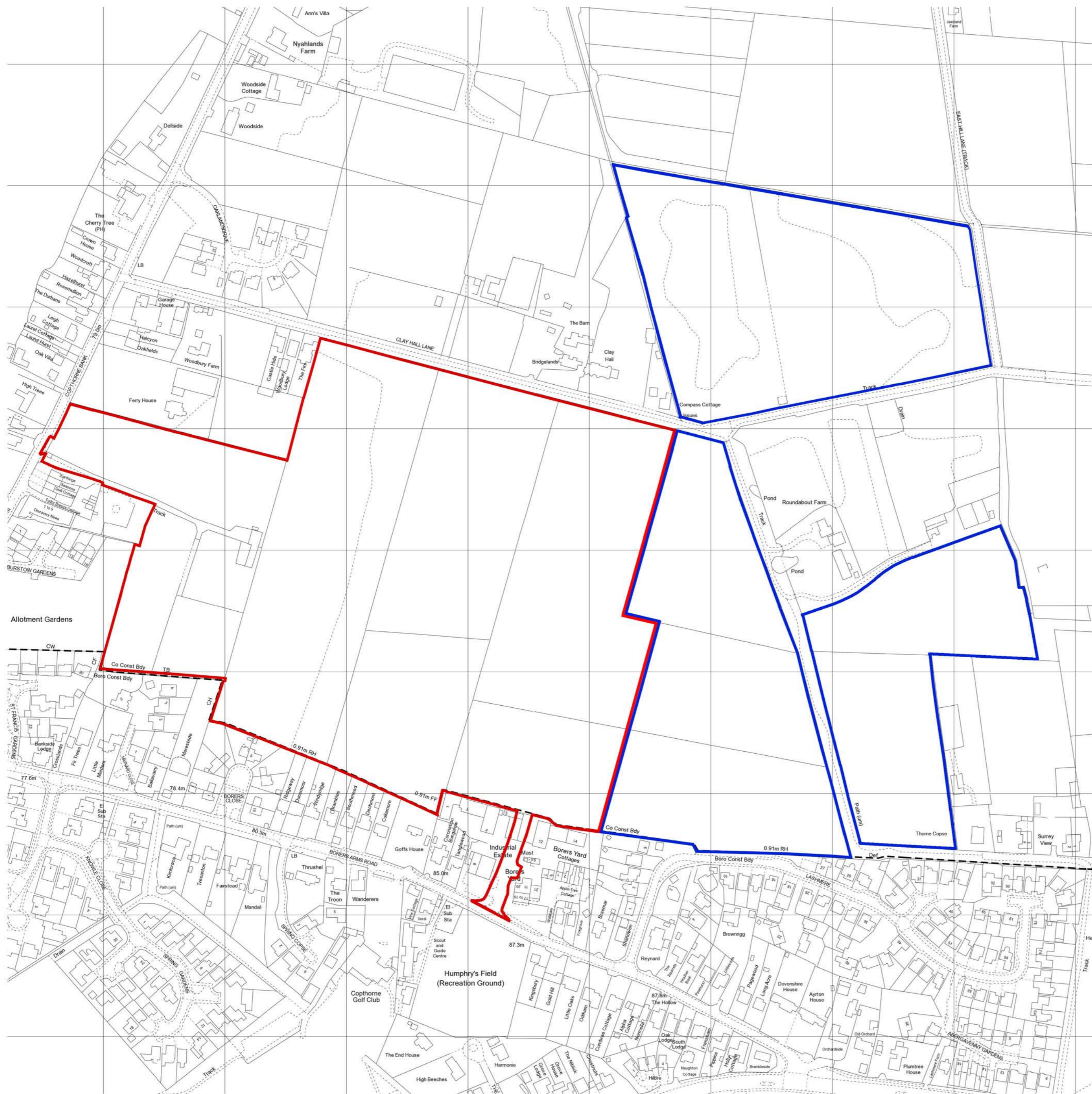


APPENDIX A



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 100038864
 Reference: OI1342287
 Centre coordinates: 532469 139698



Fairfax

FAIRFAX ACQUISITIONS LTD

project:

LAND NORTH OF BORERS ARMS ROAD,
 COPTHORNE.

title:

LOCATION PLAN

date: October '25

scale: 1:2500 @ A2

drawing number: 2512/PL.01	Rev. D
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APPENDIX B

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18 July 2025

Dear Stephen,

RE: ROUNDAABOUTS FARM, COPTHORNE– TRAFFIC & TRANSPORT PLANNING PRE-APP ADVICE

Following on from my recent email I am making contact again regarding the above-mentioned site. You may recall we discussed this site pre-COVID in 2019/2020. At the time progress on the promotion of the site stalled, albeit we did prepare a Transport Assessment (TA) that was to be submitted to WSCC as part of a planning submission.

The content of that TA was based on the TA scoping document that we prepared and passed across to you in October 2019.

As in 2019 the site is still being promoted by Fairfax Acquisitions Limited, who we have worked with for a number of years on sites in Surrey, East and West Sussex. SK Transport Planning is fortunate to be able to work for clients who are keen to promote high quality, sustainable development and proactively enter into discussions with Local Planning and Highway Authorities when considering highway and sustainable travel measures and contributions.

We hope that this will give you reassurance that pre-application discussions will be worthwhile so all parties are clear what information is needed to support the promotion of the site for residential development.

Turning to the assessment approach, since 2019 there have been a number of changes to the way we should appraise development proposals, not least the publication of the latest National Planning Policy Framework in December 2024. The adoption of a “vision-led approach” to assess and identify transport solutions to deliver well-designed, sustainable and popular places is at the forefront of our assessment, and I provide commentary on our approach to that later in this scoping letter.

I provide a summary of the site location, development proposals and site access strategy, and our proposed method of appraisal below. I would be grateful for your comments/feedback on this information as we progress our technical work.

Site Location and Development Proposals

The site is known as Roundabouts Farm, located to the north of Borers Arms Road and to the east of Copthorne Bank, as shown on plan in **appendix a**. The site is c.25 hectares in size, and benefits from direct frontage access onto Copthorne Bank to the west (a section of public highway falling within Surrey County Council's jurisdiction) and to the south via Borers Arms Road, through the industrial estate. Borers Arms Road falls within West Sussex County Council's jurisdiction.

The development proposals and planning application is expected to take the form of an outline planning application, with all matters reserved except access for:

...the erection of up to 258 new residential units and 1674 sqm. (gross internal area) of new commercial accommodation following the demolition of 244 sqm. of existing commercial building.

A summary of the site location and development proposals is provided in tabular format below. This also provides a concise summary of what was considered and assessed back in 2019.

Full Site Address	Roundabouts Farm, Copthorne
“What Three Words” location	“///sling.data.caked”
Site location plan	Yes – Provided in Appendix A – no change from 2019 site boundary
SK Transport Planning original commission date	2018 - SKTP commissioned to progress mixed use scheme on the site
Current development proposal	Predominantly residential (with replacement and minor increase to commercial space served from Borers Arms Road)
Scale of development	Up to 258 residential units (50% affordable) and 1,674sqm of new commercial development (B1 use) following the demolition of 244 sqm of existing commercial building
Development layout plan?	Yes – Latest Illustrative Masterplan provided in Appendix B
Historic Pre-App discussions taken place with WSCC & SCC	Yes – formal pre-app took place between both LHA's in 2019
Walking and cycling access proposals?	Yes – from Copthorne Bank (SCC corridor) and Borers Arms Road (WSCC corridor) as shown on Illustrative Masterplan
Transport Statement/Transport Assessment/Travel Plan previously prepared?	Yes – to be updated in line with 2024 NPPF requirements
2km walking and 5km cycling assessment undertaken?	Yes – Isochrone Plan provided in Appendix C
Review of local facilities/accessibility undertaken?	Yes – Historic review previously undertaken and will be refined/updated as part of “vision-led” approach
Any previous agreement on technical matters (trip rates, traffic distribution, sustainable access matters) etc	Yes – trip rates previously agreed with SCC and WSCC Yes – sustainable access matters considered against industry-standard assessment criteria
Any Road Safety Audit prepared?	Yes – Stage 1 RSA previously prepared for access strategy to site
Planning application/technical information formally submitted to Tandridge DC/MSDC?	No – no formal planning application submitted as yet (July 2025)
Any comments/agreed position with WSCC?	Only through previous formal 2019 pre-app. Planning application never submitted

Table 1: Site Location and Development Proposal Summary

Agreeing a Technical Scope of Work

Moving forward we are keen to discuss and agree with you the most appropriate way forward to appraise the site from a sustainable development, traffic and transport perspective. Much of our previous technical work remains relevant in terms of development impact assessment, but as stated earlier in this document

there has been a step change in the how we should be appraising sites, moving away from a “predict and provide” assessment to a “vision-led decide and provide” approach. This means we are being proactive from the outset in terms of encouraging sustainable travel to and from the site, as opposed to simply assessing the expected impacts of the development (in traffic and transport terms) based on historic travel data, and then attempting to adjust end occupiers travel behaviour against these patterns.

Our Proposed “Vision-Led” Approach

So how are we proposing to approach this? As set out in the NPPF we are considering the transport issues from the earliest stages, and we are adopting the “vision-led” approach and identifying transport solutions to deliver an attractive, well-designed scheme.

Although the layout presented in **appendix b** is illustrative, it shows that it is possible to design a scheme that is attractive for pedestrians and cyclists to move around, and avoid routes being traffic dominant.

In addition whilst the site is located immediately adjacent to an established settlement, which has existing pedestrian infrastructure, bus services, local leisure facilities, shops and employment there is so much more that we can do to encourage sustainable travel.

Our suggested approach was set out recently in a recent Planning Inspectorate Webinar, where Shelia Holden, a Planning Inspector with a background in traffic engineering/transport planning considered “what is meant by a sustainable location”, and the transport considerations in the light of the revised NPPF¹.

Based on the approach set out in the NPPF, and also this recent Planning Inspectorate webinar we see the “vision-led” approach for this site being one where we:

- a) carefully evaluate walking and cycling connectivity to all local destinations, evaluating the quality of routes and where possible enhancing the quality of routes
- b) engage with the Council’s public transport team/bus operators to review existing service provision/routes/frequency and consider what enhancements can be delivered/contributed towards
- c) depending on the opportunities identified in (b) consider whether a demand responsive public transport service is appropriate for the development
- d) promote cycling through work with the Council’s cycling officer on route quality/upgrades, supported by initiatives through the site-wide travel plan, such as cycle training, cycle purchase, and knowledge sharing
- e) consider ways to reduce the reliance on the car for the majority of journeys, and car ownership across the site, through the delivery of a national car-club vehicle
- f) ensure that the post-COVID trend of working from home, thus reducing the need for many to make commuting trips is a reliable option for all residents, through fibre broadband
- g) deliver a robust travel plan, that incorporates all of the above measures, and any more initiatives that WSCC consider suitable for consideration

At this stage with the site being in an inherently sustainable location, and with the quantum of residential/commercial development proposals there are real opportunities to deliver a raft of measures to prioritise sustainable travel to and from the site.

This approach is directly aligned to paragraph 109 in the NPPF, which states this approach should identify and pursue opportunities to promote walking, cycling and public transport use.

¹ A link to the June 2025 webinar is provided here for information <https://www.youtube.com/watch?v=yTKYHTffS80&t=11s>

Other Technical Matters

Having confirmed that we are focusing on ways to encourage end occupiers to consider sustainable travel modes over a reliance on the private car, there remains a need to assess the impact of the proposed development. This will then allow use to consider the benefits of a robust sustainable access measures against a traditional baseline assessment.

Considering the content of the TA, alongside presenting the sustainable access strategy for the site, and all the options/measures that could be incorporated within this, the TA will also include:

- a review of national and local transport policies
- a detailed assessment of existing conditions, including:
 - walking, cycling and public transport infrastructure
 - quality and attractiveness of route
 - assessment of existing traffic flows
 - type of traffic
 - vehicle speeds
 - quality of bus stops, information, shelters and waiting areas
 - review of collision records (five years of PIC data)
- an accessibility audit for all (including the infirm and the mobility impaired) to local facilities on foot, cycle and public transport
- a detailed description of the proposed development (scale, access strategy, embedded sustainable travel measures (secure cycle parking, pedestrian and cycle links, EV charging facilities, high-speed internet for home working)
- an assessment of the travel demand by all modes, based on quantitative and qualitative data
- preparation of an off-site impact assessment based on a range of scenario tests, as follows:
 - assessment of the scheme using traditional methods (2011 Census Journey to Work data, TRICS trip rates)
 - consideration of mode shift to more sustainable travel modes, through the site's sustainable access strategy
 - consideration of reduced development trip rates from the 50% affordable development element of the scheme, as well as the site-wide travel plan
- summary of the residual impacts of the development options, to agree a deliverable and sustainable access strategy, and if needed a mitigation strategy for the wider highway network for all travel modes

A critical element of the TA is the need to agree with the most appropriate approach to assess the development impact, to then test the benefits of the sustainable access strategy. We set out a proposed approach to this below.

Development Impact

As set out above there is a need to still assess and understand the potential impacts of development on transport networks (NPPF, paragraph 109), and in this regard we propose to prepare a Transport Assessment (TA) and Travel Plan (TP) to review and identify impacts and opportunities.

In this regard we will need to review typical travel mode splits, consider the expected person trip generation generated by the development proposals and then identify how we can maximise sustainable travel modes to and from the site.

In our previous 2019 TA scoping exercise we identified the following vehicular trip rates for the site, sourced from the TRICS database. The TRICS output is provided at **appendix c**.

	Roundabouts Farm	Arrivals	Departures	Total
Trip Rates	AM Peak	0.12	0.39	0.51
	PM Peak	0.34	0.19	0.53
Vehicle Trips	AM Peak	31.0	100.6	131.6
	PM Peak	87.7	49.0	136.7

Table 2: 2019 TA Scope - Residential Development Trip Rates

Whilst these trip rates were considered appropriate at the time, the focus was on a vehicular based impact assessment, whereas now there is a need to consider the benefits that the “vision-led” approach will deliver, as well as 50% of the proposed residential development being affordable development.

These trip rates are considered to be an appropriate starting point for the assessment, and if applied to the whole proposed 258 unit development will be a robust baseline position, with 50% of the proposed units being affordable, which in turn has the potential to be a lower traffic generator than privately owned residential development.

This is ratified in the June 2025 Planning Inspectorate webinar, where the Planning Inspectorate confirmed that the type and tenure of development can have an effect on car ownership/reliance levels, often with affordable housing provision having a greater reliance on the ability to walk, cycle and use public transport.

Alternatively we can discuss whether it would be appropriate to consider separate trip rates for the private and affordable housing across the site. It would be helpful to know how WSCC are approaching other developments of this scale with a 50/50 split of private/affordable housing across the site, and if our proposed approach is still considered acceptable.

If it is agreed that we continue to use these trip rates then we propose to use the multi-modal trips rates, using the “travel to work” dataset with in the 2011 Census data for the Mid Sussex 002 Middle Super Output Area² (MSOA), calculated below.

	%age	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground, metro, light rail, tram	0.2	0	0	0	0	0	0
Train	7.2	3	10	13	3	5	13
Bus, minibus or coach	1.8	1	2	3	1	1	3
Taxi	0.2	0	0	0	0	0	0
Motorcycle, scooter or moped	0.9	0	1	2	0	1	2
Driving a car or van	75.2	31	101	132	88	49	137
Passenger in a car or van	5.1	2	7	9	2	3	9
Bicycle	1.2	0	2	2	0	1	2
On foot	8.0	3	11	14	3	5	15
Other method of travel to work	0.4	0	1	1	0	0	1

² in 2019 it was agreed that the Mid Sussex 002 MSOA data would be more representative in the 2019 scoping exercise than the Tandridge 011 MSOA that the site falls within (as Cophorne falls within this Mid Sussex 002 area).

	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
%age	Arrive	Depart	Total	Arrive	Depart	Total
Total	41	134	175	98	65	182

Table 3: Development Multi-Modal Trip Rates – Calculated using 2011 JTW Data and 2019 TRICS Trip Rates

I would welcome a discussion on the suitability of the trip rates previously agreed and presented above, to allow us to progress with our technical assessment.

Turning to other technical matters when the last TA was assembled an assessment was made of the expected distribution of development traffic across the local highway network, using a gravity model. This also used the Mid Sussex 002 MSOA JTW data, identifying the proportion of existing work trips to weighted centroids within other MSOA areas.

Trips were then assigned to the local network for the peak periods, to identify those routes/junctions that are predicted to experience a material increase in traffic generated by the proposed development.

Using the trip rates tabled earlier in this document, it has been possible to identify those locations on the highway network which are predicted to experience an increase of 30 (or more) vehicles in either (or both) peak periods, which we would expect WSCC to request detailed assessment. These locations are shown on plan in **appendix d**.

Junction URN	Junction Name	Junction Type	Western Access	Southern Access	Estimated Peak Period Two-Way Flow (Vehicles)	30 Vehicle Threshold
1	Western Access	Priority Junction	66	0	66	Yes
2	Antlands Signalised Junction	Signalised Junction	19	2	21	No
3	Copthorne Bank/Borers Arm Road	Priority Junction	47	7	54	Yes
4	Shipley Bridge Lane Junct	Priority Junction	47	5	52	Yes
5	Copthorne Common R/A	Roundabout Junction	42	47	89	Yes
6	Southern Access	Priority Junction	0	78	91	Yes
7	Borers Arms Road/Copthorne Common Road	Priority Junction	0	71	83	Yes
8	Snow Hill R/A	Roundabout Junction	0	24	28	No

Table 4: Expected Locations/Junctions to be Assessed in 2025 Transport Assessment

It would be very useful if you could identify if WSCC has any overarching improvement plans for the highway network that forms part of the proposed study area, as we would like to appraise these in the Transport Assessment.

To confirm, the development access strategy to the site remains as previously presented in the 2019 TA, with simple priority junctions onto Copthorne Bank and Borers Arms Road, These access proposals are shown in **appendix e**, and will be the subject of an updated Stage 1 Road Safety Audit.

We would be grateful for your confirmation that the above locations effectively cover the whole TA study area. If agreed we would look to assess the development impact for:

- an opening year of 2027 (two years after submission), and
- a future year of 2030, being five years post planning submission

With respect to developing an agreed baseline position, in the first instance we would envisage applying TEMPRO growth factors to 2025 surveyed data across the eight junctions presented in **table 4**. Using the N RTP 2022 Core dataset, the following growth factors for the Mid Sussex 002 MSOA have been calculated:

Assessment Year	AM Peak	PM Peak
2025 - 2027	+2.34%	+2.35%
2025 - 2030	+5.93%	+5.93%

Table 5: Mid Sussex 002 MSOA TEMPRO Growth Factors

This approach assumes that we would not be incorporating any separate vehicular movements from committed development in the vicinity of the site, as this would result double-counting traffic growth, already captured in the TEMPRO growth factors in **table 5**.

If agreement is reached on this approach, this will provide a very robust assessment of the development impact (in traffic and transport terms). We will then be able to test the benefits of a range of “vision-led” sustainable travel scenarios, by adjusting the mode splits presented in **table 3**, to reflect:

- potential enhancements to local bus service provision/demand responsive services
- the effect of a car-club scheme on the site
- the effects of the site wide travel plan
- the 50% affordable housing provision

We propose to clearly set out the scenario tests in our report, to reflect the sustainable travel measures that will be incorporated into the development proposals, as we work through the assessment process.

Industry standard software packages will be used to model the baseline and base with development traffic flow scenarios (2027 and 2030), to establish the impact of the development on forecast road conditions. As set out above the impact of any agreed alternative scenarios will also be modelled.

Mitigation measures will be proposed where required, and these may also form part of the sustainable access strategy for the site, as opposed to being engineered solutions to address a change in capacity, congestion or delay at a particular location. These measures will include consideration of the sustainable infrastructure and Framework Travel Plan measures that will reduce vehicular trips to and from the site.

The TA will also include the following technical information:

Framework Construction Management Plan

Due to the scale and location of this development we propose to include a section in the TA that considers the impacts of the construction traffic generated by the proposed development. This will include identification of appropriate access routes to and from the site, and confirmation of the expected number of construction traffic movements generated each day (broken down by site operative traffic and construction delivery movements).

We will also identify hours of construction operation, compliance with best practice guidance and enforcement measures if the construction management plan is not adhered to. This Framework will be drafted in a format that can be expanded into a standalone document at the appropriate time.

Framework Travel Plan

As set out earlier in this document the TA will include a Framework Travel Plan. The “hard” and “soft” proposed measures will be taken from latest Government and local authority guidance and best practice, as well as the “vision-led” approach to the site as a whole.

The framework will also include recommended management and monitoring measures for adoption upon occupation of the site. The framework measures will seek to maximise accessibility to the site and reduce the impact of the development proposals on the local environment. As set out earlier in this document the measures proposed will be fed back, where appropriate, to the TA to allow baseline vehicular trip rates to be discounted.

The Framework will be developed to fit with previously agreed measures for any other recently consented developments in the vicinity of the site.

Scoping Conclusions

We do hope that this scoping letter provides you with an appropriate level of information regarding the development proposals at Roundabouts Farm. We hope that this TA scope provides enough information for you to respond, and allow us to open up technical discussions on our appraisal for the site.

We would be grateful if you could review the information contained within this letter, and then we can look to discuss this through a Teams call. We will be guided by you as to when we can organise that meeting with you.

In the meantime if you do have any questions or queries relating to the content of this letter and the attached documents and plans, please do not hesitate to come back to me to discuss further.

Yours sincerely,

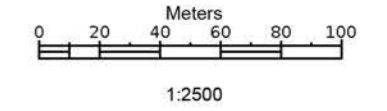
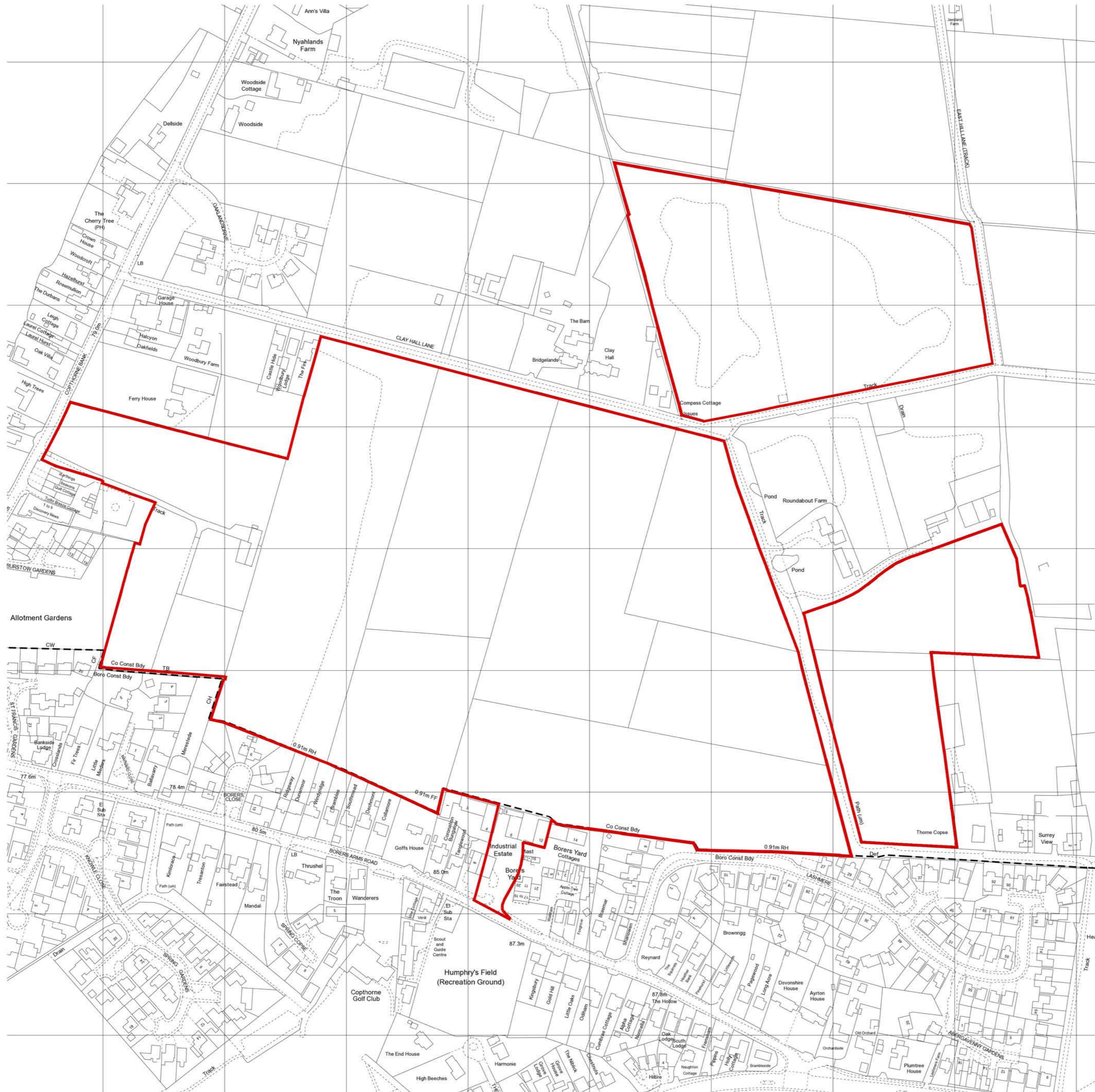


MICHAEL KITCHING

Director

- Enc. Appendix A – Site Location
 Appendix B – Development Plan
 Appendix C – TRICS Output
 Appendix D – Junction Assessment Locations
 Appendix E – Development Access Arrangements

APPENDIX A



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 Centre coordinates: 532469 139698



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project:

Land at:

COPTHORNE BANK & ROUNDABOUTS FARM,
 COPTHORNE, WEST SUSSEX

title:

LOCATION PLAN

date: Nov '24

scale: 1:2500 @ A2

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Rev.

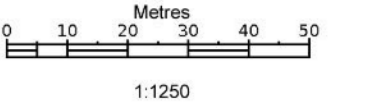
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APPENDIX B



Scale: 1 : 1250 @ A1 Dm By: PJH Date: Nov '24
Drg No: 2309/SK.04 Rev. D

Project: Land at:
COPTHORNE BANK & ROUNDABOUTS FARM,
COPTHORNE
Drawing Title:
INDICATIVE BLOCK PLAN

Copyright: Paul J Hewett R.I.B.A. Chartered Architect

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APPENDIX C

Calculation Reference: AUDIT-443201-160607-0632

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 17 to 174 (units:)
 Range Selected by User: 5 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5
--------------	---

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

Selected Location Sub Categories:

Residential Zone	5
------------------	---

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

Filtering Stage 3 selection:

Use Class:

C3 5 days

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

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 4 days

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

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

100,001 to 125,000 3 days

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

Car ownership within 5 miles:

1.1 to 1.5 5 days

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

Travel Plan:

No 5 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-02 SYDNEY ROAD	HOUSES/FLATS		CESHIRE
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		174	
	Survey date: <i>TUESDAY</i>		14/10/08	Survey Type: <i>MANUAL</i>
2	CH-03-A-05 SYDNEY ROAD	DETACHED		CESHIRE
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date: <i>TUESDAY</i>		14/10/08	Survey Type: <i>MANUAL</i>
3	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date: <i>WEDNESDAY</i>		18/09/13	Survey Type: <i>MANUAL</i>
4	SC-03-A-04 HIGH ROAD	DETACHED & TERRACED		SURREY
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		71	
	Survey date: <i>THURSDAY</i>		23/01/14	Survey Type: <i>MANUAL</i>
5	SH-03-A-05 SANDCROFT	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		54	
	Survey date: <i>THURSDAY</i>		24/10/13	Survey Type: <i>MANUAL</i>

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.091	5	68	0.301	5	68	0.392
08:00 - 09:00	5	68	0.115	5	68	0.392	5	68	0.507
09:00 - 10:00	5	68	0.121	5	68	0.165	5	68	0.286
10:00 - 11:00	5	68	0.136	5	68	0.180	5	68	0.316
11:00 - 12:00	5	68	0.147	5	68	0.177	5	68	0.324
12:00 - 13:00	5	68	0.183	5	68	0.168	5	68	0.351
13:00 - 14:00	5	68	0.177	5	68	0.142	5	68	0.319
14:00 - 15:00	5	68	0.212	5	68	0.206	5	68	0.418
15:00 - 16:00	5	68	0.274	5	68	0.153	5	68	0.427
16:00 - 17:00	5	68	0.295	5	68	0.180	5	68	0.475
17:00 - 18:00	5	68	0.339	5	68	0.192	5	68	0.531
18:00 - 19:00	5	68	0.286	5	68	0.156	5	68	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.376			2.412			4.788

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

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

Parameter summary



Trip rate parameter range selected: 17 - 174 (units:)
 Survey date date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

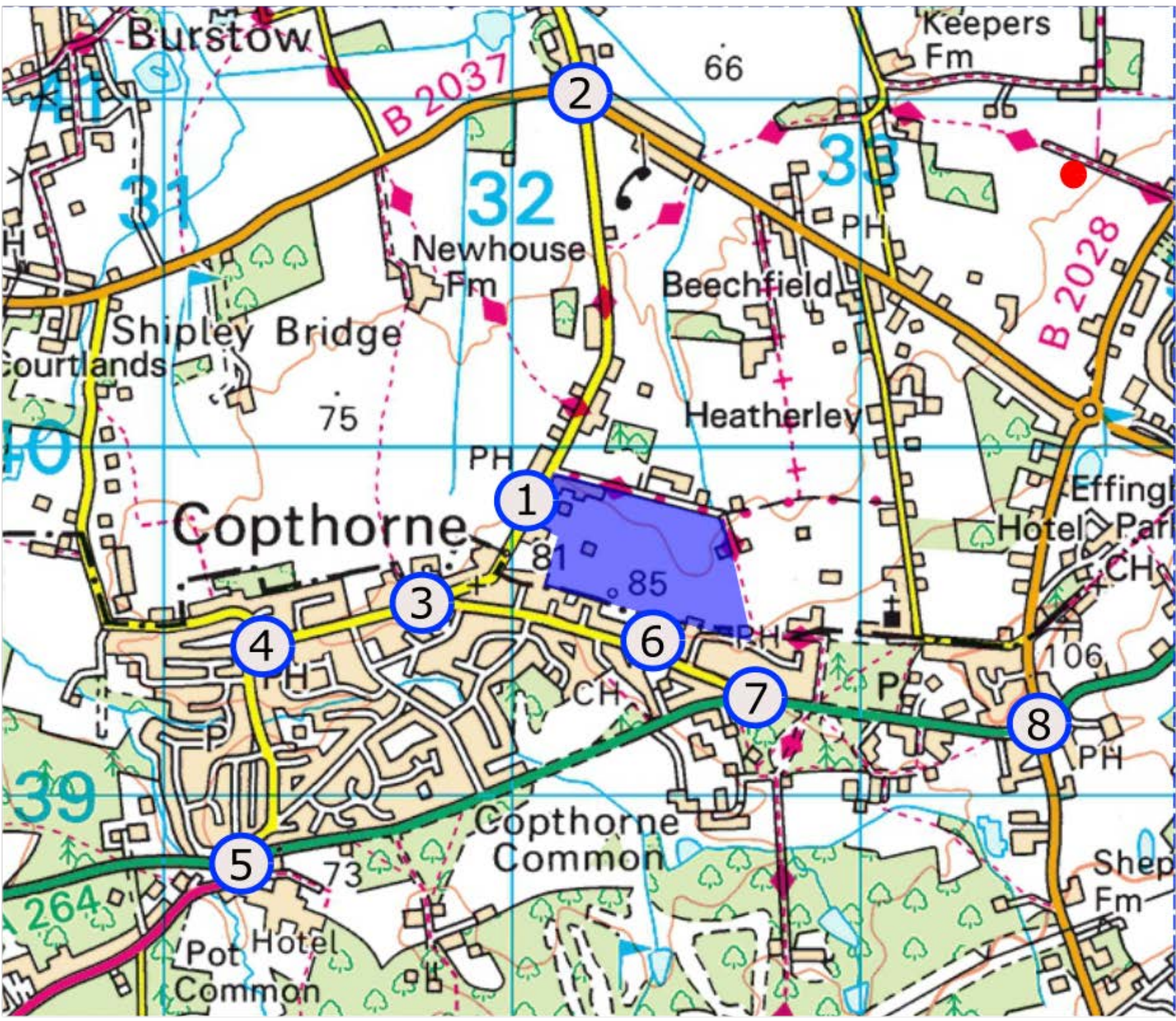
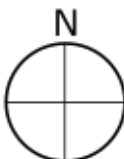
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX D

APPENDIX E

Key

-  Application Site
-  Assessment Location



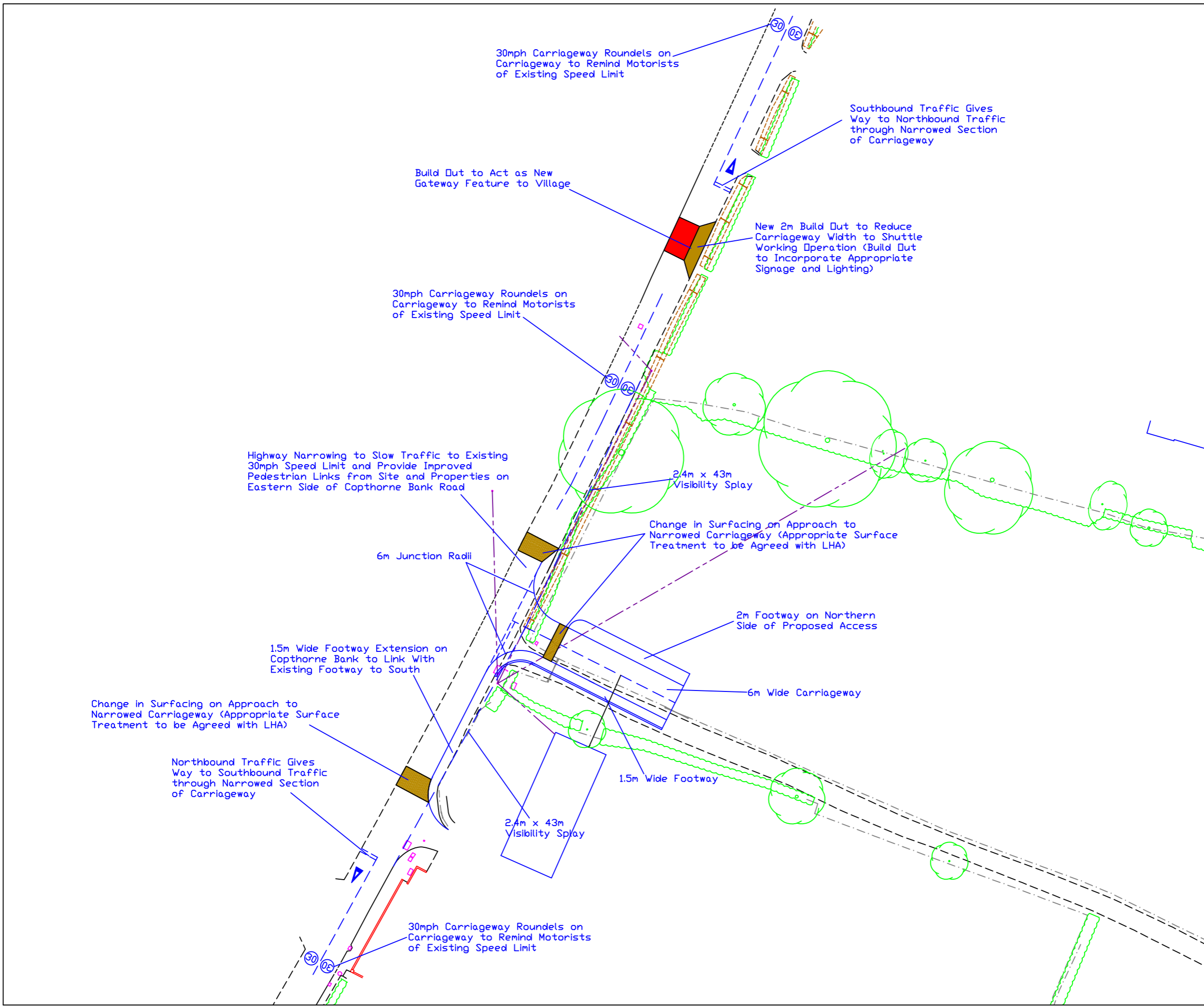
**ROUNDABOUTS FARM,
COPTHORNE**

Transport Assessment Junction
Locations

Drawn by: KAT Checked by: MAK
Revision: - Date: 18/07/2025

APPENDIX F

Plot Date : Tuesday, February 06, 2018 1:24:47 pm
 AutoCAD File Name : /Users/Michael/Dropbox/Project Work/Copthorne Bank/SK21703-01.dwg



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-01

Copthorne Bank

Drawing Title
 Proposed Site Access and Traffic Calming Scheme

Scale at A3
 NTS

Drawn
 KAT

Approved
 MAK

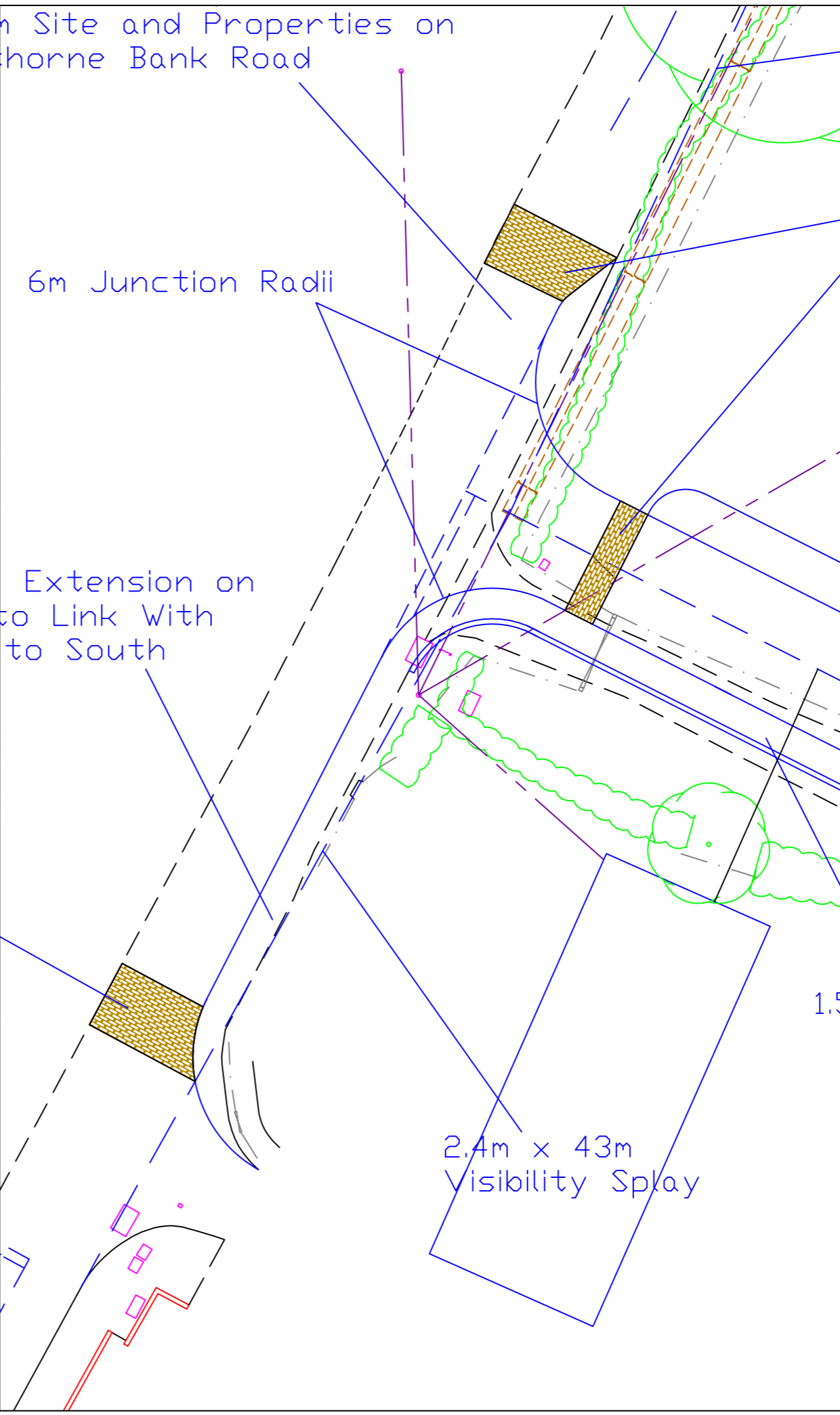
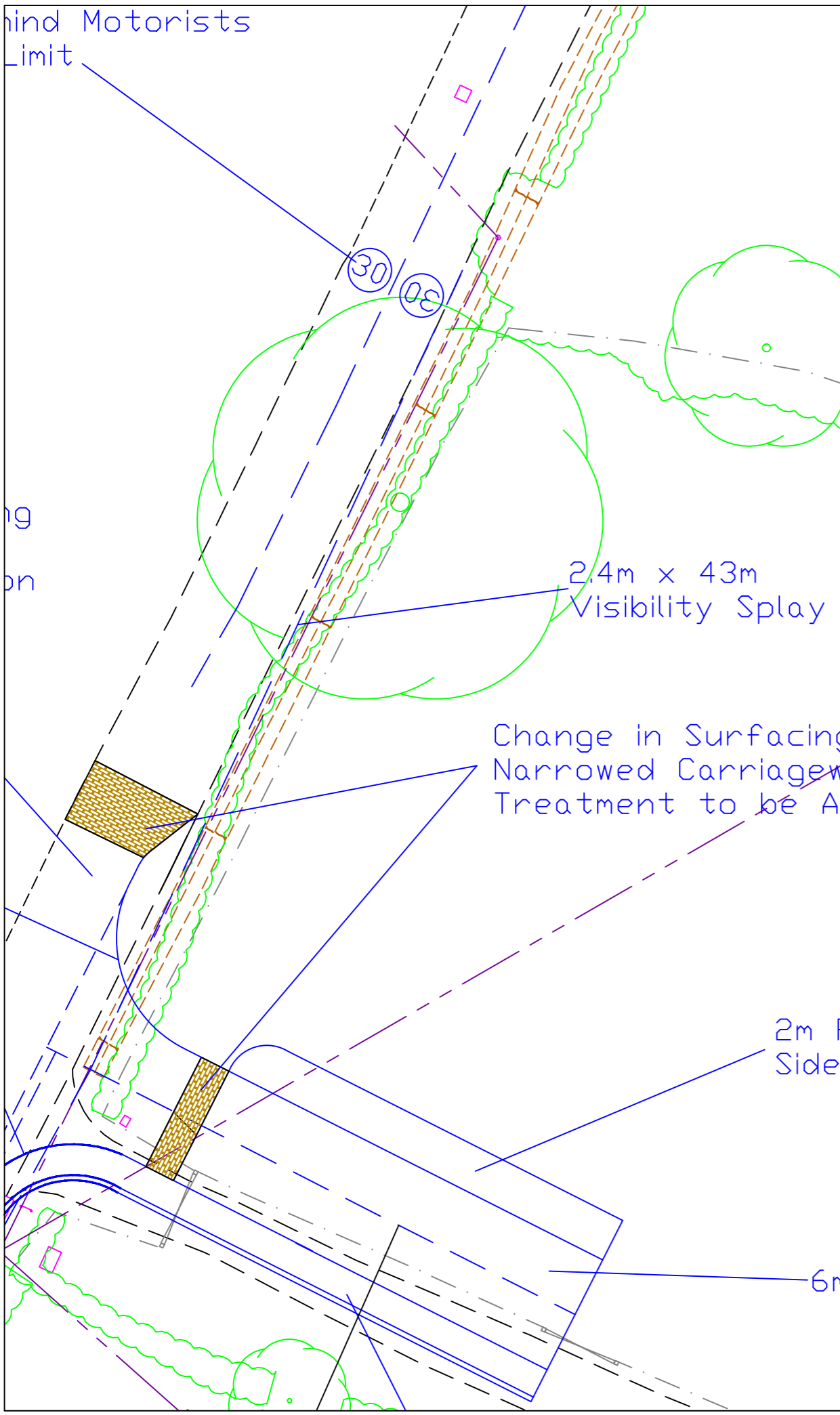
Check
 KAT

Date
 04/01/18

SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
 Manchester M1 5LN
 Telephone (0161) 234 6509
 Fax (0161) 236 7959



Plot Date : Tuesday, February 06, 2018 1:43:39 pm
 AutoCAD File Name : /Users/Michael/Dropbox/Project Work/Copthorne Bank/SK21703-01.dwg



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-02

Copthorne Bank

Drawing Title
Proposed Site Access and Visibility Splays

Scale at A3
1:250

Drawn
KAT

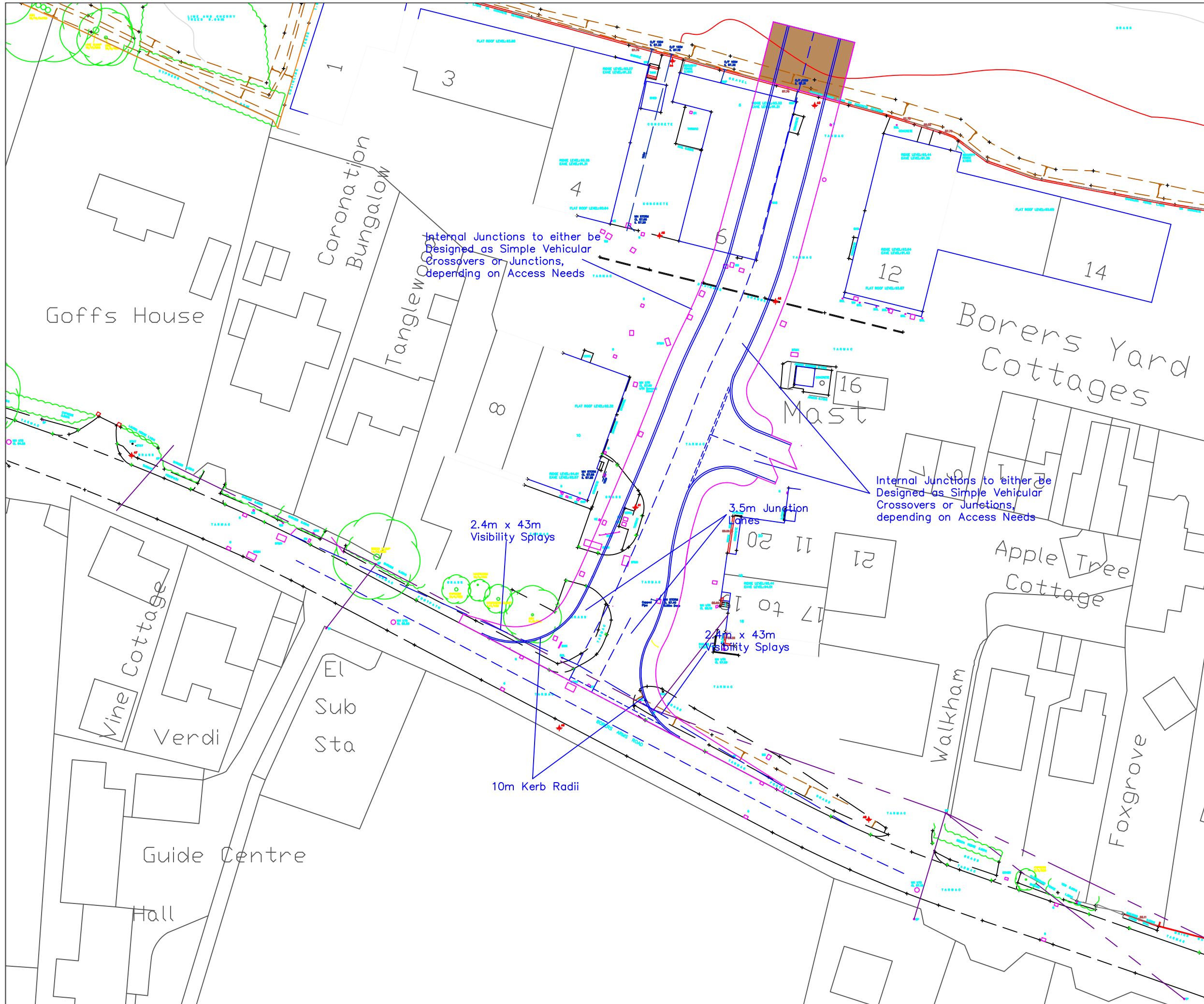
Approved
MAK

Check
KAT

Date
04/01/18

SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Access relocated further west to create usable parking and circulation space around building to east of existing access.

Internal access to buildings and parking areas to be designed based on need for HGV/private car access.

Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-14 REV B

Roundabouts Farm

Drawing Title
Relocated Site Access onto Borers Arms Road

Scale at A3
1:500

Drawn
KAT Approved
MAK

Check
KAT Date
11/04/25

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
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Fax (0161) 236 7959



Subject: RE: Roundabouts Farm - Pedestrian/Cycle Link From Lashmere (Residential Street)
Date: Thursday, 24 July 2025 at 13:22:10 British Summer Time
From: Stephen Gee
To: Michael Kitching
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, ViewDocument (57).pdf

Michael,
Comments as follows:

Trip Rates

If you wish to account for the affordable provision the mixed 03 M filter could be utilised in TRICS.
Given the time that has passed since the last scoping exercise the trip rates exercise should be rerun.

Vision Led

No evidence is provided on the potential effects of the below to agree a reduction in trip rates to be tested – its noted most of the sites in TRICS for a mixed development already have a travel plan and there are no off site sustainable transport enhancements proposed in the scoping note – just a future assessment of routes.

Specific comments on the 4 measures are:

- potential enhancements to local bus service provision/demand responsive services (what/where/longevity of service)
- the effect of a car-club scheme on the site
- the effects of the site wide travel plan (would be included within trip rates already)
- the 50% affordable housing provision (would be included within trip rates already)

We would like to see a trip monitoring strategy and identification of measures should the development not meet any reductions.

Scope of Junction Modelling

- Junctions to be assessed are acceptable.
- 5 year horizon acceptable.

Committed schemes

A264-A220 Copthorne Common Road Junction – rbt improvements (plan attached)

Committed development

I think the 13/04127/OUTES development is mostly built out now so the use of TEMPRO growth rates is acceptable.

If you are looking for more detailed comments or a pre application meeting I would advise you to apply through the WSCC pre app service <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/pre-application-advice-for-roads-and-transport/#overview> as this is likely to be chargeable.

Regards

Stephen

From: Michael Kitching <mk@sktransport.co.uk>
Sent: 18 July 2025 09:24
To: Stephen Gee <Stephen.Gee@westsussex.gov.uk>
Subject: Re: Roundabouts Farm - Pedestrian/Cycle Link From Lashmere (Residential Street)

****EXTERNAL****

Morning Stephen,

Following on from our recent emails I'm just coming back with a pre-app scope for our site over at Borers Arms Road, Copthorne. You may well remember it from discussions pre-COVID.

The development proposals have not materially changed, other than a slight reduction in residential development numbers (down from 300 to 258). The access strategy remains the same, which is the focus for this pre-app, as the main site access is onto a WSCC road.

I'd be grateful for any comments/advice you can provide on our suggested assessment approach. Perhaps we can catch up once you've had chance to review?

Many thanks, and kind regards,

Michael

Michael Kitching
BSc (Hons) MSc CMCILT
Director



SK Transport Planning Ltd
Albion Wharf, 19 Albion Street, Manchester M1 5LN
0161 234 6509
07809 876 703



From: Stephen Gee <Stephen.Gee@westsussex.gov.uk>
Date: Thursday, 29 May 2025 at 08:24
To: Michael Kitching <mk@sktransport.co.uk>
Subject: RE: Roundabouts Farm - Pedestrian/Cycle Link From Lashmere (Residential Street)

You don't often get email from stephen.gee@westsussex.gov.uk. [Learn why this is important](#)

Michael,
Yes that's fine with me to just send over.
Stephen

From: Michael Kitching <mk@sktransport.co.uk>
Sent: 28 May 2025 10:05
To: Stephen Gee <Stephen.Gee@westsussex.gov.uk>
Subject: FW: Roundabouts Farm - Pedestrian/Cycle Link From Lashmere (Residential Street)

****EXTERNAL****

Morning Stephen,

Firstly I hope you are well and apologies for this email coming somewhat out of the blue.

You might remember this prospective residential site over in Copthorne – it's a c.300 residential unit scheme, located right on the Surrey/Mid-Sussex border. It's a slightly unusual one in that the vast majority of the site falls within Tandridge, but the main entrance to the site will be via Borers Arms Road, which falls under WSCC's responsibility. A secondary access is proposed by Copthorne Bank, falling within SCC's designated area.

We have already engaged with James Lehane at SCC, but it would be helpful to ensure we cover all technical aspects for both authorities together. With this in mind would you be happy for me to revisit the scoping work we looked at previously, and then send through an updated suggested scope of technical work. If this is ok with you then I'll get this sent across to you ASAP.

Look forward to hearing from you when you get a moment.

Thanks, and regards,

Michael

Michael Kitching
BSc (Hons) MSc CMCILT
Director



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APPENDIX C

APPENDIX D

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Thursday 24/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	13	8	0	0	0	0	0	0	0	0	0	0	0	21
7	43	24	1	0	0	0	0	0	0	0	0	0	0	68
8	107	28	0	1	2	0	0	0	0	0	0	2	0	140
9	144	20	2	0	1	0	0	0	0	0	0	1	0	168
10	89	20	1	0	0	0	0	0	0	0	0	0	0	110
11	84	23	0	0	0	0	0	0	0	0	0	1	0	108
12	92	23	0	0	2	0	0	0	0	0	0	0	0	117
13	87	29	0	0	1	0	0	1	0	0	0	0	0	118
14	116	19	0	0	2	0	0	0	1	0	0	2	0	140
15	117	26	0	0	0	0	0	0	0	0	0	0	0	143
16	139	31	0	0	0	0	0	0	0	0	0	0	0	170
17	211	26	0	0	0	0	0	0	0	0	0	1	0	238
18	247	35	0	0	1	0	0	0	0	0	0	1	0	284
19	135	21	0	0	1	0	0	0	0	0	0	0	0	157
20	76	12	0	0	0	0	0	0	0	0	0	0	0	88
21	54	7	0	0	0	0	0	0	0	0	0	0	0	61
22	35	2	0	0	0	0	0	0	0	0	0	0	0	37
23	20	3	0	0	0	0	0	0	0	0	0	0	0	23
24	11	1	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1568	301	3	1	10	0	0	1	1	0	0	8	0	1893
6-22	1776	346	4	1	10	0	0	1	1	0	0	8	0	2147
6-24	1807	350	4	1	10	0	0	1	1	0	0	8	0	2182
0-24	1837	360	4	1	10	0	0	1	1	0	0	8	0	2222

Direction : NORTHBOUND

Thursday 24/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	3	2	0	0	0	0	0	0	0	0	0	0	0	5
5	4	0	0	0	0	0	0	0	0	0	0	1	0	5
6	28	4	0	0	0	0	0	0	0	0	0	0	0	32
7	55	13	0	0	0	0	0	0	0	0	0	0	0	68
8	190	36	0	1	0	0	0	0	0	0	0	1	0	228
9	218	38	0	1	1	0	0	0	0	0	0	1	0	259
10	116	28	0	0	0	0	0	0	0	0	0	1	0	145
11	73	28	0	0	0	0	0	0	0	0	0	1	0	102
12	82	16	0	1	0	0	0	0	0	0	0	1	0	100
13	93	19	0	0	2	0	0	0	0	0	0	0	0	114
14	87	28	0	1	1	0	0	0	0	0	0	1	0	118
15	93	21	0	0	1	0	0	0	0	0	0	0	0	115
16	118	33	0	0	0	0	0	0	0	0	0	2	0	153
17	121	25	0	1	0	0	0	0	0	0	0	1	0	148
18	160	29	0	0	0	0	0	0	0	0	0	0	0	189
19	108	19	0	0	1	0	0	0	1	0	0	0	0	129
20	70	18	0	0	0	0	0	0	0	0	0	0	0	88
21	49	10	0	0	0	0	0	0	0	0	0	0	0	59
22	33	7	0	0	0	0	0	0	0	0	0	0	0	40
23	28	4	0	0	0	0	0	0	0	0	0	0	0	32
24	8	4	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1459	320	0	5	6	0	0	0	1	0	0	9	0	1800
6-22	1666	368	0	5	6	0	0	0	1	0	0	9	0	2055
6-24	1702	376	0	5	6	0	0	0	1	0	0	9	0	2099
0-24	1741	384	0	5	6	0	0	0	1	0	0	10	0	2147

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Thursday 24/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	1	4	1	0	0	0	0	0	8
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	2	1	2	0	0	0	1	0	0	6
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	1	1	1	0	0	0	0	0	0	0	3
6	0	0	3	2	5	4	6	1	0	0	0	0	21
7	0	0	9	22	15	13	4	5	0	0	0	0	68
8	0	1	21	58	49	8	2	0	1	0	0	0	140
9	1	3	37	76	43	7	0	1	0	0	0	0	168
10	1	4	35	35	26	8	1	0	0	0	0	0	110
11	0	1	20	50	24	12	1	0	0	0	0	0	108
12	0	2	35	44	25	8	0	2	0	1	0	0	117
13	0	1	23	52	32	7	2	1	0	0	0	0	118
14	0	1	32	50	37	12	5	2	1	0	0	0	140
15	0	4	20	59	41	18	1	0	0	0	0	0	143
16	1	5	33	70	42	12	6	1	0	0	0	0	170
17	1	5	45	96	64	19	5	0	0	3	0	0	238
18	1	3	63	122	62	24	8	0	1	0	0	0	284
19	0	3	43	46	43	16	4	2	0	0	0	0	157
20	1	1	14	18	33	15	5	1	0	0	0	0	88
21	0	0	12	22	13	11	1	2	0	0	0	0	61
22	0	0	10	15	7	2	3	0	0	0	0	0	37
23	1	0	5	6	5	4	1	1	0	0	0	0	23
24	0	0	3	0	6	2	0	1	0	0	0	0	12
7-19	5	33	407	758	488	151	35	9	3	4	0	0	1893
6-22	6	34	452	835	556	192	48	17	3	4	0	0	2147
6-24	7	34	460	841	567	198	49	19	3	4	0	0	2182
0-24	7	34	464	848	577	208	56	20	3	5	0	0	2222

Direction : NORTHBOUND

Thursday 24/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	2	1	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	1	0	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	1	1	2	1	0	0	0	0	0	5
5	0	0	1	0	1	2	1	0	0	0	0	0	5
6	0	0	2	4	14	8	4	0	0	0	0	0	32
7	0	1	7	17	22	14	3	3	1	0	0	0	68
8	0	4	26	83	72	30	11	1	0	1	0	0	228
9	1	4	45	104	80	18	7	0	0	0	0	0	259
10	0	0	25	55	44	16	3	2	0	0	0	0	145
11	0	2	15	44	28	7	4	1	1	0	0	0	102
12	0	1	22	26	33	13	4	1	0	0	0	0	100
13	0	5	22	44	32	7	3	1	0	0	0	0	114
14	0	3	15	35	40	21	1	2	0	1	0	0	118
15	0	2	9	52	39	8	3	2	0	0	0	0	115
16	1	1	11	70	43	21	4	1	1	0	0	0	153
17	0	2	13	53	44	24	10	2	0	0	0	0	148
18	0	2	16	58	75	28	8	1	1	0	0	0	189
19	0	0	10	36	44	25	13	1	0	0	0	0	129
20	0	1	8	33	22	20	2	2	0	0	0	0	88
21	0	0	5	18	18	11	5	0	1	1	0	0	59
22	0	0	3	13	12	8	3	1	0	0	0	0	40
23	0	2	2	7	9	6	3	3	0	0	0	0	32
24	0	0	3	5	1	2	1	0	0	0	0	0	12
7-19	2	26	229	660	574	218	71	15	3	2	0	0	1800
6-22	2	28	252	741	648	271	84	21	5	3	0	0	2055
6-24	2	30	257	753	658	279	88	24	5	3	0	0	2099
0-24	2	30	261	761	675	291	95	24	5	3	0	0	2147

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction: SOUTHBOUND

Friday 25/04/2025 Hr Ending	VEHICLE CLASSIFICATION													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	16	2	0	0	0	0	0	0	0	0	0	0	0	18
7	37	26	0	0	0	0	0	0	0	0	0	0	0	63
8	100	28	0	0	1	0	0	0	0	0	0	3	0	132
9	120	23	1	0	0	0	0	0	0	0	0	2	0	146
10	116	26	2	0	0	0	0	0	0	0	0	2	0	146
11	107	22	1	0	0	0	0	0	0	0	0	1	0	131
12	71	26	0	0	1	0	0	0	0	0	0	0	0	98
13	109	14	0	0	1	0	0	0	0	0	0	1	0	125
14	118	33	0	0	0	0	0	0	1	0	0	1	0	153
15	111	26	0	0	0	0	0	0	0	0	0	0	0	137
16	132	23	0	0	1	0	0	0	0	0	0	2	0	158
17	204	42	0	0	0	0	1	1	0	0	0	1	0	249
18	252	29	0	0	1	0	0	1	0	0	0	0	0	283
19	140	13	0	0	0	0	2	0	0	0	0	0	0	155
20	98	11	0	0	0	0	0	0	0	0	0	1	0	110
21	57	5	0	0	0	0	0	0	0	0	0	0	0	62
22	45	3	0	0	0	0	0	0	0	0	0	0	0	48
23	31	3	0	0	0	0	0	0	0	0	0	0	0	34
24	16	4	0	0	0	0	0	0	0	0	0	0	0	20
7-19	1580	305	4	0	5	0	3	2	1	0	0	13	0	1913
6-22	1817	350	4	0	5	0	3	2	1	0	0	14	0	2196
6-24	1864	357	4	0	5	0	3	2	1	0	0	14	0	2250
0-24	1900	362	4	0	5	0	3	2	1	0	0	14	0	2291

Direction: NORTHBOUND

Friday 25/04/2025 Hr Ending	VEHICLE CLASSIFICATION													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	2	0	0	0	0	0	0	0	0	0	0	0	3
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	25	2	0	0	0	0	0	0	0	0	0	1	0	28
7	63	13	0	0	0	0	0	0	0	0	0	0	0	76
8	174	32	1	0	1	0	0	0	0	0	1	1	0	210
9	186	41	1	0	0	0	1	0	0	0	0	1	0	230
10	122	40	1	0	0	0	0	0	0	0	0	0	0	163
11	100	19	0	0	1	0	0	0	0	0	0	3	0	123
12	71	24	0	0	0	0	0	0	0	0	0	0	0	95
13	103	30	0	0	0	0	0	0	1	0	1	1	0	136
14	101	27	0	0	0	0	0	0	0	0	0	0	0	128
15	113	27	0	0	1	0	0	0	0	0	0	1	0	142
16	110	33	0	0	1	0	0	0	0	0	0	1	0	145
17	128	37	0	0	1	0	0	0	1	0	0	1	0	168
18	128	23	0	0	0	0	0	0	0	0	0	0	0	151
19	104	13	0	0	1	0	0	0	0	0	0	0	0	118
20	75	13	0	0	0	0	0	0	0	0	0	0	0	88
21	44	5	0	0	0	0	0	0	0	0	0	0	0	49
22	55	9	0	0	0	0	0	0	0	0	0	0	0	64
23	24	3	0	0	0	0	0	0	0	0	0	0	0	27
24	19	2	0	0	0	0	0	0	0	0	0	0	0	21
7-19	1440	346	3	0	6	0	1	0	2	0	2	9	0	1809
6-22	1677	386	3	0	6	0	1	0	2	0	2	9	0	2086
6-24	1720	391	3	0	6	0	1	0	2	0	2	9	0	2134
0-24	1756	399	3	0	6	0	1	0	2	0	2	10	0	2179

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Friday 25/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	2	3	1	0	0	0	0	0	0	8
2	0	0	2	0	0	1	0	0	0	0	0	0	3
3	0	0	1	0	0	1	1	0	0	0	0	0	3
4	0	0	1	1	4	1	0	0	0	0	0	0	7
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	1	2	7	5	2	0	1	0	0	0	18
7	0	0	4	17	19	12	10	1	0	0	0	0	63
8	0	1	14	35	60	17	4	1	0	0	0	0	132
9	0	1	30	57	45	11	1	1	0	0	0	0	146
10	0	3	43	55	36	5	4	0	0	0	0	0	146
11	0	3	32	61	26	8	0	0	0	1	0	0	131
12	0	1	28	35	20	11	3	0	0	0	0	0	98
13	1	7	43	45	12	13	3	0	0	1	0	0	125
14	0	1	45	59	30	14	3	1	0	0	0	0	153
15	1	2	30	60	28	9	4	2	1	0	0	0	137
16	1	4	52	62	32	7	0	0	0	0	0	0	158
17	0	6	56	97	66	16	7	0	1	0	0	0	249
18	0	4	92	108	64	14	1	0	0	0	0	0	283
19	0	2	35	78	24	8	6	2	0	0	0	0	155
20	0	1	34	35	24	13	3	0	0	0	0	0	110
21	1	0	17	16	16	5	5	2	0	0	0	0	62
22	0	0	11	18	14	4	0	0	0	1	0	0	48
23	0	0	6	12	11	2	0	2	0	1	0	0	34
24	0	0	4	6	7	0	2	1	0	0	0	0	20
7-19	3	35	500	752	443	133	36	7	2	2	0	0	1913
6-22	4	36	566	838	516	167	54	10	2	3	0	0	2196
6-24	4	36	576	856	534	169	56	13	2	4	0	0	2250
0-24	4	37	582	861	550	178	59	13	3	4	0	0	2291

Direction : NORTHBOUND

Friday 25/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	1	2	0	1	0	1	0	0	0	7
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	3	0	0	0	0	0	0	3
4	0	0	1	1	1	1	0	0	0	0	0	0	4
5	0	0	0	1	0	1	0	0	0	0	0	0	2
6	0	0	4	7	10	2	5	0	0	0	0	0	28
7	0	2	8	15	21	19	7	4	0	0	0	0	76
8	0	2	14	51	81	51	9	2	0	0	0	0	210
9	0	0	32	104	66	20	7	0	1	0	0	0	230
10	0	4	31	63	54	5	2	3	1	0	0	0	163
11	0	1	24	43	37	15	3	0	0	0	0	0	123
12	0	1	18	34	25	14	3	0	0	0	0	0	95
13	0	2	24	53	36	16	3	2	0	0	0	0	136
14	0	0	15	50	42	14	7	0	0	0	0	0	128
15	0	0	13	53	51	20	5	0	0	0	0	0	142
16	0	1	19	56	42	19	6	1	0	1	0	0	145
17	0	1	31	56	55	20	2	2	0	1	0	0	168
18	1	1	29	55	35	23	6	0	1	0	0	0	151
19	0	1	29	35	35	13	4	1	0	0	0	0	118
20	0	0	13	34	23	12	4	1	1	0	0	0	88
21	0	1	9	12	15	6	5	1	0	0	0	0	49
22	0	1	6	25	10	12	7	2	0	1	0	0	64
23	0	2	5	4	5	8	2	0	1	0	0	0	27
24	0	0	1	5	6	6	1	1	1	0	0	0	21
7-19	1	14	279	653	559	230	57	11	3	2	0	0	1809
6-22	1	18	315	739	628	279	80	19	4	3	0	0	2086
6-24	1	20	321	748	639	293	83	20	6	3	0	0	2134
0-24	1	20	328	758	653	300	89	20	7	3	0	0	2179

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Saturday 26/04/2025 Hr Ending	VEHICLE CLASSIFICATION													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2	5	1	0	0	0	0	0	0	0	0	0	0	0	6
3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	6	0	0	0	0	0	0	0	0	0	0	0	0	6
6	10	2	0	0	0	0	0	0	0	0	0	0	0	12
7	25	1	0	0	0	0	0	0	0	0	0	0	0	26
8	40	13	0	0	0	0	0	0	0	0	0	1	0	54
9	70	21	0	0	0	0	1	0	0	0	0	1	0	93
10	82	16	0	0	2	0	0	0	0	0	0	1	0	101
11	118	10	0	0	2	0	0	0	0	0	0	0	0	130
12	102	11	0	0	1	0	0	0	0	0	0	0	0	114
13	141	25	0	0	1	0	0	1	0	0	0	1	0	169
14	101	11	0	1	1	0	0	0	0	0	0	1	0	115
15	112	23	0	0	1	0	0	0	0	0	0	0	0	136
16	92	15	0	0	0	0	0	0	0	0	0	2	0	109
17	106	10	0	0	0	0	0	0	0	0	0	0	0	116
18	82	10	0	0	0	0	0	0	0	0	0	1	0	93
19	73	14	0	0	0	0	0	0	0	0	0	3	0	90
20	73	7	0	0	0	0	0	0	0	0	0	1	0	81
21	36	5	0	0	0	0	0	0	0	0	0	0	0	41
22	27	2	0	0	0	0	0	0	0	0	0	0	0	29
23	22	2	0	0	0	0	0	0	0	0	0	0	0	24
24	37	1	0	0	0	0	0	0	0	0	0	0	0	38
7-19	1119	179	0	1	8	0	1	1	0	0	0	11	0	1320
6-22	1280	194	0	1	8	0	1	1	0	0	0	12	0	1497
6-24	1339	197	0	1	8	0	1	1	0	0	0	12	0	1559
0-24	1376	201	0	1	8	0	1	1	0	0	0	12	0	1600

Direction : NORTHBOUND

Saturday 26/04/2025 Hr Ending	VEHICLE CLASSIFICATION													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	15	0	0	0	0	0	0	0	0	0	0	0	0	15
7	11	4	0	0	0	0	0	0	0	0	0	0	0	15
8	46	10	1	0	0	0	0	0	0	0	0	0	0	57
9	48	18	0	0	2	0	0	0	0	0	0	1	0	69
10	85	12	0	0	0	0	0	0	0	0	0	1	0	98
11	69	21	0	0	2	0	0	0	0	0	0	3	0	95
12	95	24	0	0	1	0	0	0	0	0	0	0	0	120
13	104	20	0	0	0	0	0	0	0	0	0	1	0	125
14	117	22	0	0	3	0	0	0	0	0	0	3	0	145
15	95	20	0	0	0	0	0	0	0	0	0	1	0	116
16	92	12	0	0	0	0	0	0	0	0	0	0	0	104
17	91	18	0	0	0	0	0	0	1	0	0	0	0	110
18	118	14	0	0	0	0	0	0	0	0	0	1	0	133
19	99	17	0	0	0	0	0	0	0	0	0	1	0	117
20	61	6	0	0	0	0	0	0	0	0	0	1	0	68
21	42	3	0	0	0	0	0	0	0	0	0	0	0	45
22	43	5	0	0	0	0	0	0	0	0	0	0	0	48
23	27	4	0	0	0	0	0	0	0	0	0	0	0	31
24	17	3	0	0	0	0	0	0	0	0	0	0	0	20
7-19	1059	208	1	0	8	0	0	0	1	0	0	12	0	1289
6-22	1216	226	1	0	8	0	0	0	1	0	0	13	0	1465
6-24	1260	233	1	0	8	0	0	0	1	0	0	13	0	1516
0-24	1290	237	1	0	8	0	0	0	1	0	0	13	0	1550

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Saturday 26/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	7	1	0	3	0	0	0	0	0	11
2	0	0	0	2	3	1	0	0	0	0	0	0	6
3	0	0	0	3	0	1	0	0	0	0	0	0	4
4	0	0	0	0	1	0	1	0	0	0	0	0	2
5	0	0	0	0	3	1	1	0	1	0	0	0	6
6	0	0	2	2	1	5	1	0	1	0	0	0	12
7	0	1	2	7	6	7	3	0	0	0	0	0	26
8	0	1	12	14	13	4	5	4	1	0	0	0	54
9	0	3	20	32	20	11	4	2	1	0	0	0	93
10	0	2	24	33	23	16	2	1	0	0	0	0	101
11	0	3	40	42	28	10	4	1	1	1	0	0	130
12	0	5	27	42	33	7	0	0	0	0	0	0	114
13	0	5	35	58	54	12	4	1	0	0	0	0	169
14	0	1	24	48	24	13	4	1	0	0	0	0	115
15	0	3	47	51	26	6	2	0	1	0	0	0	136
16	0	5	25	40	26	10	3	0	0	0	0	0	109
17	1	3	35	45	17	13	1	0	1	0	0	0	116
18	0	0	21	34	31	5	1	1	0	0	0	0	93
19	1	1	15	37	26	7	2	0	1	0	0	0	90
20	0	1	15	29	24	9	3	0	0	0	0	0	81
21	0	1	6	18	8	3	5	0	0	0	0	0	41
22	0	0	5	9	8	3	2	1	0	1	0	0	29
23	0	1	4	8	5	2	4	0	0	0	0	0	24
24	0	0	7	13	10	8	0	0	0	0	0	0	38
7-19	2	32	325	476	321	114	32	11	6	1	0	0	1320
6-22	2	35	353	539	367	136	45	12	6	2	0	0	1497
6-24	2	36	364	560	382	146	49	12	6	2	0	0	1559
0-24	2	36	366	574	391	154	55	12	8	2	0	0	1600

Direction : NORTHBOUND

Saturday 26/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	3	0	1	0	0	0	0	5
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	2	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	1	0	2	0	0	0	0	4
5	0	0	0	3	2	1	1	0	0	0	0	0	7
6	0	0	2	2	2	6	2	1	0	0	0	0	15
7	0	0	1	2	4	7	1	0	0	0	0	0	15
8	0	0	7	12	20	10	4	2	1	0	1	0	57
9	0	1	8	25	17	15	1	1	1	0	0	0	69
10	0	4	19	35	27	10	2	0	0	1	0	0	98
11	0	3	17	30	28	14	2	1	0	0	0	0	95
12	0	0	11	33	50	20	5	1	0	0	0	0	120
13	0	1	23	51	29	17	4	0	0	0	0	0	125
14	0	4	26	62	36	9	7	0	0	1	0	0	145
15	0	2	16	42	36	16	3	1	0	0	0	0	116
16	0	0	16	42	30	12	4	0	0	0	0	0	104
17	0	1	22	41	32	8	4	1	0	0	1	0	110
18	0	2	15	51	39	23	2	1	0	0	0	0	133
19	0	2	17	47	31	12	4	2	1	1	0	0	117
20	0	2	10	24	20	7	4	1	0	0	0	0	68
21	0	1	9	14	13	5	2	1	0	0	0	0	45
22	0	0	4	10	13	10	8	3	0	0	0	0	48
23	0	0	2	7	9	10	2	0	1	0	0	0	31
24	0	0	5	7	1	5	1	1	0	0	0	0	20
7-19	0	20	197	471	375	166	42	10	3	3	2	0	1289
6-22	0	23	221	521	425	195	57	15	3	3	2	0	1465
6-24	0	23	228	535	435	210	60	16	4	3	2	0	1516
0-24	0	24	230	542	441	221	63	20	4	3	2	0	1550

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Sunday 27/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2	8	0	0	0	0	0	0	0	0	0	0	0	0	8
3	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	7	1	0	0	0	0	0	0	0	0	0	1	0	9
7	13	1	0	0	0	0	0	0	0	0	0	0	0	14
8	36	7	0	0	0	0	0	0	0	0	0	1	0	44
9	46	9	0	0	0	0	0	0	0	0	0	0	0	55
10	79	10	0	0	0	0	0	0	0	0	0	0	0	89
11	110	12	0	1	0	0	0	0	0	0	0	1	0	124
12	118	8	0	0	0	0	0	0	0	0	0	1	0	127
13	101	10	0	1	0	0	0	1	0	0	0	0	0	113
14	108	11	0	0	0	0	0	0	0	0	0	0	0	119
15	120	14	0	0	0	0	0	0	0	0	0	0	0	134
16	99	20	0	0	0	0	0	0	0	0	0	0	0	119
17	90	14	0	0	1	0	0	0	0	0	0	1	0	106
18	106	14	0	0	0	0	0	0	0	0	0	0	0	120
19	79	14	0	0	1	0	0	0	0	0	0	0	0	94
20	81	9	0	0	1	0	1	1	0	0	0	0	0	93
21	41	7	0	0	0	0	0	0	0	0	0	0	0	48
22	30	5	0	0	1	0	0	0	0	0	0	0	0	36
23	16	1	0	0	0	0	0	0	0	0	0	0	0	17
24	6	3	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1092	143	0	2	2	0	0	1	0	0	0	4	0	1244
6-22	1257	165	0	2	4	0	1	2	0	0	0	4	0	1435
6-24	1279	169	0	2	4	0	1	2	0	0	0	4	0	1461
0-24	1323	174	0	2	4	0	1	2	0	0	0	5	0	1511

Direction : NORTHBOUND

Sunday 27/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	16	0	0	0	0	0	0	0	0	0	0	0	0	16
2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	8	2	0	0	1	0	0	0	0	0	0	0	0	11
7	10	3	0	0	0	0	0	0	0	0	0	0	0	13
8	27	7	0	0	0	0	1	0	0	0	0	0	0	35
9	53	14	0	0	1	0	0	0	0	0	0	1	0	69
10	72	18	0	0	1	0	0	0	0	0	0	1	0	92
11	83	16	0	0	0	0	0	0	0	0	0	0	0	99
12	100	8	0	0	0	0	0	0	0	0	0	0	0	108
13	129	15	0	0	0	0	0	0	0	0	0	1	0	145
14	119	17	0	0	0	0	0	0	0	0	0	0	0	136
15	84	15	0	0	0	0	0	0	0	0	0	0	0	99
16	102	15	0	0	1	0	0	0	0	0	0	1	0	119
17	100	13	0	0	0	0	0	0	0	0	0	0	0	113
18	62	16	0	0	0	0	0	0	0	0	0	1	0	79
19	82	13	0	0	0	0	0	0	0	0	0	0	0	95
20	57	7	0	0	0	0	0	0	0	0	0	0	0	64
21	34	8	0	0	0	0	0	0	0	0	0	0	0	42
22	24	6	0	0	1	0	0	0	0	0	0	0	0	31
23	16	5	0	0	0	0	0	0	0	0	0	0	0	21
24	8	2	0	0	0	0	0	0	0	0	0	0	0	10
7-19	1013	167	0	0	3	0	1	0	0	0	0	5	0	1189
6-22	1138	191	0	0	4	0	1	0	0	0	0	5	0	1339
6-24	1162	198	0	0	4	0	1	0	0	0	0	5	0	1370
0-24	1203	202	0	0	5	0	1	0	0	0	0	5	0	1416

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Sunday 27/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	6	5	5	1	0	0	0	0	0	19
2	0	0	1	0	4	0	1	2	0	0	0	0	8
3	0	0	2	5	0	0	0	0	0	0	0	0	7
4	0	0	0	1	0	1	0	0	1	0	0	0	3
5	0	0	1	2	0	1	0	0	0	0	0	0	4
6	0	0	1	1	2	2	0	2	0	1	0	0	9
7	0	0	1	3	3	5	2	0	0	0	0	0	14
8	0	1	8	13	14	7	0	1	0	0	0	0	44
9	2	2	5	19	18	5	2	0	1	1	0	0	55
10	1	5	10	32	21	14	2	4	0	0	0	0	89
11	2	14	30	40	25	10	2	0	1	0	0	0	124
12	0	7	27	45	39	7	2	0	0	0	0	0	127
13	0	3	21	47	29	9	4	0	0	0	0	0	113
14	0	4	34	45	25	8	2	1	0	0	0	0	119
15	1	4	33	53	29	5	4	2	1	1	1	0	134
16	1	0	39	35	30	7	6	0	1	0	0	0	119
17	0	2	30	37	29	5	1	1	0	1	0	0	106
18	1	0	20	51	31	15	2	0	0	0	0	0	120
19	2	1	21	36	25	7	1	0	0	1	0	0	94
20	0	0	17	41	28	4	3	0	0	0	0	0	93
21	0	1	11	12	14	5	4	1	0	0	0	0	48
22	0	0	9	7	10	5	3	0	2	0	0	0	36
23	0	0	2	5	4	4	2	0	0	0	0	0	17
24	0	0	1	2	4	1	1	0	0	0	0	0	9
7-19	10	43	278	453	315	99	28	9	4	4	1	0	1244
6-22	10	44	316	516	370	118	40	10	6	4	1	0	1435
6-24	10	44	319	523	378	123	43	10	6	4	1	0	1461
0-24	10	44	326	538	389	132	45	14	7	5	1	0	1511

Direction : NORTHBOUND

Sunday 27/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	4	4	5	1	2	0	0	0	0	0	16
2	0	0	1	1	3	0	0	0	0	0	0	0	5
3	0	0	1	3	2	0	1	0	0	0	0	0	7
4	0	0	0	2	0	1	1	0	0	0	0	0	4
5	0	0	0	0	1	0	2	0	0	0	0	0	3
6	0	0	1	3	2	2	3	0	0	0	0	0	11
7	0	0	1	0	8	3	1	0	0	0	0	0	13
8	0	1	3	6	13	7	5	0	0	0	0	0	35
9	0	6	10	16	19	11	5	1	1	0	0	0	69
10	1	7	10	27	27	15	3	2	0	0	0	0	92
11	0	5	10	36	31	11	5	1	0	0	0	0	99
12	0	1	15	38	38	13	2	1	0	0	0	0	108
13	0	5	16	47	53	22	2	0	0	0	0	0	145
14	0	3	19	61	33	14	5	1	0	0	0	0	136
15	0	3	22	33	27	10	2	2	0	0	0	0	99
16	0	0	16	39	46	11	6	1	0	0	0	0	119
17	0	3	21	37	40	12	0	0	0	0	0	0	113
18	0	1	8	25	22	17	5	0	0	1	0	0	79
19	2	1	13	22	35	14	5	3	0	0	0	0	95
20	0	0	7	14	27	12	3	1	0	0	0	0	64
21	0	1	3	13	16	6	2	1	0	0	0	0	42
22	0	1	6	8	9	7	0	0	0	0	0	0	31
23	0	1	2	1	5	6	3	2	1	0	0	0	21
24	0	0	3	1	5	0	1	0	0	0	0	0	10
7-19	3	36	163	387	384	157	45	12	1	1	0	0	1189
6-22	3	38	180	422	444	185	51	14	1	1	0	0	1339
6-24	3	39	185	424	454	191	55	16	2	1	0	0	1370
0-24	3	39	192	437	467	195	64	16	2	1	0	0	1416

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Monday 28/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2	8	1	0	0	0	0	0	0	0	0	0	0	0	9
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	6	0	0	0	0	0	0	0	0	0	0	0	0	6
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	17	4	1	0	0	0	0	0	0	0	0	0	0	22
7	42	16	0	0	0	0	0	0	0	0	0	0	0	58
8	114	33	0	0	0	0	0	0	0	0	0	1	0	148
9	130	32	0	1	3	0	0	0	1	0	0	0	0	167
10	104	17	0	0	1	0	0	0	0	0	0	1	0	123
11	92	22	0	0	0	0	0	0	1	0	0	2	0	117
12	95	19	0	0	0	0	0	0	0	0	0	1	0	115
13	107	22	0	0	0	0	0	0	0	0	0	0	0	129
14	98	22	0	0	1	0	0	0	0	0	0	0	0	121
15	116	17	1	0	1	0	0	0	0	0	0	0	0	135
16	133	37	0	1	0	0	0	0	0	0	0	1	0	172
17	183	23	0	0	1	0	0	0	0	0	1	1	0	209
18	280	25	0	0	0	0	0	0	0	0	0	1	0	306
19	110	18	0	0	0	0	0	0	0	0	0	1	0	129
20	64	11	0	0	0	0	0	0	0	0	0	0	0	75
21	53	6	0	0	0	0	0	0	0	0	0	0	0	59
22	23	5	0	0	0	0	0	0	0	0	0	0	0	28
23	23	4	0	0	0	0	1	0	0	0	0	0	0	28
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	1562	287	1	2	7	0	0	0	2	0	1	9	0	1871
6-22	1744	325	1	2	7	0	0	0	2	0	1	9	0	2091
6-24	1771	329	1	2	7	0	1	0	2	0	1	9	0	2123
0-24	1808	336	2	2	7	0	1	0	2	0	1	9	0	2168

Direction : NORTHBOUND

Monday 28/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	5	1	0	0	0	0	0	0	0	0	0	0	0	6
6	23	6	0	0	0	0	0	0	0	0	0	0	0	29
7	51	14	0	0	0	0	0	0	0	0	0	1	0	66
8	179	41	0	0	0	0	0	0	0	0	0	1	0	221
9	223	35	0	0	0	0	0	0	0	0	0	1	0	259
10	93	29	0	0	0	0	0	0	1	0	0	1	0	124
11	97	26	0	0	1	0	0	0	0	0	0	0	0	124
12	75	18	2	0	0	0	0	0	0	0	0	2	0	97
13	91	23	0	0	0	0	0	0	0	0	0	1	0	115
14	91	26	1	0	1	0	0	0	0	0	0	0	0	119
15	98	36	0	0	0	0	0	0	0	0	0	1	0	135
16	107	15	0	0	0	0	0	0	0	0	1	2	0	125
17	112	45	0	0	0	0	0	0	0	0	0	0	0	157
18	131	29	0	0	1	0	0	0	0	0	0	1	0	162
19	89	14	0	0	0	0	0	0	0	0	0	0	0	103
20	59	11	0	0	0	0	0	0	0	0	0	0	0	70
21	45	16	0	0	1	0	0	0	0	0	0	1	0	63
22	34	4	0	0	0	0	0	0	0	0	0	0	0	38
23	14	4	0	0	0	0	0	0	0	0	0	0	0	18
24	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1386	337	3	0	3	0	0	0	1	0	1	10	0	1741
6-22	1575	382	3	0	4	0	0	0	1	0	1	12	0	1978
6-24	1596	388	3	0	4	0	0	0	1	0	1	12	0	2005
0-24	1632	398	3	0	4	0	0	0	1	0	1	12	0	2051

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Monday 28/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	2	0	0	0	1	0	0	0	6
2	0	0	1	3	4	0	0	0	1	0	0	0	9
3	0	0	1	0	1	0	0	0	0	0	0	0	2
4	0	0	2	1	2	0	0	0	0	0	1	0	6
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	2	4	7	4	3	0	0	0	0	22
7	0	0	9	20	14	12	2	1	0	0	0	0	58
8	0	0	18	59	45	16	7	3	0	0	0	0	148
9	0	1	41	72	36	14	2	1	0	0	0	0	167
10	0	0	25	44	38	15	1	0	0	0	0	0	123
11	0	2	45	39	17	11	1	2	0	0	0	0	117
12	0	3	23	49	25	12	1	1	0	1	0	0	115
13	1	7	28	43	35	9	5	1	0	0	0	0	129
14	0	0	35	49	30	7	0	0	0	0	0	0	121
15	0	2	23	58	35	14	1	2	0	0	0	0	135
16	0	1	37	69	54	5	4	2	0	0	0	0	172
17	0	10	52	82	36	19	6	0	0	0	2	2	209
18	0	2	63	139	68	28	5	0	0	1	0	0	306
19	0	0	20	46	39	17	4	3	0	0	0	0	129
20	0	5	25	14	13	14	3	1	0	0	0	0	75
21	0	0	12	26	15	6	0	0	0	0	0	0	59
22	0	0	5	13	6	4	0	0	0	0	0	0	28
23	0	0	4	7	8	6	2	0	0	1	0	0	28
24	0	0	1	0	0	2	0	0	1	0	0	0	4
7-19	1	28	410	749	458	167	37	15	0	2	2	2	1871
6-22	1	33	461	822	506	203	42	17	0	2	2	2	2091
6-24	1	33	466	829	514	211	44	17	1	3	2	2	2123
0-24	1	33	472	838	527	218	48	20	3	3	3	2	2168

Direction : NORTHBOUND

Monday 28/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	2	0	0	0	0	0	0	0	3
2	0	0	0	0	3	0	0	1	0	0	1	0	5
3	0	0	0	1	0	1	0	0	0	0	0	0	2
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	2	2	1	1	0	0	0	0	0	6
6	0	0	2	5	9	9	3	0	0	1	0	0	29
7	0	1	2	12	29	15	4	2	1	0	0	0	66
8	0	1	15	63	96	32	11	1	1	1	0	0	221
9	0	1	34	87	88	41	7	1	0	0	0	0	259
10	0	1	12	55	42	11	2	1	0	0	0	0	124
11	0	5	27	49	34	8	0	1	0	0	0	0	124
12	0	2	22	34	24	12	3	0	0	0	0	0	97
13	1	5	23	46	21	13	5	0	1	0	0	0	115
14	0	12	36	49	14	7	0	0	1	0	0	0	119
15	0	1	27	58	43	5	1	0	0	0	0	0	135
16	0	3	21	42	34	16	5	4	0	0	0	0	125
17	0	2	29	44	53	21	5	2	0	1	0	0	157
18	1	3	18	50	64	15	9	0	1	1	0	0	162
19	0	0	5	33	39	18	6	0	2	0	0	0	103
20	0	1	6	28	23	9	2	1	0	0	0	0	70
21	1	1	18	19	9	9	3	2	0	0	1	0	63
22	0	1	6	12	11	4	4	0	0	0	0	0	38
23	0	0	0	7	6	2	3	0	0	0	0	0	18
24	0	0	3	1	1	2	2	0	0	0	0	0	9
7-19	2	36	269	610	552	199	54	10	6	3	0	0	1741
6-22	3	40	301	681	624	236	67	15	7	3	1	0	1978
6-24	3	40	304	689	631	240	72	15	7	3	1	0	2005
0-24	3	40	306	699	647	251	76	16	7	4	2	0	2051

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Tuesday 29/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	1	0	6
2	5	2	0	0	0	0	0	0	0	0	0	0	0	7
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6	16	5	0	0	0	0	0	0	0	0	0	0	0	21
7	55	24	0	0	0	0	0	0	0	0	0	1	0	80
8	98	25	0	0	0	0	0	0	0	0	0	3	0	126
9	126	35	0	0	0	0	0	0	0	0	0	1	0	162
10	112	16	1	0	0	0	0	0	0	0	0	0	0	129
11	93	20	1	0	0	0	0	0	0	0	0	2	0	116
12	89	27	0	0	3	0	0	0	0	0	0	0	0	119
13	89	28	0	0	1	0	0	1	0	0	0	0	0	119
14	121	18	0	0	1	0	0	0	1	0	0	2	0	143
15	114	23	0	0	0	0	0	0	0	0	0	0	0	137
16	128	28	0	0	0	0	0	2	0	0	0	0	0	158
17	218	29	0	0	0	0	0	0	0	0	0	1	0	248
18	259	33	0	0	1	0	0	0	0	0	0	1	0	294
19	125	25	0	0	1	0	0	0	0	0	0	0	0	151
20	68	9	0	0	0	0	0	0	0	0	0	0	0	77
21	54	8	0	0	0	0	0	0	0	0	0	0	0	62
22	34	3	0	0	0	0	0	0	0	0	0	0	0	37
23	18	2	0	0	0	0	0	0	0	0	0	0	0	20
24	14	1	0	0	0	0	0	0	0	0	0	0	0	15
7-19	1572	307	2	0	7	0	0	3	1	0	0	10	0	1902
6-22	1783	351	2	0	7	0	0	3	1	0	0	11	0	2158
6-24	1815	354	2	0	7	0	0	3	1	0	0	11	0	2193
0-24	1850	362	2	0	7	0	0	3	1	0	0	12	0	2237

Direction : NORTHBOUND

Tuesday 29/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	1	0	0	0	0	0	0	0	0	0	0	0	8
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	5	0	0	0	0	0	0	0	0	0	0	0	0	5
6	24	5	0	0	0	0	0	0	0	0	0	0	0	29
7	58	15	0	0	0	0	0	0	0	0	0	0	0	73
8	202	37	0	0	0	0	0	0	0	0	0	3	0	242
9	253	37	0	0	0	0	0	0	0	0	0	0	0	290
10	109	37	1	0	0	0	0	0	0	0	0	1	0	148
11	88	27	2	0	0	0	0	0	0	0	0	3	0	120
12	80	13	0	1	0	0	0	0	0	1	0	1	0	96
13	97	22	0	0	3	0	0	0	0	0	0	0	0	122
14	80	29	0	1	1	0	0	0	0	0	0	1	0	112
15	93	20	0	0	1	0	0	0	0	0	0	0	0	114
16	121	31	0	0	0	0	0	0	0	0	0	2	0	154
17	114	23	0	1	0	0	0	0	0	0	0	1	0	139
18	159	24	0	0	0	0	0	0	0	0	0	0	0	183
19	104	23	0	0	1	0	0	0	1	0	2	0	0	131
20	72	20	0	0	0	0	0	0	0	0	0	0	0	92
21	47	13	0	0	0	0	0	0	0	0	0	0	0	60
22	26	7	0	0	0	0	0	0	0	0	0	0	0	33
23	31	2	0	0	0	0	0	0	0	0	0	0	0	33
24	7	5	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1500	323	3	3	6	0	0	0	1	1	2	12	0	1851
6-22	1703	378	3	3	6	0	0	0	1	1	2	12	0	2109
6-24	1741	385	3	3	6	0	0	0	1	1	2	12	0	2154
0-24	1786	391	3	3	6	0	0	0	1	1	2	12	0	2205

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Tuesday 29/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	3	1	2	0	0	0	0	0	0	6
2	0	0	0	3	2	1	1	0	0	0	0	0	7
3	0	0	0	1	1	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	1	2	3	0	0	1	0	0	0	7
6	0	0	3	2	4	9	1	1	1	0	0	0	21
7	0	0	9	23	27	16	5	0	0	0	0	0	80
8	0	0	26	49	30	14	5	1	1	0	0	0	126
9	0	1	20	89	36	11	3	1	0	0	0	1	162
10	0	0	35	50	29	13	2	0	0	0	0	0	129
11	1	1	21	51	31	8	2	0	1	0	0	0	116
12	0	1	39	49	21	7	0	2	0	0	0	0	119
13	0	1	20	49	35	10	3	1	0	0	0	0	119
14	0	1	33	59	31	10	7	1	1	0	0	0	143
15	0	5	22	50	39	20	1	0	0	0	0	0	137
16	1	5	32	69	36	9	5	1	0	0	0	0	158
17	1	7	59	91	63	20	3	0	0	4	0	0	248
18	1	4	72	127	59	22	8	0	1	0	0	0	294
19	0	3	43	43	38	17	5	2	0	0	0	0	151
20	1	1	13	16	30	10	5	1	0	0	0	0	77
21	0	0	13	20	14	12	1	2	0	0	0	0	62
22	0	0	8	17	6	3	3	0	0	0	0	0	37
23	1	0	4	6	4	3	1	1	0	0	0	0	20
24	0	0	2	0	9	3	0	1	0	0	0	0	15
7-19	4	29	422	776	448	161	44	9	4	4	0	1	1902
6-22	5	30	465	852	525	202	58	12	4	4	0	1	2158
6-24	6	30	471	858	538	208	59	14	4	4	0	1	2193
0-24	6	30	475	868	548	223	61	15	6	4	0	1	2237

Direction : NORTHBOUND

Tuesday 29/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	4	2	2	0	0	0	0	0	8
2	0	0	0	1	1	1	0	0	0	0	0	0	3
3	0	0	1	0	1	0	1	0	0	0	0	0	3
4	0	0	0	0	1	1	1	0	0	0	0	0	3
5	0	0	0	2	1	0	2	0	0	0	0	0	5
6	0	0	3	4	18	0	3	1	0	0	0	0	29
7	0	1	4	13	25	20	7	3	0	0	0	0	73
8	0	2	23	88	70	46	11	2	0	0	0	0	242
9	0	4	35	98	103	45	4	1	0	0	0	0	290
10	0	3	17	52	49	24	2	1	0	0	0	0	148
11	0	5	27	43	33	8	2	0	2	0	0	0	120
12	0	1	26	24	28	12	4	1	0	0	0	0	96
13	0	5	24	49	36	4	3	1	0	0	0	0	122
14	0	4	16	36	36	18	1	1	0	0	0	0	112
15	0	2	12	58	33	4	3	2	0	0	0	0	114
16	1	1	13	70	42	20	5	1	1	0	0	0	154
17	0	3	14	50	42	23	5	2	0	0	0	0	139
18	0	2	17	56	76	22	9	1	0	0	0	0	183
19	0	0	9	31	52	28	11	0	0	0	0	0	131
20	0	1	8	34	27	18	2	2	0	0	0	0	92
21	0	0	4	17	20	12	5	0	1	1	0	0	60
22	0	0	3	12	12	4	2	0	0	0	0	0	33
23	0	2	3	6	11	7	2	2	0	0	0	0	33
24	0	0	3	6	1	2	0	0	0	0	0	0	12
7-19	1	32	233	655	600	254	60	13	3	0	0	0	1851
6-22	1	34	252	731	684	308	76	18	4	1	0	0	2109
6-24	1	36	258	743	696	317	78	20	4	1	0	0	2154
0-24	1	36	262	750	722	321	87	21	4	1	0	0	2205

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Wednesday 30/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	4	0	0	0	0	0	0	0	0	0	0	0	0	4
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	14	2	0	0	0	0	0	0	0	0	0	0	0	16
7	43	28	0	0	0	0	0	0	0	0	0	0	0	71
8	108	28	0	0	1	0	0	0	0	0	0	2	0	139
9	118	19	1	0	0	0	0	0	0	0	0	1	0	139
10	117	22	2	0	0	0	0	0	0	0	0	2	0	143
11	110	21	1	0	0	0	0	0	0	0	0	1	0	133
12	66	20	0	0	1	0	0	0	0	0	0	0	0	87
13	108	17	0	0	1	0	0	0	0	0	0	1	0	127
14	123	39	0	0	1	0	0	0	1	0	0	1	0	165
15	109	26	0	0	0	0	0	0	0	0	0	0	0	135
16	127	21	0	0	1	0	0	0	0	0	0	2	0	151
17	220	29	0	0	0	0	0	2	0	0	0	4	0	255
18	266	28	0	0	1	0	0	0	0	0	0	0	0	295
19	134	17	0	0	0	0	0	0	0	0	0	1	0	152
20	80	5	0	0	0	0	0	0	0	0	0	1	0	86
21	48	8	0	0	0	0	0	0	0	0	0	0	0	56
22	17	3	0	0	0	0	0	0	0	0	0	0	0	20
23	26	7	0	0	0	0	0	0	0	0	0	0	0	33
24	11	1	0	0	0	0	0	0	0	0	0	0	0	12
7-19	1606	287	4	0	6	0	0	2	1	0	0	15	0	1921
6-22	1794	331	4	0	6	0	0	2	1	0	0	16	0	2154
6-24	1831	339	4	0	6	0	0	2	1	0	0	16	0	2199
0-24	1863	344	4	0	6	0	0	2	1	0	0	16	0	2236

Direction : NORTHBOUND

Wednesday 30/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	1	0	0	5
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	21	1	0	0	0	0	0	0	0	0	0	1	0	23
7	72	12	0	0	0	0	0	0	0	0	0	0	0	84
8	187	27	1	0	1	0	0	0	0	0	1	1	0	218
9	200	49	1	0	0	0	1	0	0	0	0	1	0	252
10	126	35	1	0	0	0	0	0	0	0	0	0	0	162
11	110	22	0	0	1	0	0	0	0	0	0	2	0	135
12	81	21	0	0	0	0	0	0	0	0	0	0	0	102
13	108	24	0	0	0	0	0	0	1	0	1	1	0	135
14	97	26	0	0	0	0	0	0	0	0	0	0	0	123
15	116	33	0	0	1	0	0	0	0	0	0	1	0	151
16	117	35	0	0	1	0	0	0	0	0	0	1	0	154
17	114	25	0	0	1	0	0	0	0	0	0	2	0	142
18	132	23	0	0	0	0	0	0	0	0	0	2	0	157
19	121	20	0	0	0	0	0	0	0	0	0	0	0	141
20	65	20	0	0	0	0	1	0	0	0	0	0	0	86
21	44	10	0	0	0	0	0	0	0	0	0	0	0	54
22	31	11	0	0	0	0	0	0	0	0	0	0	0	42
23	24	5	0	0	0	0	0	0	0	0	0	0	0	29
24	6	3	0	0	0	0	0	0	0	0	0	0	0	9
7-19	1509	340	3	0	5	0	1	0	1	0	2	11	0	1872
6-22	1721	393	3	0	5	0	2	0	1	0	2	11	0	2138
6-24	1751	401	3	0	5	0	2	0	1	0	2	11	0	2176
0-24	1780	408	3	0	5	0	2	0	1	0	3	12	0	2214

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

Wednesday 30/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	2	5	1	0	0	0	0	0	0	10
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	0	1	1	0	0	0	0	0	3
4	0	0	0	0	4	0	0	0	0	0	0	0	4
5	0	0	0	0	2	0	0	0	0	0	0	0	2
6	0	0	1	2	6	5	2	0	0	0	0	0	16
7	0	0	3	19	24	18	6	1	0	0	0	0	71
8	0	1	11	40	67	19	1	0	0	0	0	0	139
9	0	1	30	50	43	13	1	1	0	0	0	0	139
10	0	2	44	52	36	7	2	0	0	0	0	0	143
11	0	3	36	61	26	7	0	0	0	0	0	0	133
12	0	1	21	34	17	12	2	0	0	0	0	0	87
13	1	4	50	45	9	13	4	0	0	1	0	0	127
14	0	1	51	71	24	13	4	1	0	0	0	0	165
15	1	2	28	62	32	6	3	1	0	0	0	0	135
16	2	3	47	61	33	5	0	0	0	0	0	0	151
17	0	3	78	95	61	17	1	0	0	0	0	0	255
18	0	1	79	122	60	24	6	3	0	0	0	0	295
19	0	0	20	58	52	19	3	0	0	0	0	0	152
20	0	0	19	24	24	9	3	7	0	0	0	0	86
21	1	0	12	25	11	4	3	0	0	0	0	0	56
22	0	0	3	6	7	3	1	0	0	0	0	0	20
23	0	2	5	9	11	3	2	0	1	0	0	0	33
24	0	0	1	1	6	3	1	0	0	0	0	0	12
7-19	4	22	495	751	460	155	27	6	0	1	0	0	1921
6-22	5	22	532	825	526	189	40	14	0	1	0	0	2154
6-24	5	24	538	835	543	195	43	14	1	1	0	0	2199
0-24	5	25	543	839	560	202	46	14	1	1	0	0	2236

Direction : NORTHBOUND

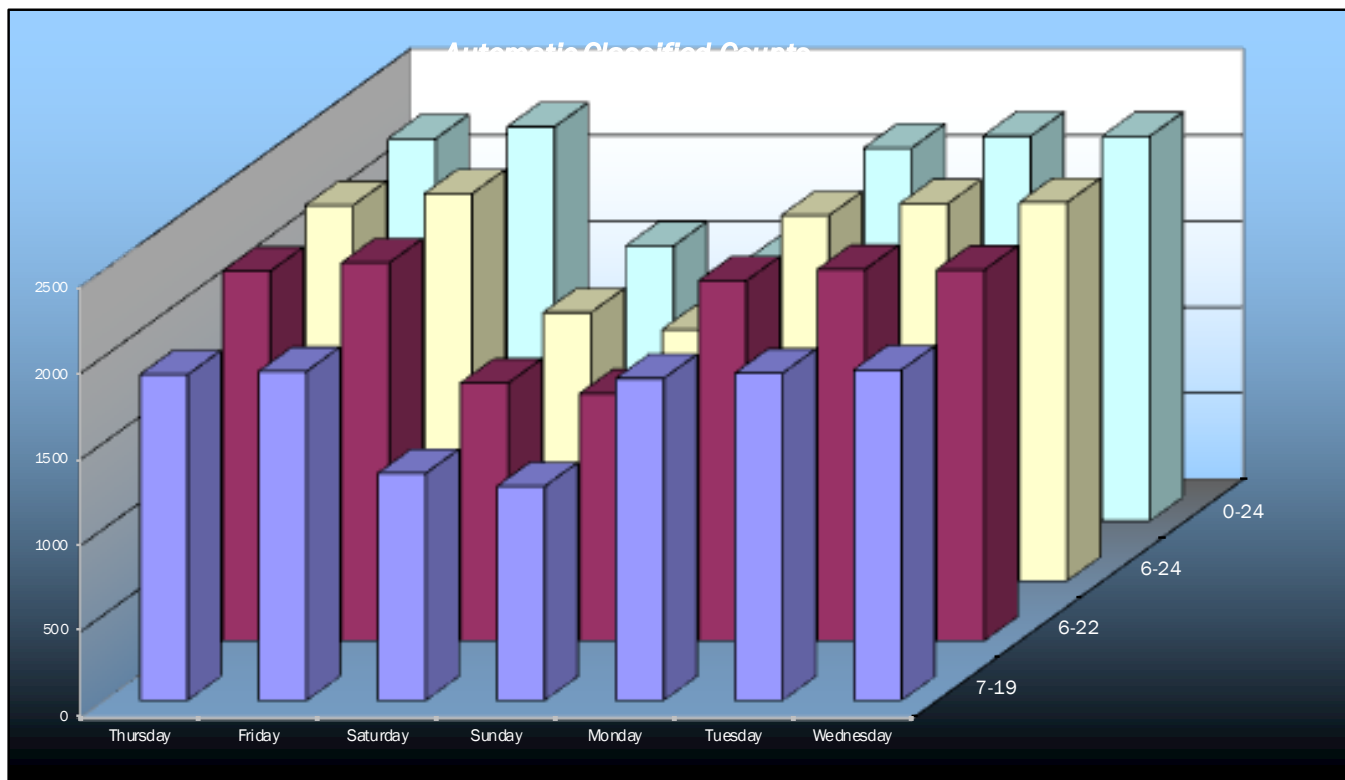
Wednesday 30/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	2	0	1	0	0	0	0	0	5
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	4	0	0	0	0	0	0	4
4	0	0	1	1	1	0	0	0	0	0	0	0	3
5	0	0	0	1	0	1	0	0	0	0	0	0	2
6	0	0	4	8	6	1	4	0	0	0	0	0	23
7	0	1	9	16	27	15	10	6	0	0	0	0	84
8	0	2	13	51	93	48	8	3	0	0	0	0	218
9	0	0	29	130	69	18	5	0	1	0	0	0	252
10	0	4	31	64	54	3	2	4	0	0	0	0	162
11	0	1	30	41	40	19	4	0	0	0	0	0	135
12	0	1	19	37	26	16	3	0	0	0	0	0	102
13	0	3	25	54	35	12	4	2	0	0	0	0	135
14	0	0	16	53	33	12	9	0	0	0	0	0	123
15	0	0	17	52	49	27	6	0	0	0	0	0	151
16	0	1	21	62	39	21	9	0	0	1	0	0	154
17	0	1	22	45	44	24	5	1	0	0	0	0	142
18	1	4	15	60	55	18	3	0	1	0	0	0	157
19	0	0	20	53	42	16	10	0	0	0	0	0	141
20	0	0	10	31	26	10	5	4	0	0	0	0	86
21	0	1	5	15	19	10	2	1	0	0	0	1	54
22	0	1	2	14	14	6	3	2	0	0	0	0	42
23	0	0	3	6	4	11	3	2	0	0	0	0	29
24	0	0	0	0	3	4	1	0	1	0	0	0	9
7-19	1	17	258	702	579	234	68	10	2	1	0	0	1872
6-22	1	20	284	778	665	275	88	23	2	1	0	1	2138
6-24	1	20	287	784	672	290	92	25	3	1	0	1	2176
0-24	1	20	293	795	682	296	97	25	3	1	0	1	2214

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	8	8	11	19	6	6	10	8	10
2	1	3	6	8	9	7	2	4	5
3	6	3	4	7	2	2	3	3	4
4	1	7	2	3	6	1	4	4	3
5	3	2	6	4	0	7	2	3	3
6	21	18	12	9	22	21	16	20	17
7	68	63	26	14	58	80	71	68	54
8	140	132	54	44	148	126	139	137	112
9	168	146	93	55	167	162	139	156	133
10	110	146	101	89	123	129	143	130	120
11	108	131	130	124	117	116	133	121	123
12	117	98	114	127	115	119	87	107	111
13	118	125	169	113	129	119	127	124	129
14	140	153	115	119	121	143	165	144	137
15	143	137	136	134	135	137	135	137	137
16	170	158	109	119	172	158	151	162	148
17	238	249	116	106	209	248	255	240	203
18	284	283	93	120	306	294	295	292	239
19	157	155	90	94	129	151	152	149	133
20	88	110	81	93	75	77	86	87	87
21	61	62	41	48	59	62	56	60	56
22	37	48	29	36	28	37	20	34	34
23	23	34	24	17	28	20	33	28	26
24	12	20	38	9	4	15	12	13	16
7-19	1893	1913	1320	1244	1871	1902	1921	1900	1723
6-22	2147	2196	1497	1435	2091	2158	2154	2149	1954
6-24	2182	2250	1559	1461	2123	2193	2199	2189	1995
0-24	2222	2291	1600	1511	2168	2237	2236	2231	2038

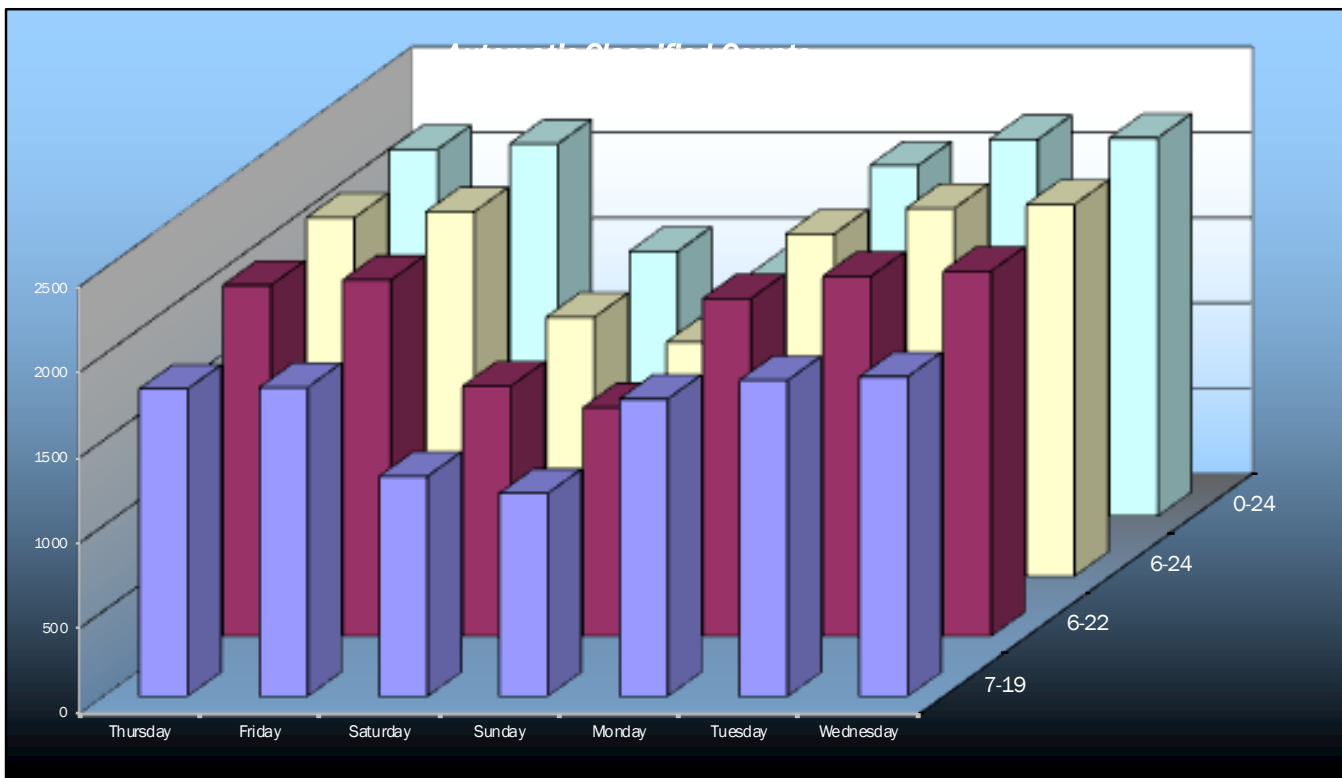


Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	7	5	16	3	8	5	5	7
2	2	1	1	5	5	3	1	2	3
3	1	3	2	7	2	3	4	3	3
4	5	4	4	4	1	3	3	3	3
5	5	2	7	3	6	5	2	4	4
6	32	28	15	11	29	29	23	28	24
7	68	76	15	13	66	73	84	73	56
8	228	210	57	35	221	242	218	224	173
9	259	230	69	69	259	290	252	258	204
10	145	163	98	92	124	148	162	148	133
11	102	123	95	99	124	120	135	121	114
12	100	95	120	108	97	96	102	98	103
13	114	136	125	145	115	122	135	124	127
14	118	128	145	136	119	112	123	120	126
15	115	142	116	99	135	114	151	131	125
16	153	145	104	119	125	154	154	146	136
17	148	168	110	113	157	139	142	151	140
18	189	151	133	79	162	183	157	168	151
19	129	118	117	95	103	131	141	124	119
20	88	88	68	64	70	92	86	85	79
21	59	49	45	42	63	60	54	57	53
22	40	64	48	31	38	33	42	43	42
23	32	27	31	21	18	33	29	28	27
24	12	21	20	10	9	12	9	13	13
7-19	1800	1809	1289	1189	1741	1851	1872	1815	1650
6-22	2055	2086	1465	1339	1978	2109	2138	2073	1881
6-24	2099	2134	1516	1370	2005	2154	2176	2114	1922
0-24	2147	2179	1550	1416	2051	2205	2214	2159	1966



Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction: SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	40.5	33.0	37.5	36.9	38.8	37.2	34.0
2	38.0	31.3	37.2	41.4	37.2	38.0	25.5
3	42.6	38.8	35.5	30.9	31.8	35.5	38.8
4	38.0	36.2	43.0	44.7	39.3	25.5	38.0
5	32.2	38.0	43.8	33.6	-	42.3	38.0
6	40.3	40.4	39.7	43.6	41.9	40.0	39.4
7	37.4	38.6	37.3	39.3	36.0	36.8	38.5
8	34.5	36.2	36.3	34.9	35.8	34.7	36.2
9	32.7	33.9	34.4	34.8	33.3	34.6	34.0
10	31.8	32.4	34.1	34.9	34.4	33.3	32.4
11	33.8	32.6	33.2	31.0	32.0	33.8	32.1
12	32.8	33.3	32.5	32.8	33.8	32.2	33.7
13	33.8	31.4	33.7	33.8	33.0	34.4	31.4
14	34.3	33.0	34.2	32.4	32.6	34.0	32.6
15	34.3	33.5	31.8	33.4	34.2	34.1	33.1
16	33.5	31.4	33.0	33.1	33.7	33.1	31.4
17	34.0	33.4	32.2	33.0	33.6	33.4	32.4
18	33.5	32.0	33.9	34.3	33.7	33.1	33.3
19	33.6	33.2	34.1	33.1	35.6	33.7	35.3
20	36.0	33.2	34.5	34.0	32.9	35.6	35.9
21	35.3	34.5	35.0	35.1	33.8	35.4	33.4
22	33.7	34.3	37.0	36.5	34.2	34.2	35.9
23	34.5	36.0	35.4	37.4	37.7	34.4	35.0
24	37.0	35.8	35.0	37.2	42.4	38.3	38.6
10-12	33.3	32.9	32.9	31.9	32.9	33.0	32.9
14-16	33.9	32.4	32.4	33.2	34.0	33.6	32.2
0-24	35.3	34.4	35.6	35.5	35.3	34.9	34.5

85TH PERCENTILE							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	45.8	41.8	44.4	43.0	48.5	42.1	42.0
2	-	41.4	40.9	50.8	46.0	43.8	25.5
3	54.7	50.6	40.5	34.5	40.6	39.0	50.6
4	-	41.8	50.1	57.2	57.9	-	38.0
5	38.5	38.0	51.8	40.8	-	50.2	38.0
6	48.4	47.4	49.0	55.6	49.7	48.3	45.2
7	44.9	45.0	45.0	45.7	42.5	42.7	44.1
8	40.0	41.9	45.5	41.8	41.8	41.3	41.1
9	38.6	39.6	42.4	44.7	39.2	41.9	39.9
10	38.8	38.6	41.1	43.5	40.0	39.2	38.4
11	39.4	38.9	41.0	39.9	38.9	40.2	37.7
12	39.9	39.8	38.9	39.5	40.8	38.3	40.1
13	39.5	39.5	40.3	40.1	40.8	40.4	39.3
14	41.2	39.3	40.6	39.2	38.0	40.7	38.8
15	40.3	40.6	38.3	42.1	40.3	40.7	39.5
16	40.4	37.5	40.0	40.5	39.6	39.9	37.7
17	41.2	39.9	39.6	40.1	44.0	41.1	38.3
18	39.9	37.7	39.6	40.4	39.6	39.5	39.4
19	40.6	39.5	41.0	40.9	41.9	40.9	40.6
20	43.5	39.8	40.8	39.4	41.7	43.4	43.8
21	42.1	43.0	42.3	42.9	39.0	42.3	40.5
22	40.3	41.3	45.9	45.4	39.6	40.7	42.0
23	44.4	44.5	43.8	44.2	46.1	44.6	43.7
24	45.1	43.4	40.9	43.5	55.7	44.9	44.3
10-12	39.7	39.4	39.9	39.7	39.8	39.3	38.9
14-16	40.3	39.1	39.2	41.3	39.9	40.3	38.6
0-24	42.2	41.3	42.6	43.2	43.1	42.0	40.4

7 DAY AVERAGE SPEED	35.1
7 DAY AVERAGE 85th PERCENTILE	42.1

5 DAY OFF PEAK AVERAGE SPEED	33.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	39.5

Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction: NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	34.7	38.0	44.0	35.2	36.3	41.8	36.5
2	36.8	38.0	38.0	34.5	48.5	38.0	38.0
3	33.0	43.0	33.0	35.5	38.0	37.2	43.0
4	41.0	34.9	41.1	39.3	33.0	43.0	32.2
5	39.5	38.0	38.0	44.7	38.8	40.0	38.0
6	39.1	37.1	40.0	39.1	39.8	37.6	36.0
7	37.6	38.1	39.5	39.0	38.9	39.1	38.6
8	35.7	37.5	38.5	37.9	37.1	36.3	37.6
9	34.0	34.8	36.2	35.1	35.7	35.5	34.6
10	34.9	33.8	33.9	34.6	35.1	35.4	33.7
11	34.6	34.5	34.6	35.0	32.8	33.3	34.5
12	34.9	34.7	36.9	35.2	33.9	34.3	34.7
13	33.4	34.5	34.5	35.1	33.4	33.1	34.1
14	35.8	35.7	34.0	34.5	30.4	34.8	35.4
15	35.2	36.0	35.2	33.9	33.4	34.4	36.2
16	35.6	35.6	35.0	35.8	35.2	35.5	35.6
17	36.5	34.9	34.6	34.0	35.4	35.9	35.6
18	36.5	34.7	35.5	36.9	35.8	36.2	35.0
19	37.7	34.3	35.3	35.9	37.6	37.9	35.6
20	36.4	35.8	35.1	37.2	35.8	36.3	36.6
21	38.0	36.0	34.8	36.6	34.3	38.4	37.8
22	37.6	37.5	39.6	34.7	35.4	36.3	37.3
23	38.0	36.2	39.0	40.7	38.3	37.2	39.6
24	34.5	39.8	35.6	34.8	36.6	33.2	43.6
10-12	34.8	34.6	35.7	35.1	33.4	33.8	34.6
14-16	35.4	35.8	35.1	34.8	34.3	35.0	35.9
0-24	36.3	36.4	36.7	36.5	36.2	36.7	36.7

85TH PERCENTILE							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	37.6	49.8	49.5	42.6	39.2	46.2	44.7
2	52.7	-	-	40.0	64.9	43.0	-
3	-	43.0	33.0	42.4	45.1	48.4	43.0
4	46.7	42.3	58.8	46.8	-	48.0	38.5
5	48.1	45.1	43.8	50.4	44.7	47.6	45.1
6	44.7	44.1	47.9	46.7	47.4	43.8	43.3
7	45.0	46.0	45.2	44.1	45.3	45.8	46.4
8	42.2	43.3	47.3	45.1	43.0	42.4	43.2
9	40.1	40.3	43.1	44.4	41.5	41.3	39.6
10	40.8	40.4	41.3	43.3	40.4	41.5	40.1
11	41.3	40.5	41.6	42.2	39.3	40.6	40.9
12	41.7	41.0	42.4	41.1	40.5	41.4	41.0
13	40.2	41.0	40.6	41.4	41.3	39.7	40.8
14	43.0	41.3	40.9	40.8	37.8	41.6	41.3
15	41.0	41.2	41.4	41.0	38.6	40.2	41.8
16	41.8	42.2	40.7	41.6	42.5	41.8	42.2
17	42.9	41.5	42.0	40.1	42.4	42.4	41.9
18	42.5	41.7	41.5	44.1	42.9	42.1	41.5
19	43.7	41.0	42.7	44.2	43.4	43.4	41.6
20	42.8	42.3	42.2	43.1	41.7	42.5	43.3
21	45.4	43.7	42.1	43.2	44.4	45.5	48.6
22	43.8	45.7	46.8	41.7	42.8	41.8	44.4
23	47.2	46.3	45.6	50.7	43.8	45.9	47.1
24	41.8	47.2	43.9	42.1	46.1	39.2	49.9
10-12	41.5	40.8	42.0	41.7	39.9	41.0	41.0
14-16	41.4	41.7	41.1	41.3	40.6	41.0	42.0
0-24	43.4	43.1	43.7	43.5	43.4	43.2	43.1

7 DAY AVERAGE SPEED	36.5
7 DAY AVERAGE 85th PERCENTILE	43.3

5 DAY OFF PEAK AVERAGE SPEED	34.8
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	41.1

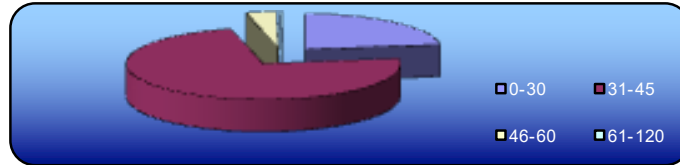
Automatic Classified Counts, Cophthorne

LOCATION: COPTHORNE BANK

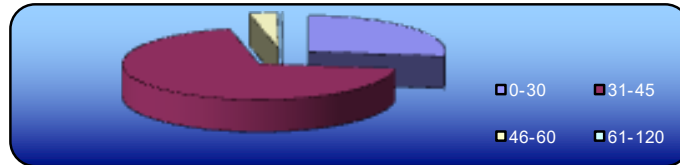
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
0-30	505	623	404	380	506	511	573
31-45	1633	1589	1119	1059	1583	1639	1601
46-60	79	75	75	66	71	82	61
61-120	5	4	2	6	8	5	1
TOTAL	2222	2291	1600	1511	2168	2237	2236

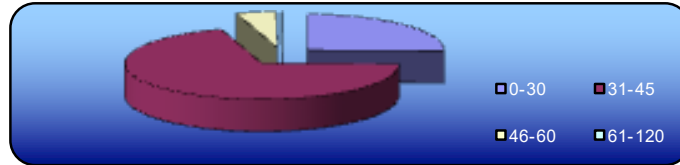
Thursday
24-Apr-25



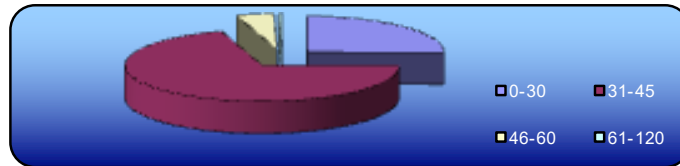
Friday
25-Apr-25



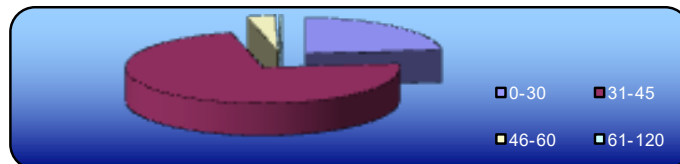
Saturday
26-Apr-25



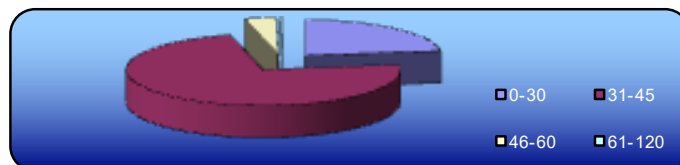
Sunday
27-Apr-25



Monday
28-Apr-25



Tuesday
29-Apr-25



Wednesday
30-Apr-25



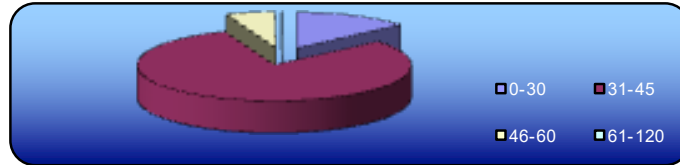
Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

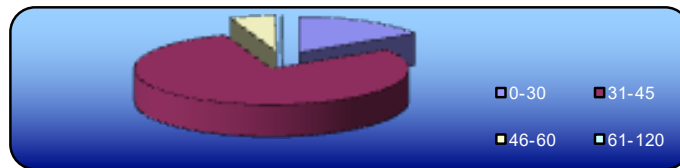
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
0-30	293	349	254	234	349	299	314
31-45	1727	1711	1204	1099	1597	1793	1773
46-60	124	116	87	82	99	112	125
61-120	3	3	5	1	6	1	2
TOTAL	2147	2179	1550	1416	2051	2205	2214

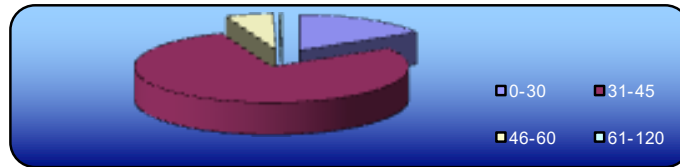
Thursday
24-Apr-25



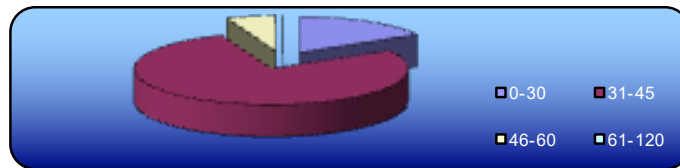
Friday
25-Apr-25



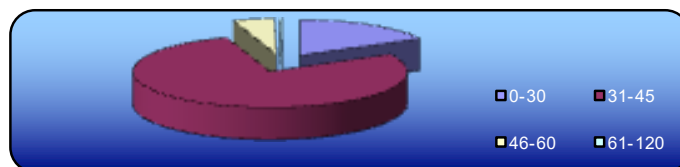
Saturday
26-Apr-25



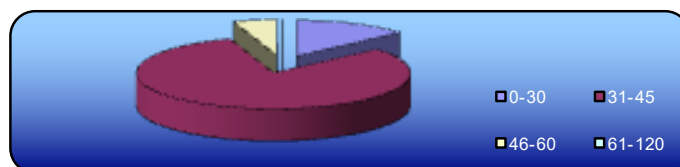
Sunday
27-Apr-25



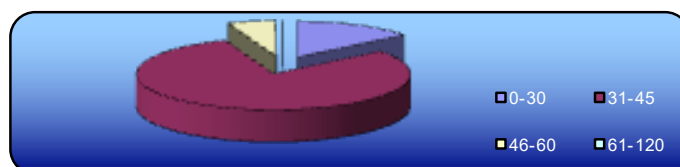
Monday
28-Apr-25



Tuesday
29-Apr-25



Wednesday
30-Apr-25

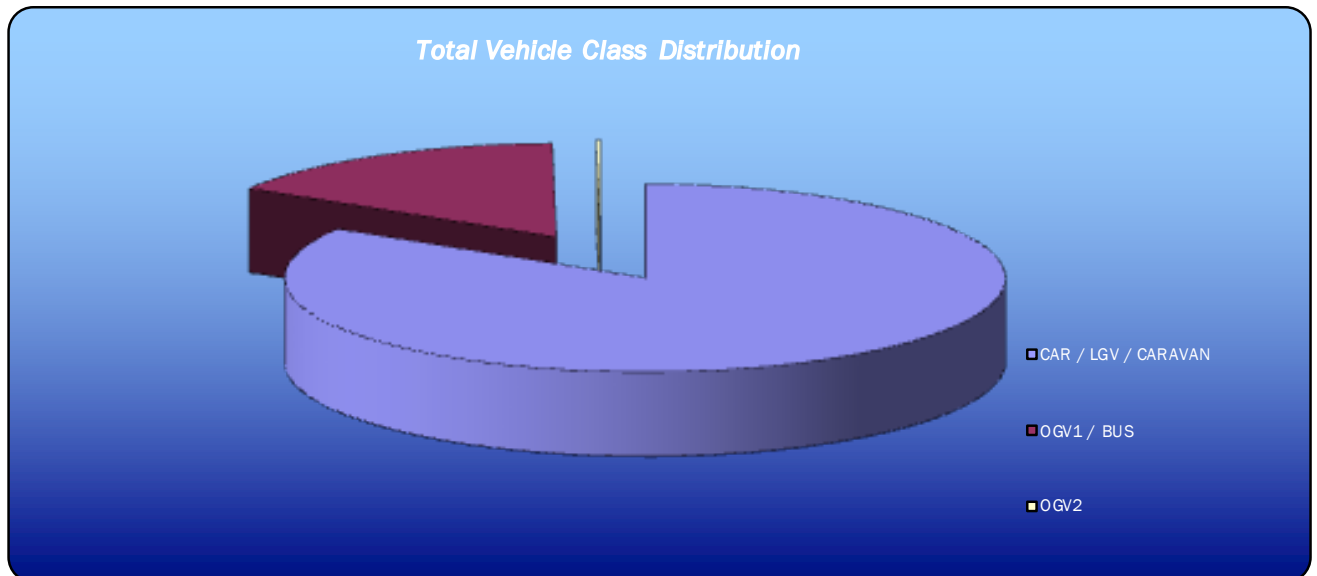


Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
24-Apr-25				
7-19	1568	322	3	1893
6-22	1776	368	3	2147
6-24	1807	372	3	2182
0-24	1837	382	3	2222
25-Apr-25				
7-19	1580	330	3	1913
6-22	1817	376	3	2196
6-24	1864	383	3	2250
0-24	1900	388	3	2291
26-Apr-25				
7-19	1119	199	2	1320
6-22	1280	215	2	1497
6-24	1339	218	2	1559
0-24	1376	222	2	1600
27-Apr-25				
7-19	1092	149	3	1244
6-22	1257	174	4	1435
6-24	1279	178	4	1461
0-24	1323	184	4	1511
28-Apr-25				
7-19	1562	304	5	1871
6-22	1744	342	5	2091
6-24	1771	347	5	2123
0-24	1808	355	5	2168
29-Apr-25				
7-19	1572	326	4	1902
6-22	1783	371	4	2158
6-24	1815	374	4	2193
0-24	1850	383	4	2237
30-Apr-25				
7-19	1606	312	3	1921
6-22	1794	357	3	2154
6-24	1831	365	3	2199
0-24	1863	370	3	2236
AVERAGE				
7-19	1443	277	3	1723
6-22	1636	315	3	1954
6-24	1672	320	3	1995
0-24	1708	326	3	2038

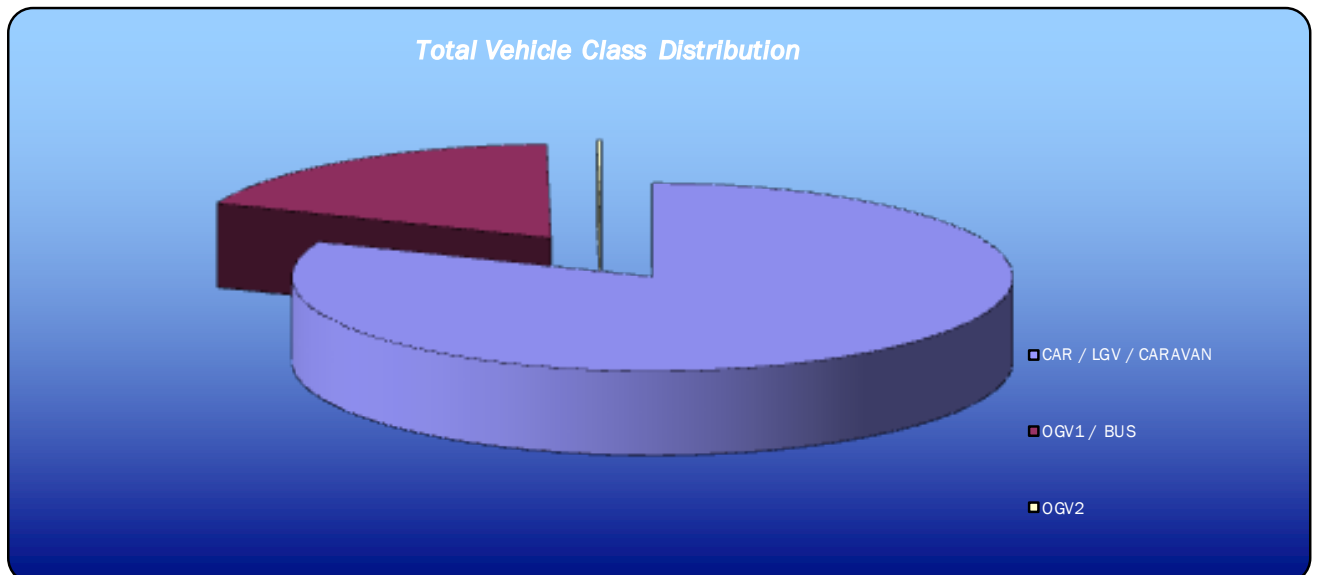


Automatic Classified Counts, Copthorne

LOCATION: COPTHORNE BANK

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
24-Apr-25				
7-19	1459	335	6	1800
6-22	1666	383	6	2055
6-24	1702	391	6	2099
0-24	1741	400	6	2147
25-Apr-25				
7-19	1440	365	4	1809
6-22	1677	405	4	2086
6-24	1720	410	4	2134
0-24	1756	419	4	2179
26-Apr-25				
7-19	1059	229	1	1289
6-22	1216	248	1	1465
6-24	1260	255	1	1516
0-24	1290	259	1	1550
27-Apr-25				
7-19	1013	176	0	1189
6-22	1138	201	0	1339
6-24	1162	208	0	1370
0-24	1203	213	0	1416
28-Apr-25				
7-19	1386	353	2	1741
6-22	1575	401	2	1978
6-24	1596	407	2	2005
0-24	1632	417	2	2051
29-Apr-25				
7-19	1500	344	7	1851
6-22	1703	399	7	2109
6-24	1741	406	7	2154
0-24	1786	412	7	2205
30-Apr-25				
7-19	1509	360	3	1872
6-22	1721	414	3	2138
6-24	1751	422	3	2176
0-24	1780	430	4	2214
AVERAGE				
7-19	1338	309	3	1650
6-22	1528	350	3	1881
6-24	1562	357	3	1922
0-24	1598	364	3	1966



APPENDIX E

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Thursday 24/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	9	4	1	0	0	0	0	0	0	0	0	3	0	17
8	63	13	1	0	0	0	0	0	0	0	0	5	0	82
9	99	17	0	0	0	0	0	0	0	0	0	2	0	118
10	84	14	0	0	0	0	0	0	0	0	0	2	0	100
11	69	8	1	1	0	0	0	0	0	0	0	2	0	81
12	54	15	0	0	1	0	0	0	0	0	0	3	0	73
13	59	12	0	0	0	0	0	0	0	0	0	3	0	74
14	64	5	0	0	0	0	0	0	0	0	0	3	0	72
15	62	11	1	0	0	0	0	0	0	0	0	5	0	79
16	73	16	0	0	0	0	0	0	0	0	0	3	0	92
17	106	11	0	0	0	0	0	0	0	0	0	5	0	122
18	93	8	0	0	0	0	0	0	0	0	0	2	0	103
19	99	14	0	0	0	0	0	0	0	0	0	2	0	115
20	63	7	0	0	0	0	0	1	0	0	0	2	0	73
21	32	2	0	0	0	0	0	0	0	0	0	2	0	36
22	20	4	0	0	0	0	0	0	0	0	0	0	0	24
23	6	1	0	0	0	0	0	0	0	0	0	1	0	8
24	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7-19	925	144	3	1	1	0	0	0	0	0	0	37	0	1111
6-22	1049	161	4	1	1	0	0	1	0	0	0	44	0	1261
6-24	1061	164	4	1	1	0	0	1	0	0	0	45	0	1277
0-24	1072	165	4	1	1	0	0	1	0	0	0	45	0	1289

Direction : WESTBOUND

Thursday 24/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	1	0	6
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	4	0	1	0	0	0	0	0	0	0	0	1	0	6
6	8	3	0	0	0	0	0	0	0	0	0	0	0	11
7	27	9	0	0	0	0	0	0	0	0	0	2	0	38
8	58	17	0	0	0	0	0	0	0	0	0	3	0	78
9	105	17	1	0	0	0	0	0	0	0	0	3	0	126
10	71	5	0	0	0	0	0	0	0	0	0	1	0	77
11	81	18	0	0	0	0	0	0	0	0	0	2	0	101
12	83	9	0	0	0	0	0	0	0	0	0	4	0	96
13	78	12	0	0	1	0	0	0	0	0	0	3	0	94
14	73	14	0	0	0	0	0	0	0	0	0	3	0	90
15	74	12	1	0	1	0	0	0	0	0	0	2	0	90
16	74	18	0	0	0	0	0	0	0	0	0	6	0	98
17	102	14	0	1	0	0	0	0	0	0	0	2	0	119
18	108	5	0	0	1	0	0	0	0	0	0	1	0	115
19	65	6	0	0	0	0	0	0	0	0	0	2	0	73
20	60	3	0	0	0	0	0	0	0	0	0	1	0	64
21	55	2	0	0	0	0	0	0	0	0	0	1	0	58
22	23	2	0	0	0	0	0	0	0	0	0	1	0	26
23	20	5	0	0	0	0	0	0	0	0	0	1	0	26
24	7	0	0	0	0	0	0	0	0	0	0	1	0	8
7-19	972	147	2	1	3	0	0	0	0	0	0	32	0	1157
6-22	1137	163	2	1	3	0	0	0	0	0	0	37	0	1343
6-24	1164	168	2	1	3	0	0	0	0	0	0	39	0	1377
0-24	1185	171	3	1	3	0	0	0	0	0	0	41	0	1404

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Thursday 24/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	1	1	0	0	0	0	0	0	3
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	1	1	0	0	0	0	0	0	2
5	0	0	2	1	0	0	0	0	0	0	0	0	3
6	0	0	1	0	1	0	1	0	0	0	0	0	3
7	0	1	12	2	1	0	1	0	0	0	0	0	17
8	0	9	39	23	8	3	0	0	0	0	0	0	82
9	0	6	68	35	7	2	0	0	0	0	0	0	118
10	3	10	58	26	3	0	0	0	0	0	0	0	100
11	5	7	54	11	3	1	0	0	0	0	0	0	81
12	0	3	54	13	2	1	0	0	0	0	0	0	73
13	0	6	46	12	7	3	0	0	0	0	0	0	74
14	1	6	45	16	2	1	1	0	0	0	0	0	72
15	1	5	54	13	4	2	0	0	0	0	0	0	79
16	0	3	55	30	3	1	0	0	0	0	0	0	92
17	2	10	73	27	7	2	1	0	0	0	0	0	122
18	4	9	67	21	2	0	0	0	0	0	0	0	103
19	3	7	64	28	9	4	0	0	0	0	0	0	115
20	2	8	32	21	6	4	0	0	0	0	0	0	73
21	0	2	19	10	2	2	0	1	0	0	0	0	36
22	0	0	8	12	4	0	0	0	0	0	0	0	24
23	0	0	4	3	1	0	0	0	0	0	0	0	8
24	0	0	7	0	1	0	0	0	0	0	0	0	8
7-19	19	81	677	255	57	20	2	0	0	0	0	0	1111
6-22	21	92	748	300	70	26	3	1	0	0	0	0	1261
6-24	21	92	759	303	72	26	3	1	0	0	0	0	1277
0-24	21	92	763	305	75	28	4	1	0	0	0	0	1289

Direction : WESTBOUND

Thursday 24/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	3	1	0	0	0	0	0	0	0	6
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	1	0	0	0	0	0	2
5	0	0	1	4	1	0	0	0	0	0	0	0	6
6	0	0	6	3	1	1	0	0	0	0	0	0	11
7	0	1	28	8	0	1	0	0	0	0	0	0	38
8	1	1	44	26	6	0	0	0	0	0	0	0	78
9	1	10	86	26	3	0	0	0	0	0	0	0	126
10	2	12	52	10	1	0	0	0	0	0	0	0	77
11	6	12	66	13	3	0	1	0	0	0	0	0	101
12	3	7	63	19	3	0	1	0	0	0	0	0	96
13	0	10	67	15	1	1	0	0	0	0	0	0	94
14	0	2	71	13	3	1	0	0	0	0	0	0	90
15	0	12	55	19	3	0	0	1	0	0	0	0	90
16	1	4	69	18	5	0	0	1	0	0	0	0	98
17	0	6	85	22	5	1	0	0	0	0	0	0	119
18	3	9	73	24	6	0	0	0	0	0	0	0	115
19	2	7	40	18	3	2	1	0	0	0	0	0	73
20	1	7	39	12	5	0	0	0	0	0	0	0	64
21	6	10	28	10	3	0	0	0	0	0	1	0	58
22	0	0	10	10	5	1	0	0	0	0	0	0	26
23	0	3	12	9	2	0	0	0	0	0	0	0	26
24	0	0	5	2	1	0	0	0	0	0	0	0	8
7-19	19	92	771	223	42	5	3	2	0	0	0	0	1157
6-22	26	110	876	263	55	7	3	2	0	0	1	0	1343
6-24	26	113	893	274	58	7	3	2	0	0	1	0	1377
0-24	26	113	904	284	61	9	4	2	0	0	1	0	1404

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Friday 25/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	4	0	1	0	0	0	0	0	0	0	0	0	0	5
6	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7	16	3	0	0	0	0	0	0	0	0	0	3	0	22
8	51	5	0	0	0	0	0	0	0	0	0	4	0	60
9	86	14	0	0	0	0	0	0	0	0	0	2	0	102
10	83	14	2	0	0	0	0	0	0	0	0	3	0	102
11	72	15	0	0	0	0	0	0	0	0	0	2	0	89
12	63	10	0	0	1	0	0	0	0	0	0	1	0	75
13	58	4	0	0	0	0	0	0	0	0	0	3	0	65
14	76	7	0	0	0	0	0	0	0	0	0	2	0	85
15	67	15	0	0	0	0	0	0	0	0	0	5	0	87
16	89	16	0	0	1	0	0	0	0	0	0	1	0	107
17	83	19	0	0	0	0	0	0	0	0	0	4	0	106
18	101	13	0	0	0	0	0	0	0	0	0	3	0	117
19	67	11	0	0	0	0	0	0	0	0	0	1	0	79
20	72	7	0	0	0	0	0	0	0	0	0	2	0	81
21	46	7	0	0	0	0	0	0	0	0	0	2	0	55
22	27	1	0	0	0	0	0	0	0	0	0	0	0	28
23	20	1	0	0	0	0	0	0	0	0	0	1	0	22
24	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7-19	896	143	2	0	2	0	0	0	0	0	0	31	0	1074
6-22	1057	161	2	0	2	0	0	0	0	0	0	38	0	1260
6-24	1084	163	2	0	2	0	0	0	0	0	0	39	0	1290
0-24	1098	166	3	0	2	0	0	0	0	0	0	39	0	1308

Direction: WESTBOUND

Friday 25/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	3	1	0	0	0	0	0	0	0	0	0	0	0	4
5	2	0	1	0	0	0	0	0	0	0	0	0	0	3
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	5	5	0	0	0	0	0	0	0	0	0	2	0	12
8	51	17	0	0	1	0	0	0	0	0	0	3	0	72
9	89	17	0	0	1	0	0	0	0	0	0	2	0	109
10	85	14	1	0	0	0	0	0	0	0	0	1	0	101
11	97	9	0	0	0	0	0	0	0	0	0	2	0	108
12	90	9	0	0	0	0	0	0	0	0	0	2	0	101
13	82	12	0	0	0	0	0	0	0	0	1	2	0	97
14	92	7	0	0	0	0	1	0	0	0	0	2	0	102
15	102	8	0	0	0	0	0	0	0	0	0	3	0	113
16	106	8	0	0	1	0	0	0	0	0	0	6	0	121
17	103	12	0	0	1	0	0	0	0	0	0	2	0	118
18	102	8	0	0	0	0	0	0	0	0	0	0	0	110
19	93	8	0	0	0	0	0	0	0	0	0	2	0	103
20	73	4	0	0	0	0	0	0	0	0	0	2	0	79
21	40	3	0	0	0	0	0	0	0	0	0	1	0	44
22	27	3	0	0	0	0	0	0	0	0	0	1	0	31
23	21	1	0	0	0	0	0	0	0	0	0	0	0	22
24	16	0	0	0	0	0	0	0	0	0	0	1	0	17
7-19	1092	129	1	0	4	0	1	0	0	0	1	27	0	1255
6-22	1237	144	1	0	4	0	1	0	0	0	1	33	0	1421
6-24	1274	145	1	0	4	0	1	0	0	0	1	34	0	1460
0-24	1287	149	2	0	4	0	1	0	0	0	1	34	0	1478

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Friday 25/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	2	1	0	0	0	0	0	0	0	0	3
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	1	0	0	0	0	0	0	2
5	0	2	2	1	0	0	0	0	0	0	0	0	5
6	0	0	1	2	3	0	0	0	0	0	0	0	6
7	0	0	9	7	6	0	0	0	0	0	0	0	22
8	0	5	27	18	8	1	1	0	0	0	0	0	60
9	0	4	47	33	16	1	0	1	0	0	0	0	102
10	3	13	52	28	6	0	0	0	0	0	0	0	102
11	3	8	58	13	5	1	1	0	0	0	0	0	89
12	0	7	53	10	4	0	1	0	0	0	0	0	75
13	2	2	45	7	7	2	0	0	0	0	0	0	65
14	1	5	63	11	4	1	0	0	0	0	0	0	85
15	1	4	56	20	6	0	0	0	0	0	0	0	87
16	1	9	65	30	2	0	0	0	0	0	0	0	107
17	1	6	68	24	6	1	0	0	0	0	0	0	106
18	2	6	82	20	7	0	0	0	0	0	0	0	117
19	1	4	49	23	1	1	0	0	0	0	0	0	79
20	1	2	40	23	13	2	0	0	0	0	0	0	81
21	0	0	34	20	0	0	1	0	0	0	0	0	55
22	0	4	14	8	1	1	0	0	0	0	0	0	28
23	0	2	12	5	2	1	0	0	0	0	0	0	22
24	0	0	1	5	1	0	1	0	0	0	0	0	8
7-19	15	73	665	237	72	8	3	1	0	0	0	0	1074
6-22	16	79	762	295	92	11	4	1	0	0	0	0	1260
6-24	16	81	775	305	95	12	5	1	0	0	0	0	1290
0-24	16	83	783	309	98	13	5	1	0	0	0	0	1308

Direction : WESTBOUND

Friday 25/04/2025 Hr Ending	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	2	0	0	0	1	0	0	0	0	5
2	0	1	0	0	1	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	1	0	0	1	0	0	0	0	0	4
5	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	1	2	1	0	0	0	0	0	0	0	0	4
7	0	0	9	2	1	0	0	0	0	0	0	0	12
8	0	1	34	28	8	1	0	0	0	0	0	0	72
9	1	8	71	23	6	0	0	0	0	0	0	0	109
10	0	11	66	21	1	2	0	0	0	0	0	0	101
11	5	11	72	16	4	0	0	0	0	0	0	0	108
12	3	11	69	14	4	0	0	0	0	0	0	0	101
13	1	8	71	13	2	2	0	0	0	0	0	0	97
14	1	6	77	15	3	0	0	0	0	0	0	0	102
15	0	9	69	30	3	1	1	0	0	0	0	0	113
16	1	6	80	24	9	1	0	0	0	0	0	0	121
17	0	12	98	6	1	1	0	0	0	0	0	0	118
18	1	6	70	22	10	1	0	0	0	0	0	0	110
19	2	4	63	25	9	0	0	0	0	0	0	0	103
20	0	0	57	19	1	1	1	0	0	0	0	0	79
21	0	1	28	9	4	2	0	0	0	0	0	0	44
22	0	4	20	7	0	0	0	0	0	0	0	0	31
23	1	2	16	2	0	0	1	0	0	0	0	0	22
24	0	3	8	5	0	1	0	0	0	0	0	0	17
7-19	15	93	840	237	60	9	1	0	0	0	0	0	1255
6-22	15	98	954	274	66	12	2	0	0	0	0	0	1421
6-24	16	103	978	281	66	13	3	0	0	0	0	0	1460
0-24	16	106	986	285	67	13	4	1	0	0	0	0	1478

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Saturday 26/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	9	1	0	0	0	0	0	0	0	0	0	2	0	12
8	21	2	0	0	0	0	0	0	0	0	0	0	0	23
9	47	8	0	0	0	0	0	0	0	0	0	2	0	57
10	65	3	0	0	0	0	0	0	0	0	0	2	0	70
11	74	5	0	0	0	0	0	0	0	0	0	2	0	81
12	61	11	0	0	0	0	0	0	0	0	0	2	0	74
13	76	6	0	0	0	0	0	0	0	0	0	1	0	83
14	65	9	0	0	1	0	0	0	0	0	0	2	0	77
15	66	5	0	0	0	0	0	0	0	0	0	1	0	72
16	52	6	0	0	0	0	0	0	0	0	0	2	0	60
17	64	4	0	0	0	0	0	0	0	0	0	1	0	69
18	60	6	0	0	0	0	0	0	0	0	0	2	0	68
19	52	7	0	0	0	0	0	0	0	0	0	2	0	61
20	35	4	0	0	0	0	0	0	0	0	0	2	0	41
21	28	2	0	0	0	0	0	0	0	0	0	1	0	31
22	23	1	0	0	0	0	0	0	0	0	0	1	0	25
23	11	3	0	0	0	0	0	0	0	0	0	1	0	15
24	14	1	0	0	0	0	0	0	0	0	0	1	0	16
7-19	703	72	0	0	1	0	0	0	0	0	0	19	0	795
6-22	798	80	0	0	1	0	0	0	0	0	0	25	0	904
6-24	823	84	0	0	1	0	0	0	0	0	0	27	0	935
0-24	841	87	0	0	1	0	0	0	0	0	0	27	0	956

Direction : WESTBOUND

Saturday 26/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	9	0	0	0	0	0	0	0	0	0	0	0	0	9
8	34	7	0	0	0	0	0	0	0	0	0	0	0	41
9	40	5	0	0	0	0	0	0	0	0	0	2	0	47
10	65	5	0	0	0	0	0	0	0	0	0	1	0	71
11	76	9	0	0	0	0	0	0	0	0	0	2	0	87
12	86	11	0	0	0	0	0	0	0	0	0	3	0	100
13	97	6	0	0	0	0	0	0	0	0	0	2	0	105
14	97	3	0	0	1	0	0	0	0	0	0	1	0	102
15	95	4	0	0	0	0	0	0	0	0	0	3	0	102
16	67	7	0	0	0	0	0	0	0	0	0	3	0	77
17	77	5	0	0	0	0	0	0	0	0	0	2	0	84
18	80	6	0	0	0	0	0	0	0	0	0	2	0	88
19	60	4	0	0	0	0	0	0	0	0	0	1	0	65
20	54	5	0	0	0	0	0	0	0	0	0	1	0	60
21	36	0	0	0	0	0	0	0	0	0	0	1	0	37
22	22	4	0	0	0	0	0	0	0	0	0	1	0	27
23	8	2	0	0	0	0	0	0	0	0	0	1	0	11
24	19	1	0	0	0	0	0	0	0	0	0	1	0	21
7-19	874	72	0	0	1	0	0	0	0	0	0	22	0	969
6-22	995	81	0	0	1	0	0	0	0	0	0	25	0	1102
6-24	1022	84	0	0	1	0	0	0	0	0	0	27	0	1134
0-24	1040	86	0	0	1	0	0	0	0	0	0	27	0	1154

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Saturday 26/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	5	3	0	0	0	0	0	0	0	0	9
2	0	0	4	0	0	0	0	0	0	0	0	0	4
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	1	0	0	0	0	0	0	0	0	2
6	0	0	1	1	0	0	1	0	0	0	0	0	3
7	0	1	5	3	3	0	0	0	0	0	0	0	12
8	0	1	11	7	2	1	1	0	0	0	0	0	23
9	0	0	28	22	5	2	0	0	0	0	0	0	57
10	1	2	42	21	2	1	0	1	0	0	0	0	70
11	0	2	54	17	8	0	0	0	0	0	0	0	81
12	1	7	49	10	5	2	0	0	0	0	0	0	74
13	1	2	44	28	6	2	0	0	0	0	0	0	83
14	0	4	50	16	6	0	1	0	0	0	0	0	77
15	0	4	46	15	6	0	1	0	0	0	0	0	72
16	0	4	34	17	3	1	1	0	0	0	0	0	60
17	0	3	43	16	5	1	1	0	0	0	0	0	69
18	2	1	38	19	7	0	1	0	0	0	0	0	68
19	0	3	31	17	7	3	0	0	0	0	0	0	61
20	1	3	19	10	7	1	0	0	0	0	0	0	41
21	1	0	16	8	3	2	1	0	0	0	0	0	31
22	0	0	13	6	4	2	0	0	0	0	0	0	25
23	0	1	8	3	3	0	0	0	0	0	0	0	15
24	0	1	13	0	1	1	0	0	0	0	0	0	16
7-19	5	33	470	205	62	13	6	1	0	0	0	0	795
6-22	7	37	523	232	79	18	7	1	0	0	0	0	904
6-24	7	39	544	235	83	19	7	1	0	0	0	0	935
0-24	7	40	557	241	83	19	8	1	0	0	0	0	956

Direction: WESTBOUND

Saturday 26/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	7	1	0	0	0	0	0	0	0	0	9
2	0	1	1	1	0	0	0	1	0	0	0	0	4
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	2	0	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	1	0	1	0	0	0	0	0	0	2
7	0	0	6	2	1	0	0	0	0	0	0	0	9
8	1	1	30	5	1	3	0	0	0	0	0	0	41
9	0	2	31	14	0	0	0	0	0	0	0	0	47
10	0	3	41	24	2	1	0	0	0	0	0	0	71
11	2	7	48	25	5	0	0	0	0	0	0	0	87
12	0	4	80	14	2	0	0	0	0	0	0	0	100
13	0	12	72	11	9	1	0	0	0	0	0	0	105
14	0	6	75	14	5	1	1	0	0	0	0	0	102
15	0	3	70	21	6	1	0	1	0	0	0	0	102
16	0	7	51	17	1	1	0	0	0	0	0	0	77
17	0	7	48	22	4	3	0	0	0	0	0	0	84
18	1	4	51	22	8	1	1	0	0	0	0	0	88
19	0	1	34	23	6	1	0	0	0	0	0	0	65
20	0	7	32	17	2	2	0	0	0	0	0	0	60
21	2	6	18	7	4	0	0	0	0	0	0	0	37
22	1	1	10	12	1	2	0	0	0	0	0	0	27
23	0	0	7	2	2	0	0	0	0	0	0	0	11
24	0	4	10	6	1	0	0	0	0	0	0	0	21
7-19	4	57	631	212	49	13	2	1	0	0	0	0	969
6-22	7	71	697	250	57	17	2	1	0	0	0	0	1102
6-24	7	75	714	258	60	17	2	1	0	0	0	0	1134
0-24	7	77	725	261	62	18	2	2	0	0	0	0	1154

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Sunday 27/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
8	10	0	0	0	0	0	0	0	0	0	0	0	0	10
9	24	4	0	0	0	0	0	0	0	0	0	1	0	29
10	47	3	0	0	0	0	0	0	0	0	0	1	0	51
11	62	11	0	0	0	0	0	0	0	0	0	0	0	73
12	72	6	0	0	0	0	0	0	0	0	0	1	0	79
13	48	4	0	0	0	0	0	0	0	0	0	0	0	52
14	61	2	0	0	1	0	0	0	0	0	0	1	0	65
15	52	4	0	0	0	0	0	0	0	0	0	0	0	56
16	52	4	0	1	0	0	0	0	0	0	0	1	0	58
17	47	4	0	0	0	0	0	0	0	0	0	0	0	51
18	47	3	0	0	0	0	0	0	0	0	0	1	0	51
19	51	6	0	0	0	0	0	0	0	0	0	0	0	57
20	42	3	0	0	0	0	0	0	0	0	0	2	0	47
21	23	2	0	0	0	0	0	0	0	0	0	1	0	26
22	20	0	0	0	0	0	0	0	0	0	0	0	0	20
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	6	1	0	0	0	0	0	0	0	0	0	0	0	7
7-19	573	51	0	1	1	0	0	0	0	0	0	6	0	632
6-22	665	56	0	1	1	0	0	0	0	0	0	9	0	732
6-24	675	57	0	1	1	0	0	0	0	0	0	9	0	743
0-24	685	59	0	1	1	0	0	0	0	0	0	9	0	755

Direction : WESTBOUND

Sunday 27/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	1	0	0	0	0	0	0	0	0	0	1	0	10
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	11	1	0	0	0	0	0	0	0	0	0	0	0	12
8	30	2	0	0	0	0	0	0	0	0	0	0	0	32
9	36	6	0	0	0	0	0	0	0	0	0	1	0	43
10	55	6	0	0	0	0	0	0	0	0	0	0	0	61
11	62	9	0	0	0	0	0	0	0	0	0	1	0	72
12	77	6	0	1	0	0	0	0	0	0	0	0	0	84
13	78	3	0	0	0	0	0	1	0	0	0	1	0	83
14	77	5	0	0	1	0	0	0	0	0	0	0	0	83
15	66	5	0	0	0	0	0	0	0	0	0	1	0	72
16	64	6	0	0	0	0	0	0	0	0	0	0	0	70
17	63	8	0	0	0	0	0	0	0	0	0	1	0	72
18	54	4	0	0	0	0	0	0	0	0	0	1	0	59
19	38	4	0	0	0	0	0	0	0	0	0	0	0	42
20	37	2	0	0	0	0	0	0	0	0	0	0	0	39
21	19	2	0	0	0	0	0	0	0	0	0	1	0	22
22	21	2	0	0	0	0	0	0	0	0	0	0	0	23
23	9	1	0	0	0	0	0	0	0	0	0	0	0	10
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	700	64	0	1	1	0	0	1	0	0	0	6	0	773
6-22	788	71	0	1	1	0	0	1	0	0	0	7	0	869
6-24	803	72	0	1	1	0	0	1	0	0	0	7	0	885
0-24	818	73	0	1	1	0	0	1	0	0	0	8	0	902

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Sunday 27/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	2	2	1	0	0	0	0	0	0	0	6
2	0	0	1	0	1	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	1	0	0	0	0	0	1
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	0	1	4	1	0	1	0	0	0	0	0	7
8	0	0	1	6	2	1	0	0	0	0	0	0	10
9	0	0	14	10	5	0	0	0	0	0	0	0	29
10	0	4	24	17	4	2	0	0	0	0	0	0	51
11	2	3	50	14	4	0	0	0	0	0	0	0	73
12	1	3	49	19	7	0	0	0	0	0	0	0	79
13	2	1	31	11	7	0	0	0	0	0	0	0	52
14	2	4	39	17	3	0	0	0	0	0	0	0	65
15	0	2	29	18	6	1	0	0	0	0	0	0	56
16	3	7	37	9	1	1	0	0	0	0	0	0	58
17	0	2	27	17	4	1	0	0	0	0	0	0	51
18	0	2	26	14	8	1	0	0	0	0	0	0	51
19	0	0	35	18	4	0	0	0	0	0	0	0	57
20	0	0	21	19	5	2	0	0	0	0	0	0	47
21	0	1	11	7	5	1	0	1	0	0	0	0	26
22	0	0	10	8	1	0	1	0	0	0	0	0	20
23	0	0	4	0	0	0	0	0	0	0	0	0	4
24	0	2	3	1	1	0	0	0	0	0	0	0	7
7-19	10	28	362	170	55	7	0	0	0	0	0	0	632
6-22	10	29	405	208	67	10	2	1	0	0	0	0	732
6-24	10	31	412	209	68	10	2	1	0	0	0	0	743
0-24	10	32	418	211	70	10	3	1	0	0	0	0	755

Direction: WESTBOUND

Sunday 27/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	5	2	0	0	0	0	0	0	0	10
2	0	0	1	1	1	0	0	0	0	0	0	0	3
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	2	0	0	0	0	0	0	0	0	3
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	9	2	0	0	0	0	0	0	0	0	12
8	0	1	23	5	3	0	0	0	0	0	0	0	32
9	0	0	25	17	1	0	0	0	0	0	0	0	43
10	0	2	41	14	4	0	0	0	0	0	0	0	61
11	0	0	54	14	4	0	0	0	0	0	0	0	72
12	0	5	47	25	7	0	0	0	0	0	0	0	84
13	1	7	50	17	5	3	0	0	0	0	0	0	83
14	2	8	50	19	4	0	0	0	0	0	0	0	83
15	0	6	50	15	1	0	0	0	0	0	0	0	72
16	1	5	48	10	5	0	0	1	0	0	0	0	70
17	2	2	46	17	3	2	0	0	0	0	0	0	72
18	2	2	36	16	1	1	0	0	0	1	0	0	59
19	0	3	29	7	2	0	1	0	0	0	0	0	42
20	1	2	27	4	5	0	0	0	0	0	0	0	39
21	0	1	7	8	5	1	0	0	0	0	0	0	22
22	0	1	10	6	4	1	1	0	0	0	0	0	23
23	0	1	3	3	3	0	0	0	0	0	0	0	10
24	0	0	3	1	2	0	0	0	0	0	0	0	6
7-19	8	41	499	176	40	6	1	1	0	1	0	0	773
6-22	9	46	552	196	54	8	2	1	0	1	0	0	869
6-24	9	47	558	200	59	8	2	1	0	1	0	0	885
0-24	9	47	564	208	62	8	2	1	0	1	0	0	902

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Monday 28/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	6	1	0	0	0	0	0	0	0	0	0	0	0	7
7	11	2	1	0	0	0	0	0	0	0	0	3	0	17
8	62	9	0	0	1	0	0	0	0	0	0	4	0	76
9	84	7	0	0	1	0	0	0	0	0	0	0	0	92
10	60	12	0	0	0	0	0	0	0	0	0	2	0	74
11	51	15	0	0	0	0	0	0	0	0	0	3	0	69
12	57	11	0	0	0	0	0	0	0	0	0	2	0	70
13	71	7	0	0	0	0	0	0	0	0	0	2	0	80
14	45	6	0	0	1	0	0	0	0	0	0	2	0	54
15	64	9	0	0	1	0	0	0	0	0	0	2	0	76
16	91	18	0	0	0	0	0	0	0	0	0	1	0	110
17	74	12	0	0	0	0	0	0	0	0	0	4	0	90
18	99	11	0	0	0	0	0	0	0	0	0	2	0	112
19	83	9	0	0	0	0	0	0	0	0	0	0	0	92
20	50	10	0	0	0	0	0	0	0	0	0	1	0	61
21	35	4	0	0	0	0	0	0	0	0	0	2	0	41
22	18	5	0	0	0	0	0	0	0	0	0	0	0	23
23	12	1	0	0	0	0	0	0	0	0	0	1	0	14
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	841	126	0	0	4	0	0	0	0	0	0	24	0	995
6-22	955	147	1	0	4	0	0	0	0	0	0	30	0	1137
6-24	968	149	1	0	4	0	0	0	0	0	0	31	0	1153
0-24	976	151	1	0	4	0	0	0	0	0	0	31	0	1163

Direction : WESTBOUND

Monday 28/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7	6	4	0	0	0	0	0	0	0	0	0	2	0	12
8	58	11	0	0	1	0	0	0	0	0	0	3	0	73
9	100	20	0	0	0	0	0	0	0	0	0	3	0	123
10	78	10	0	0	0	0	0	0	0	0	0	2	0	90
11	80	13	1	0	1	0	0	0	0	0	0	4	0	99
12	56	17	0	0	0	0	0	0	0	0	0	2	0	75
13	72	9	0	0	0	0	0	0	0	0	0	1	0	82
14	58	11	0	0	1	0	0	0	0	0	0	2	0	72
15	84	15	0	0	0	0	0	0	0	0	0	2	0	101
16	79	13	0	0	1	0	0	0	0	0	0	7	0	100
17	121	12	0	0	0	0	0	0	0	0	0	2	0	135
18	100	10	0	0	0	0	0	0	0	0	0	2	0	112
19	64	8	0	0	0	0	0	0	1	0	0	1	0	74
20	51	2	0	0	1	0	0	0	0	0	0	2	0	56
21	48	7	0	0	0	0	0	0	0	0	0	1	0	56
22	20	2	0	0	0	0	0	0	0	0	0	1	0	23
23	13	2	0	0	0	0	0	0	0	0	0	0	0	15
24	5	1	0	0	0	0	0	0	0	0	0	1	0	7
7-19	950	149	1	0	4	0	0	0	1	0	0	31	0	1136
6-22	1075	164	1	0	5	0	0	0	1	0	0	37	0	1283
6-24	1093	167	1	0	5	0	0	0	1	0	0	38	0	1305
0-24	1103	171	1	0	5	0	0	0	1	0	0	38	0	1319

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Monday 28/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	2	5	0	0	0	0	0	0	0	0	7
7	0	1	6	7	0	2	0	0	1	0	0	0	17
8	0	5	37	23	9	2	0	0	0	0	0	0	76
9	0	2	39	36	11	3	1	0	0	0	0	0	92
10	1	2	33	26	9	2	1	0	0	0	0	0	74
11	1	7	48	8	5	0	0	0	0	0	0	0	69
12	0	7	48	12	3	0	0	0	0	0	0	0	70
13	0	2	49	24	5	0	0	0	0	0	0	0	80
14	1	4	31	10	7	1	0	0	0	0	0	0	54
15	2	6	46	16	6	0	0	0	0	0	0	0	76
16	1	4	73	28	4	0	0	0	0	0	0	0	110
17	0	12	49	23	4	2	0	0	0	0	0	0	90
18	2	9	55	37	8	1	0	0	0	0	0	0	112
19	7	7	58	14	5	0	1	0	0	0	0	0	92
20	3	2	35	16	4	1	0	0	0	0	0	0	61
21	2	4	28	5	2	0	0	0	0	0	0	0	41
22	0	2	12	6	2	1	0	0	0	0	0	0	23
23	0	2	10	2	0	0	0	0	0	0	0	0	14
24	0	0	1	0	0	1	0	0	0	0	0	0	2
7-19	15	67	566	257	76	11	3	0	0	0	0	0	995
6-22	20	76	647	291	84	15	3	0	1	0	0	0	1137
6-24	20	78	658	293	84	16	3	0	1	0	0	0	1153
0-24	20	78	662	299	84	16	3	0	1	0	0	0	1163

Direction: WESTBOUND

Monday 28/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	0	1	0	0	0	0	0	0	0	2
6	0	1	4	4	0	0	0	0	0	0	0	0	9
7	0	0	4	5	2	1	0	0	0	0	0	0	12
8	0	2	36	30	4	1	0	0	0	0	0	0	73
9	1	4	67	41	9	1	0	0	0	0	0	0	123
10	0	2	60	24	4	0	0	0	0	0	0	0	90
11	0	6	75	16	2	0	0	0	0	0	0	0	99
12	1	5	55	10	3	1	0	0	0	0	0	0	75
13	1	5	55	16	5	0	0	0	0	0	0	0	82
14	0	2	50	15	4	1	0	0	0	0	0	0	72
15	1	7	71	21	1	0	0	0	0	0	0	0	101
16	2	5	64	22	5	2	0	0	0	0	0	0	100
17	1	8	90	31	3	0	0	1	1	0	0	0	135
18	0	6	73	25	7	1	0	0	0	0	0	0	112
19	2	8	45	16	2	0	1	0	0	0	0	0	74
20	2	6	30	15	3	0	0	0	0	0	0	0	56
21	4	17	28	6	1	0	0	0	0	0	0	0	56
22	2	1	9	7	4	0	0	0	0	0	0	0	23
23	2	1	8	2	1	1	0	0	0	0	0	0	15
24	0	0	4	1	2	0	0	0	0	0	0	0	7
7-19	9	60	741	267	49	7	1	1	1	0	0	0	1136
6-22	17	84	812	300	59	8	1	1	1	0	0	0	1283
6-24	19	85	824	303	62	9	1	1	1	0	0	0	1305
0-24	19	86	831	307	64	9	1	1	1	0	0	0	1319

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Tuesday 29/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	1	0	0	0	0	0	0	0	0	0	1	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	1	0	0	0	0	0	0	0	0	0	0	2
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	11	1	0	0	0	0	0	0	0	0	0	3	0	15
8	63	11	0	0	1	0	0	0	0	0	0	4	0	79
9	83	12	0	0	1	0	0	0	0	0	0	2	0	98
10	74	9	1	0	0	0	0	1	1	0	0	2	0	88
11	60	17	0	0	0	0	0	0	0	0	0	4	0	81
12	54	16	0	0	1	0	0	0	0	0	0	2	0	73
13	63	14	0	0	0	0	0	0	0	0	0	3	0	80
14	62	3	0	0	0	0	0	0	0	0	0	3	0	68
15	62	8	1	0	0	0	0	0	0	0	0	4	0	75
16	77	13	0	0	0	0	0	0	0	0	0	3	0	93
17	109	11	0	0	0	0	0	0	0	0	0	7	0	127
18	108	6	0	0	0	0	0	0	0	0	0	3	0	117
19	87	14	0	0	0	0	0	0	0	0	0	3	0	104
20	63	7	0	0	0	0	0	1	0	0	0	1	0	72
21	26	2	0	0	0	0	0	0	0	0	0	1	0	29
22	18	5	0	0	0	0	0	0	0	0	0	0	0	23
23	4	1	0	0	0	0	0	0	0	0	0	1	0	6
24	3	2	0	0	0	0	0	0	0	0	0	0	0	5
7-19	902	134	2	0	3	0	0	1	1	0	0	40	0	1083
6-22	1020	149	2	0	3	0	0	2	1	0	0	45	0	1222
6-24	1027	152	2	0	3	0	0	2	1	0	0	46	0	1233
0-24	1036	153	3	0	3	0	0	2	1	0	0	47	0	1245

Direction : WESTBOUND

Tuesday 29/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6	4	4	0	0	0	0	0	0	0	0	0	0	0	8
7	17	3	0	0	0	0	0	0	0	0	0	1	0	21
8	56	11	0	0	0	0	0	0	1	0	0	5	0	73
9	106	19	0	0	0	0	0	0	1	0	0	1	0	127
10	59	13	0	0	1	0	0	0	0	0	0	1	0	74
11	76	14	0	0	0	0	0	0	0	0	0	4	0	94
12	82	14	0	0	0	0	0	0	0	0	0	2	0	98
13	69	12	0	0	1	0	0	0	0	0	0	2	0	84
14	70	10	0	0	0	0	0	0	0	0	2	4	0	86
15	69	11	1	0	1	0	0	0	0	0	0	2	0	84
16	77	20	0	0	0	0	0	0	0	0	0	5	0	102
17	99	16	0	1	0	0	0	0	0	0	0	2	0	118
18	122	7	0	0	1	0	0	0	0	0	0	2	0	132
19	59	7	0	0	0	0	0	0	0	0	0	1	0	67
20	63	3	0	0	0	0	0	0	0	0	0	1	0	67
21	50	1	0	0	0	0	0	0	0	0	0	1	0	52
22	18	3	0	0	0	0	0	0	0	0	0	1	0	22
23	22	6	0	0	0	0	0	0	0	0	0	1	0	29
24	10	0	0	0	0	0	0	0	0	0	0	1	0	11
7-19	944	154	1	1	4	0	0	0	2	0	2	31	0	1139
6-22	1092	164	1	1	4	0	0	0	2	0	2	35	0	1301
6-24	1124	170	1	1	4	0	0	0	2	0	2	37	0	1341
0-24	1137	177	2	1	4	0	0	0	2	0	2	37	0	1362

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Tuesday 29/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	2	0	1	0	0	0	0	0	0	0	3
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	0	1	1	0	0	1	0	0	0	0	0	3
7	0	2	7	3	1	1	0	0	1	0	0	0	15
8	1	10	41	20	6	1	0	0	0	0	0	0	79
9	0	12	68	15	3	0	0	0	0	0	0	0	98
10	3	5	54	24	2	0	0	0	0	0	0	0	88
11	4	11	46	15	4	0	1	0	0	0	0	0	81
12	0	2	57	11	2	1	0	0	0	0	0	0	73
13	0	3	54	16	5	2	0	0	0	0	0	0	80
14	1	4	44	15	3	0	1	0	0	0	0	0	68
15	1	3	50	15	4	2	0	0	0	0	0	0	75
16	0	4	58	28	2	1	0	0	0	0	0	0	93
17	2	13	76	30	4	2	0	0	0	0	0	0	127
18	7	12	79	18	1	0	0	0	0	0	0	0	117
19	4	8	50	31	8	3	0	0	0	0	0	0	104
20	3	11	31	21	3	3	0	0	0	0	0	0	72
21	0	1	16	9	1	2	0	0	0	0	0	0	29
22	0	0	9	12	2	0	0	0	0	0	0	0	23
23	0	0	2	3	1	0	0	0	0	0	0	0	6
24	0	0	5	0	0	0	0	0	0	0	0	0	5
7-19	23	87	677	238	44	12	2	0	0	0	0	0	1083
6-22	26	101	740	283	51	18	2	0	1	0	0	0	1222
6-24	26	101	747	286	52	18	2	0	1	0	0	0	1233
0-24	26	103	753	287	53	19	3	0	1	0	0	0	1245

Direction: WESTBOUND

Tuesday 29/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	0	1	0	0	0	0	0	0	0	4
2	0	1	2	0	0	0	0	0	0	0	0	0	3
3	0	0	1	0	1	0	0	0	0	0	0	0	2
4	0	0	0	2	0	1	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	2	5	0	1	0	0	0	0	0	0	0	8
7	0	1	9	9	2	0	0	0	0	0	0	0	21
8	1	6	43	19	2	2	0	0	0	0	0	0	73
9	7	36	68	14	1	1	0	0	0	0	0	0	127
10	1	7	45	19	2	0	0	0	0	0	0	0	74
11	1	6	69	17	1	0	0	0	0	0	0	0	94
12	3	6	62	24	2	0	1	0	0	0	0	0	98
13	0	11	57	14	1	1	0	0	0	0	0	0	84
14	0	3	70	9	4	0	0	0	0	0	0	0	86
15	0	14	46	21	2	0	0	1	0	0	0	0	84
16	1	6	72	19	3	0	0	1	0	0	0	0	102
17	0	9	84	19	6	0	0	0	0	0	0	0	118
18	3	7	88	26	8	0	0	0	0	0	0	0	132
19	3	10	31	16	4	3	0	0	0	0	0	0	67
20	1	6	42	12	6	0	0	0	0	0	0	0	67
21	6	10	20	13	2	0	0	0	0	0	1	0	52
22	0	0	9	8	4	1	0	0	0	0	0	0	22
23	0	2	13	13	1	0	0	0	0	0	0	0	29
24	0	0	8	2	1	0	0	0	0	0	0	0	11
7-19	20	121	735	217	36	7	1	2	0	0	0	0	1139
6-22	27	138	815	259	50	8	1	2	0	0	1	0	1301
6-24	27	140	836	274	52	8	1	2	0	0	1	0	1341
0-24	27	143	848	276	55	9	1	2	0	0	1	0	1362

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

Wednesday 30/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	3	0	0	0	0	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	0	1	0	0	0	0	0	0	0	0	0	0	4
6	3	1	0	0	0	0	0	0	0	1	0	0	0	5
7	16	4	0	0	0	0	0	0	0	0	0	2	0	22
8	49	3	0	0	0	0	0	0	0	0	0	5	0	57
9	84	12	0	0	0	0	0	0	0	0	0	2	0	98
10	86	16	1	0	0	0	0	0	0	0	0	4	0	107
11	79	16	0	0	0	0	0	0	0	0	0	1	0	96
12	68	12	0	0	1	0	0	0	0	0	0	1	0	82
13	52	4	0	0	0	0	0	0	0	0	0	2	0	58
14	85	4	0	0	0	0	0	0	0	0	0	2	0	91
15	66	12	0	0	0	0	0	0	0	0	0	6	0	84
16	92	15	0	0	2	0	0	0	0	0	0	1	0	110
17	79	21	0	0	1	0	0	0	1	0	0	5	0	107
18	107	11	0	0	0	0	0	0	0	0	0	2	0	120
19	76	9	0	0	0	0	0	0	0	0	0	2	0	87
20	56	5	0	0	0	0	0	0	0	0	0	2	0	63
21	40	6	0	0	0	0	0	0	0	0	0	2	0	48
22	23	2	0	0	0	0	0	0	0	0	0	1	0	26
23	11	3	0	0	0	0	0	0	0	0	0	1	0	15
24	5	0	0	0	0	0	0	0	0	0	0	1	0	6
7-19	923	135	1	0	4	0	0	0	1	0	0	33	0	1097
6-22	1058	152	1	0	4	0	0	0	1	0	0	40	0	1256
6-24	1074	155	1	0	4	0	0	0	1	0	0	42	0	1277
0-24	1085	159	2	0	4	0	0	0	1	1	0	42	0	1294

Direction : WESTBOUND

Wednesday 30/04/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	2	0	1	0	0	0	0	0	0	0	0	0	0	3
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	3	4	0	0	0	0	0	0	0	0	0	3	0	10
8	54	19	0	0	1	0	0	0	0	0	0	2	0	76
9	96	22	0	0	1	0	0	0	0	0	0	2	0	121
10	90	11	1	0	0	0	0	0	0	0	0	1	0	103
11	105	13	0	0	0	0	0	0	0	0	0	2	0	120
12	89	12	0	0	0	0	2	0	0	0	0	3	0	106
13	89	9	0	0	0	0	0	0	0	0	2	1	0	101
14	103	7	0	0	0	0	1	0	0	0	0	1	0	112
15	94	12	0	0	0	0	0	0	0	0	0	2	0	108
16	67	16	0	0	0	0	0	0	0	0	0	6	0	89
17	111	5	0	0	1	0	0	0	0	0	0	2	0	119
18	94	7	0	0	0	0	0	0	0	0	0	3	0	104
19	58	4	0	0	0	0	0	0	0	0	0	2	0	64
20	74	5	0	0	0	0	0	0	0	0	0	2	0	81
21	30	4	0	0	1	0	0	0	0	0	0	1	0	36
22	41	1	0	0	0	0	0	0	0	0	0	1	0	43
23	13	1	0	0	0	0	0	0	0	0	0	1	0	15
24	3	1	0	0	0	0	0	0	0	0	0	1	0	5
7-19	1050	137	1	0	3	0	3	0	0	0	2	27	0	1223
6-22	1198	151	1	0	4	0	3	0	0	0	2	34	0	1393
6-24	1214	153	1	0	4	0	3	0	0	0	2	36	0	1413
0-24	1229	157	2	0	4	0	3	0	0	0	2	36	0	1433

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

Wednesday 30/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	3	1	0	0	0	0	0	0	0	0	4
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	1	0	0	0	0	0	0	2
5	0	1	2	1	0	0	0	0	0	0	0	0	4
6	0	0	1	1	3	0	0	0	0	0	0	0	5
7	0	0	5	12	5	0	0	0	0	0	0	0	22
8	0	5	26	14	10	1	1	0	0	0	0	0	57
9	0	4	47	33	13	1	0	0	0	0	0	0	98
10	3	16	55	28	5	0	0	0	0	0	0	0	107
11	3	11	61	13	6	1	1	0	0	0	0	0	96
12	0	4	63	12	2	0	1	0	0	0	0	0	82
13	2	2	42	6	5	1	0	0	0	0	0	0	58
14	1	3	69	14	3	1	0	0	0	0	0	0	91
15	1	2	52	20	9	0	0	0	0	0	0	0	84
16	2	14	77	16	1	0	0	0	0	0	0	0	110
17	0	6	64	32	4	1	0	0	0	0	0	0	107
18	1	10	59	37	10	2	1	0	0	0	0	0	120
19	1	7	53	20	5	0	1	0	0	0	0	0	87
20	0	4	36	14	8	1	0	0	0	0	0	0	63
21	1	4	30	7	5	1	0	0	0	0	0	0	48
22	1	2	16	6	1	0	0	0	0	0	0	0	26
23	0	2	8	3	0	2	0	0	0	0	0	0	15
24	0	0	2	2	1	1	0	0	0	0	0	0	6
7-19	14	84	668	245	73	8	5	0	0	0	0	0	1097
6-22	16	94	755	284	92	10	5	0	0	0	0	0	1256
6-24	16	96	765	289	93	13	5	0	0	0	0	0	1277
0-24	16	97	774	292	96	14	5	0	0	0	0	0	1294

Direction: WESTBOUND

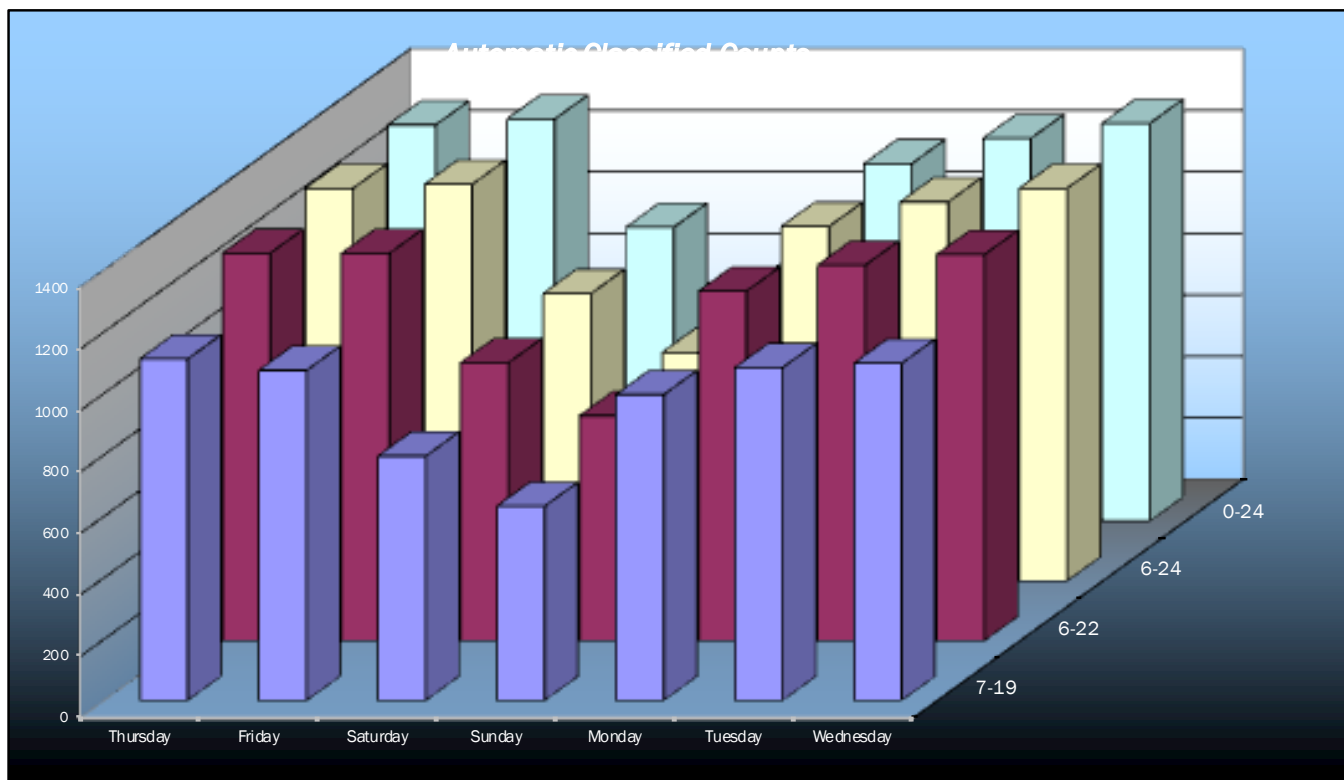
Wednesday 30/04/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	2	2	2	0	0	0	1	0	0	0	0	7
2	0	1	0	0	1	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	1	0	0	0	0	0	0	0	0	3
5	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	2	2	1	0	0	0	0	0	0	0	0	5
7	0	0	7	2	1	0	0	0	0	0	0	0	10
8	0	1	35	28	11	1	0	0	0	0	0	0	76
9	1	11	70	30	9	0	0	0	0	0	0	0	121
10	0	12	62	27	1	1	0	0	0	0	0	0	103
11	7	13	79	14	7	0	0	0	0	0	0	0	120
12	4	10	70	16	6	0	0	0	0	0	0	0	106
13	1	10	71	15	2	2	0	0	0	0	0	0	101
14	1	4	86	19	2	0	0	0	0	0	0	0	112
15	0	11	65	27	3	1	1	0	0	0	0	0	108
16	0	12	63	11	3	0	0	0	0	0	0	0	89
17	0	13	85	17	4	0	0	0	0	0	0	0	119
18	2	7	70	19	6	0	0	0	0	0	0	0	104
19	0	7	40	15	2	0	0	0	0	0	0	0	64
20	3	11	54	11	2	0	0	0	0	0	0	0	81
21	1	2	19	11	2	1	0	0	0	0	0	0	36
22	1	10	31	0	1	0	0	0	0	0	0	0	43
23	0	0	9	5	1	0	0	0	0	0	0	0	15
24	0	0	4	0	1	0	0	0	0	0	0	0	5
7-19	16	111	796	238	56	5	1	0	0	0	0	0	1223
6-22	21	134	907	262	62	6	1	0	0	0	0	0	1393
6-24	21	134	920	267	64	6	1	0	0	0	0	0	1413
0-24	21	139	929	271	65	6	1	1	0	0	0	0	1433

Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	1	9	6	0	2	1	1	3
2	1	3	4	2	2	3	4	3	3
3	0	1	2	1	0	1	1	1	1
4	2	2	1	0	0	1	2	1	1
5	3	5	2	1	1	2	4	3	3
6	3	6	3	2	7	3	5	5	4
7	17	22	12	7	17	15	22	19	16
8	82	60	23	10	76	79	57	71	55
9	118	102	57	29	92	98	98	102	85
10	100	102	70	51	74	88	107	94	85
11	81	89	81	73	69	81	96	83	81
12	73	75	74	79	70	73	82	75	75
13	74	65	83	52	80	80	58	71	70
14	72	85	77	65	54	68	91	74	73
15	79	87	72	56	76	75	84	80	76
16	92	107	60	58	110	93	110	102	90
17	122	106	69	51	90	127	107	110	96
18	103	117	68	51	112	117	120	114	98
19	115	79	61	57	92	104	87	95	85
20	73	81	41	47	61	72	63	70	63
21	36	55	31	26	41	29	48	42	38
22	24	28	25	20	23	23	26	25	24
23	8	22	15	4	14	6	15	13	12
24	8	8	16	7	2	5	6	6	7
7-19	1111	1074	795	632	995	1083	1097	1072	970
6-22	1261	1260	904	732	1137	1222	1256	1227	1110
6-24	1277	1290	935	743	1153	1233	1277	1246	1130
0-24	1289	1308	956	755	1163	1245	1294	1260	1144

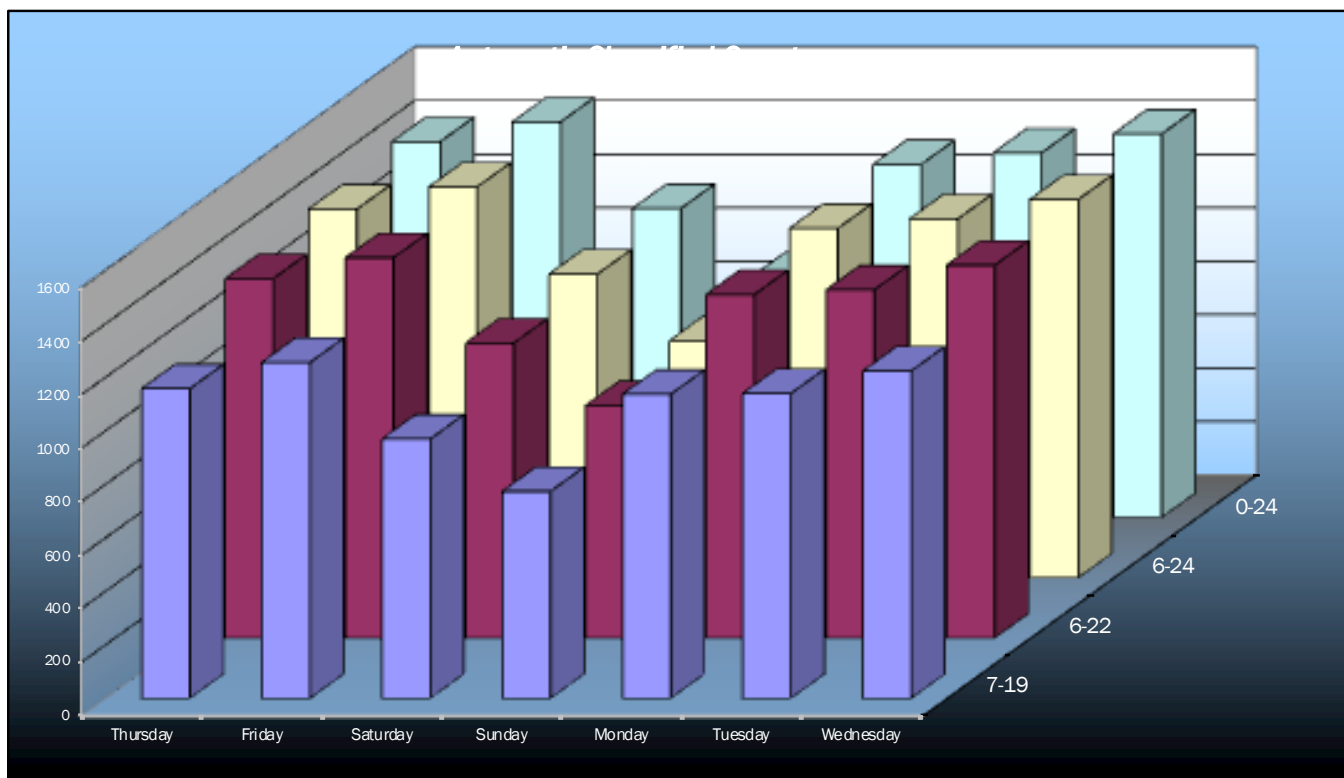


Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction: WESTBOUND

WESTBOUND									
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	6	5	9	10	0	4	7	4	6
2	1	2	4	3	1	3	2	2	2
3	1	0	1	1	1	2	0	1	1
4	2	4	3	0	1	3	3	3	2
5	6	3	1	3	2	1	3	3	3
6	11	4	2	0	9	8	5	7	6
7	38	12	9	12	12	21	10	19	16
8	78	72	41	32	73	73	76	74	64
9	126	109	47	43	123	127	121	121	99
10	77	101	71	61	90	74	103	89	82
11	101	108	87	72	99	94	120	104	97
12	96	101	100	84	75	98	106	95	94
13	94	97	105	83	82	84	101	92	92
14	90	102	102	83	72	86	112	92	92
15	90	113	102	72	101	84	108	99	96
16	98	121	77	70	100	102	89	102	94
17	119	118	84	72	135	118	119	122	109
18	115	110	88	59	112	132	104	115	103
19	73	103	65	42	74	67	64	76	70
20	64	79	60	39	56	67	81	69	64
21	58	44	37	22	56	52	36	49	44
22	26	31	27	23	23	22	43	29	28
23	26	22	11	10	15	29	15	21	18
24	8	17	21	6	7	11	5	10	11
7-19	1157	1255	969	773	1136	1139	1223	1182	1093
6-22	1343	1421	1102	869	1283	1301	1393	1348	1245
6-24	1377	1460	1134	885	1305	1341	1413	1379	1274
0-24	1404	1478	1154	902	1319	1362	1433	1399	1293



Automatic Classified Counts, Cophthorne

LOCATION: BORERS ARMS ROAD

Direction: EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	35.5	25.5	26.9	28.4	-	20.5	25.5
2	33.0	28.0	25.5	31.8	29.3	29.7	27.4
3	-	25.5	29.3	25.5	-	25.5	25.5
4	40.5	34.3	25.5	-	-	43.0	34.3
5	28.0	23.0	29.3	48.0	25.5	20.5	24.9
6	37.2	34.3	35.5	25.5	30.9	35.5	34.5
7	27.9	31.3	29.7	34.8	32.0	29.8	32.4
8	28.4	29.3	30.2	34.3	29.1	27.1	29.4
9	28.3	29.9	30.1	30.2	30.5	25.8	29.5
10	26.2	26.4	28.2	28.9	29.9	26.6	26.0
11	25.1	26.2	28.1	26.7	26.0	25.4	25.9
12	27.0	26.5	26.6	27.8	26.3	26.9	26.7
13	27.8	27.3	28.9	27.8	28.3	27.8	26.6
14	27.0	26.4	27.8	26.8	27.7	27.2	26.7
15	26.9	27.4	27.9	29.2	26.8	27.5	28.1
16	28.2	26.8	28.3	24.9	27.3	27.8	25.1
17	27.2	27.3	28.3	28.9	27.0	26.6	27.8
18	25.6	26.7	28.5	29.5	27.9	24.5	28.3
19	27.8	27.3	29.4	28.7	25.3	27.7	27.2
20	28.0	29.6	28.7	30.6	27.3	26.6	28.4
21	29.5	28.6	29.9	31.3	25.1	29.1	27.0
22	31.3	27.3	30.7	30.3	28.4	30.5	26.2
23	29.9	28.2	28.8	25.5	25.1	31.3	28.0
24	27.1	34.6	26.8	25.5	34.3	25.5	33.0
10-12	26.1	26.4	27.3	27.2	26.1	26.2	26.3
14-16	27.6	27.1	28.1	27.1	27.0	27.6	26.6
0-24	29.3	28.2	28.7	29.6	28.1	27.8	28.1

85TH PERCENTILE							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	44.5	-	32.5	36.4	-	27.6	-
2	-	32.3	25.5	40.6	34.6	36.9	31.1
3	-	-	34.6	-	-	-	-
4	44.0	46.6	-	-	-	-	46.6
5	32.3	30.5	34.6	-	-	27.6	32.1
6	48.4	39.2	47.0	25.5	34.5	47.0	40.0
7	34.8	36.6	36.6	41.7	41.5	40.5	36.8
8	35.1	36.1	37.3	38.9	35.2	33.8	36.4
9	33.6	36.1	35.1	35.2	36.3	30.9	35.1
10	32.6	33.4	34.4	35.2	36.5	32.7	32.9
11	32.2	33.2	32.9	32.5	31.8	33.1	33.0
12	31.5	32.1	33.0	33.4	31.4	31.2	31.4
13	34.1	34.0	34.7	34.6	32.9	33.1	33.0
14	33.3	31.8	33.3	33.1	34.6	33.2	31.6
15	32.8	32.8	33.5	34.7	33.2	33.3	33.7
16	33.0	32.2	34.3	32.0	32.2	32.6	30.5
17	33.7	32.9	34.1	34.4	33.3	32.8	32.9
18	31.9	32.1	35.1	35.4	34.4	31.1	34.9
19	34.7	32.7	35.6	33.0	33.1	35.2	33.3
20	35.9	35.9	36.2	35.8	34.4	34.8	34.4
21	36.8	33.1	37.7	38.9	31.8	35.1	33.8
22	35.9	34.0	36.8	36.1	35.0	34.8	32.8
23	34.8	34.9	35.2	25.5	30.0	36.2	36.0
24	31.5	41.0	32.7	33.8	46.6	25.5	39.9
10-12	31.9	32.6	32.9	32.9	31.6	32.1	32.2
14-16	32.9	32.5	33.9	33.4	32.7	32.9	32.1
0-24	35.4	34.7	34.9	34.6	34.7	33.6	34.6

7 DAY AVERAGE SPEED	28.5
7 DAY AVERAGE 85th PERCENTILE	34.6

5 DAY OFF PEAK AVERAGE SPEED	26.7
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	32.4

Automatic Classified Counts, Cophthorne

LOCATION: BORERS ARMS ROAD

Direction: WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	31.3	32.0	25.2	31.8	-	28.6	28.7
2	43.0	26.8	31.8	32.2	38.0	22.2	26.8
3	25.5	-	25.5	25.5	25.5	31.8	-
4	36.8	33.0	33.8	-	25.5	36.3	28.0
5	32.6	25.5	25.5	30.5	31.8	25.5	25.5
6	30.3	24.9	38.0	-	27.7	24.6	23.0
7	27.3	27.8	28.6	25.9	32.2	29.4	28.3
8	28.6	29.9	27.3	27.5	29.2	27.2	30.2
9	26.4	26.9	27.3	28.8	28.6	22.6	27.2
10	24.6	26.4	28.2	27.7	27.8	26.5	26.6
11	24.7	25.1	27.1	27.7	26.4	26.1	24.9
12	26.3	25.4	26.4	28.2	26.3	26.6	25.6
13	26.0	26.1	26.4	27.3	26.9	25.8	26.0
14	27.0	26.2	26.9	26.4	27.7	26.5	26.5
15	26.5	27.4	27.9	26.4	26.3	26.3	27.1
16	27.2	27.4	26.6	26.9	27.2	26.8	25.5
17	27.1	25.1	27.9	27.4	27.2	26.6	25.9
18	26.4	27.6	28.3	27.7	27.6	26.8	26.5
19	27.1	27.6	29.4	27.2	26.1	26.4	26.6
20	26.5	28.0	27.5	26.8	26.4	26.8	24.7
21	24.5	28.7	25.6	31.4	22.1	24.6	27.9
22	31.5	25.9	29.5	30.9	27.8	31.3	23.0
23	27.9	25.4	29.1	30.5	25.2	28.6	28.8
24	28.9	27.0	26.3	30.9	30.1	28.0	28.0
10-12	25.5	25.2	26.8	27.9	26.3	26.4	25.2
14-16	26.8	27.4	27.3	26.6	26.8	26.5	26.3
0-24	28.5	27.2	28.2	28.4	27.8	27.2	26.6

85TH PERCENTILE							
Hr Ending	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
1	36.2	45.8	29.6	36.5	-	34.9	41.6
2	-	42.7	47.6	38.5	-	27.9	42.7
3	-	-	-	-	-	40.6	-
4	52.7	43.6	41.1	-	-	42.1	32.3
5	36.6	25.5	-	34.8	40.6	-	25.5
6	36.4	32.1	45.1	-	33.6	31.6	30.5
7	31.7	32.1	33.4	30.3	37.9	34.9	32.9
8	33.9	35.0	33.8	32.3	34.2	33.4	35.4
9	31.5	32.3	31.6	32.7	34.0	29.9	33.2
10	30.5	31.9	33.2	32.4	32.2	32.3	32.1
11	31.9	31.7	33.5	31.6	30.6	30.9	31.9
12	32.7	31.4	30.2	33.6	31.7	32.9	32.1
13	30.9	31.5	32.1	33.8	32.3	31.1	31.6
14	31.1	30.9	32.2	32.7	32.5	30.5	30.8
15	32.7	32.9	33.3	31.1	31.2	32.9	32.9
16	32.8	32.9	31.8	33.3	33.3	32.3	30.6
17	31.8	29.2	33.9	33.7	33.2	31.4	30.8
18	32.5	33.3	34.6	35.7	32.7	32.5	32.3
19	34.5	33.5	34.5	33.0	32.9	34.8	31.9
20	32.8	32.4	33.8	33.2	33.4	32.9	31.0
21	35.5	34.4	33.8	37.8	29.6	36.2	34.7
22	36.9	31.0	37.1	38.3	36.8	36.8	28.5
23	34.1	33.0	34.4	37.9	35.4	34.0	33.2
24	33.9	34.3	33.0	37.1	36.2	32.5	33.6
10-12	32.3	31.6	31.8	32.6	31.2	31.9	32.0
14-16	32.7	32.9	32.5	32.2	32.2	32.6	31.7
0-24	34.3	33.6	34.7	34.3	33.7	33.4	32.7

7 DAY AVERAGE SPEED	27.7
7 DAY AVERAGE 85th PERCENTILE	33.8

5 DAY OFF PEAK AVERAGE SPEED	26.2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	32.1

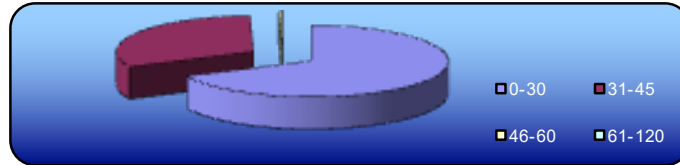
Automatic Classified Counts, Cophorne

LOCATION: BORERS ARMS ROAD

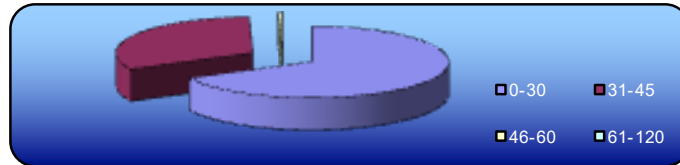
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
0-30	876	882	604	460	760	882	887
31-45	408	420	343	291	399	359	402
46-60	5	6	9	4	4	4	5
61-120	0	0	0	0	0	0	0
TOTAL	1289	1308	956	755	1163	1245	1294

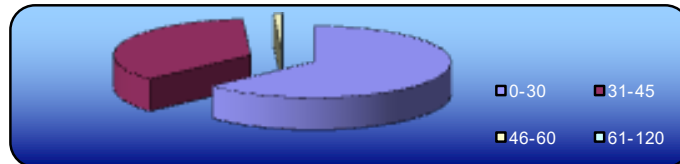
Thursday
24-Apr-25



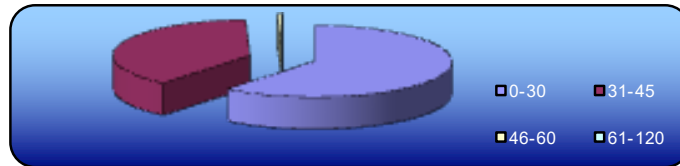
Friday
25-Apr-25



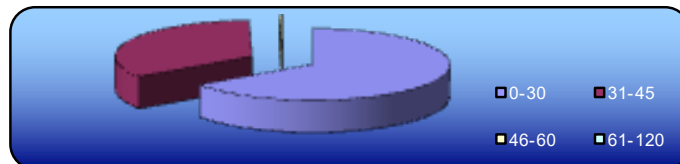
Saturday
26-Apr-25



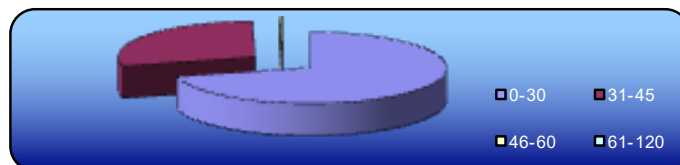
Sunday
27-Apr-25



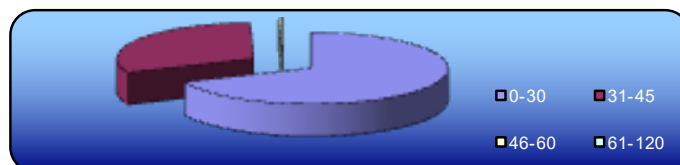
Monday
28-Apr-25



Tuesday
29-Apr-25



Wednesday
30-Apr-25



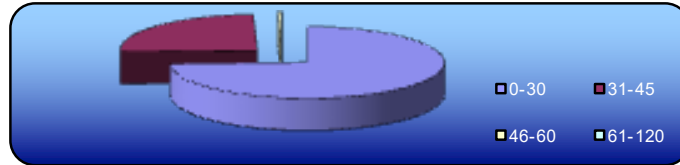
Automatic Classified Counts, Cophorne

LOCATION: BORERS ARMS ROAD

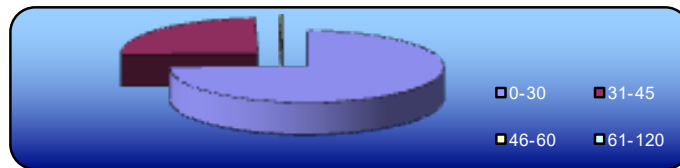
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 24-Apr-25	Friday 25-Apr-25	Saturday 26-Apr-25	Sunday 27-Apr-25	Monday 28-Apr-25	Tuesday 29-Apr-25	Wednesday 30-Apr-25
0-30	1043	1108	809	620	936	1018	1089
31-45	354	365	341	278	380	340	342
46-60	6	5	4	3	3	3	2
61-120	1	0	0	1	0	1	0
TOTAL	1404	1478	1154	902	1319	1362	1433

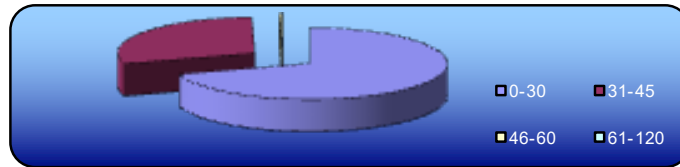
Thursday
24-Apr-25



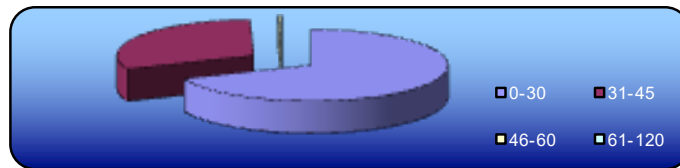
Friday
25-Apr-25



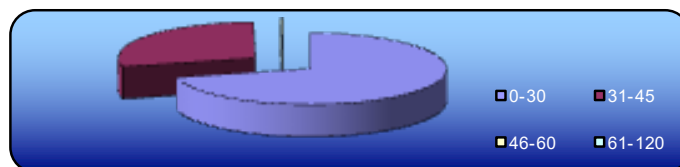
Saturday
26-Apr-25



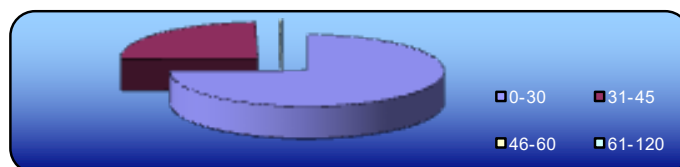
Sunday
27-Apr-25



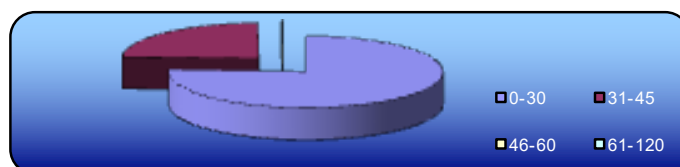
Monday
28-Apr-25



Tuesday
29-Apr-25



Wednesday
30-Apr-25

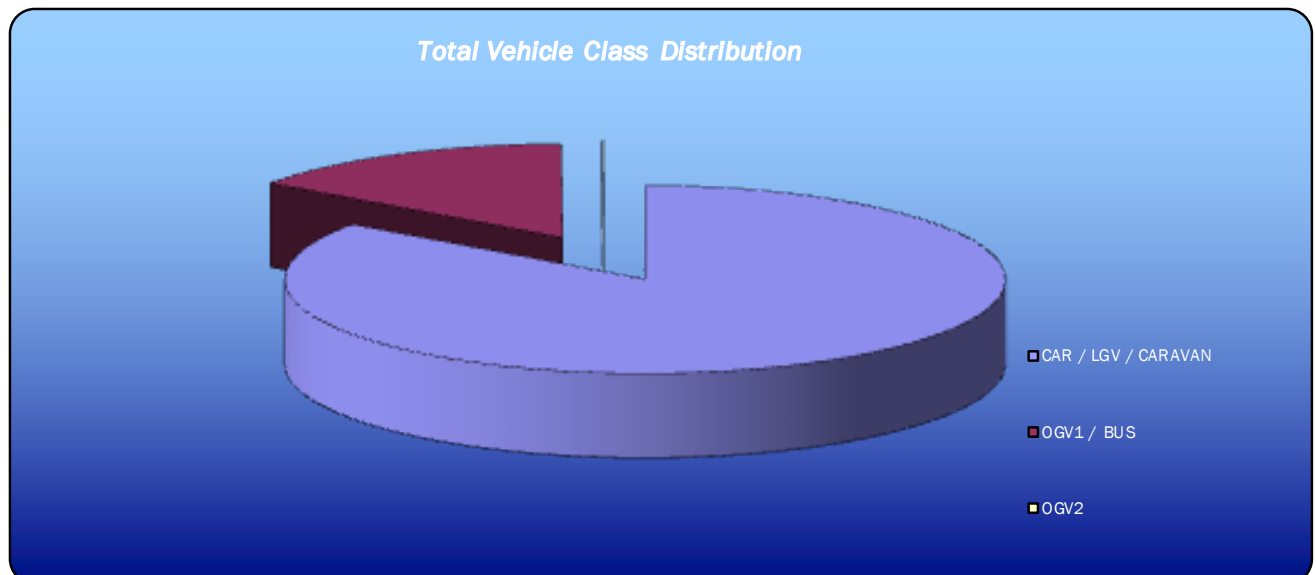


Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
24-Apr-25				
7-19	925	185	1	1111
6-22	1049	210	2	1261
6-24	1061	214	2	1277
0-24	1072	215	2	1289
25-Apr-25				
7-19	896	178	0	1074
6-22	1057	203	0	1260
6-24	1084	206	0	1290
0-24	1098	210	0	1308
26-Apr-25				
7-19	703	92	0	795
6-22	798	106	0	904
6-24	823	112	0	935
0-24	841	115	0	956
27-Apr-25				
7-19	573	58	1	632
6-22	665	66	1	732
6-24	675	67	1	743
0-24	685	69	1	755
28-Apr-25				
7-19	841	154	0	995
6-22	955	182	0	1137
6-24	968	185	0	1153
0-24	976	187	0	1163
29-Apr-25				
7-19	902	179	2	1083
6-22	1020	199	3	1222
6-24	1027	203	3	1233
0-24	1036	206	3	1245
30-Apr-25				
7-19	923	173	1	1097
6-22	1058	197	1	1256
6-24	1074	202	1	1277
0-24	1085	207	2	1294
AVERAGE				
7-19	823	146	1	970
6-22	943	166	1	1110
6-24	959	170	1	1130
0-24	970	173	1	1144

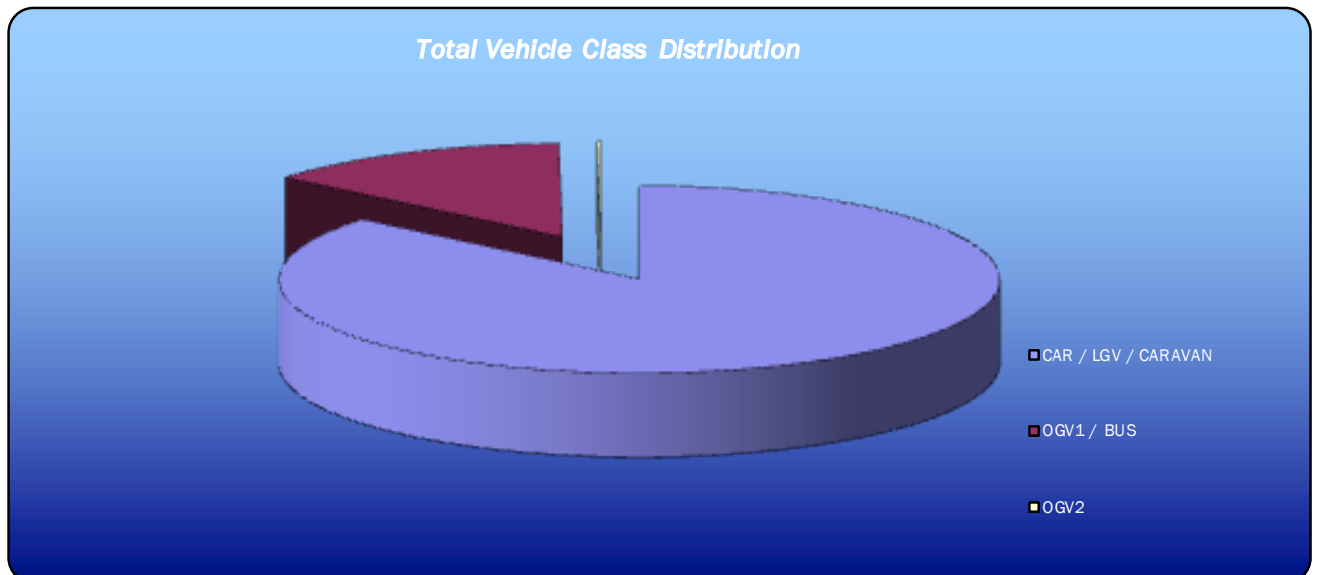


Automatic Classified Counts, Copthorne

LOCATION: BORERS ARMS ROAD

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
24-Apr-25				
7-19	972	184	1	1157
6-22	1137	205	1	1343
6-24	1164	212	1	1377
0-24	1185	218	1	1404
25-Apr-25				
7-19	1092	162	1	1255
6-22	1237	183	1	1421
6-24	1274	185	1	1460
0-24	1287	190	1	1478
26-Apr-25				
7-19	874	95	0	969
6-22	995	107	0	1102
6-24	1022	112	0	1134
0-24	1040	114	0	1154
27-Apr-25				
7-19	700	71	2	773
6-22	788	79	2	869
6-24	803	80	2	885
0-24	818	82	2	902
28-Apr-25				
7-19	950	185	1	1136
6-22	1075	207	1	1283
6-24	1093	211	1	1305
0-24	1103	215	1	1319
29-Apr-25				
7-19	944	190	5	1139
6-22	1092	204	5	1301
6-24	1124	212	5	1341
0-24	1137	220	5	1362
30-Apr-25				
7-19	1050	171	2	1223
6-22	1198	193	2	1393
6-24	1214	197	2	1413
0-24	1229	202	2	1433
AVERAGE				
7-19	940	151	2	1093
6-22	1075	168	2	1245
6-24	1099	173	2	1274
0-24	1114	177	2	1293



APPENDIX F

Copthorne – SK Transport

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Collision report 01/07/2020 – 30/06/2025

Date produced
24/09/2025

This report is marked as Official – Sensitive

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.



**ROAD SAFETY
TEAM**

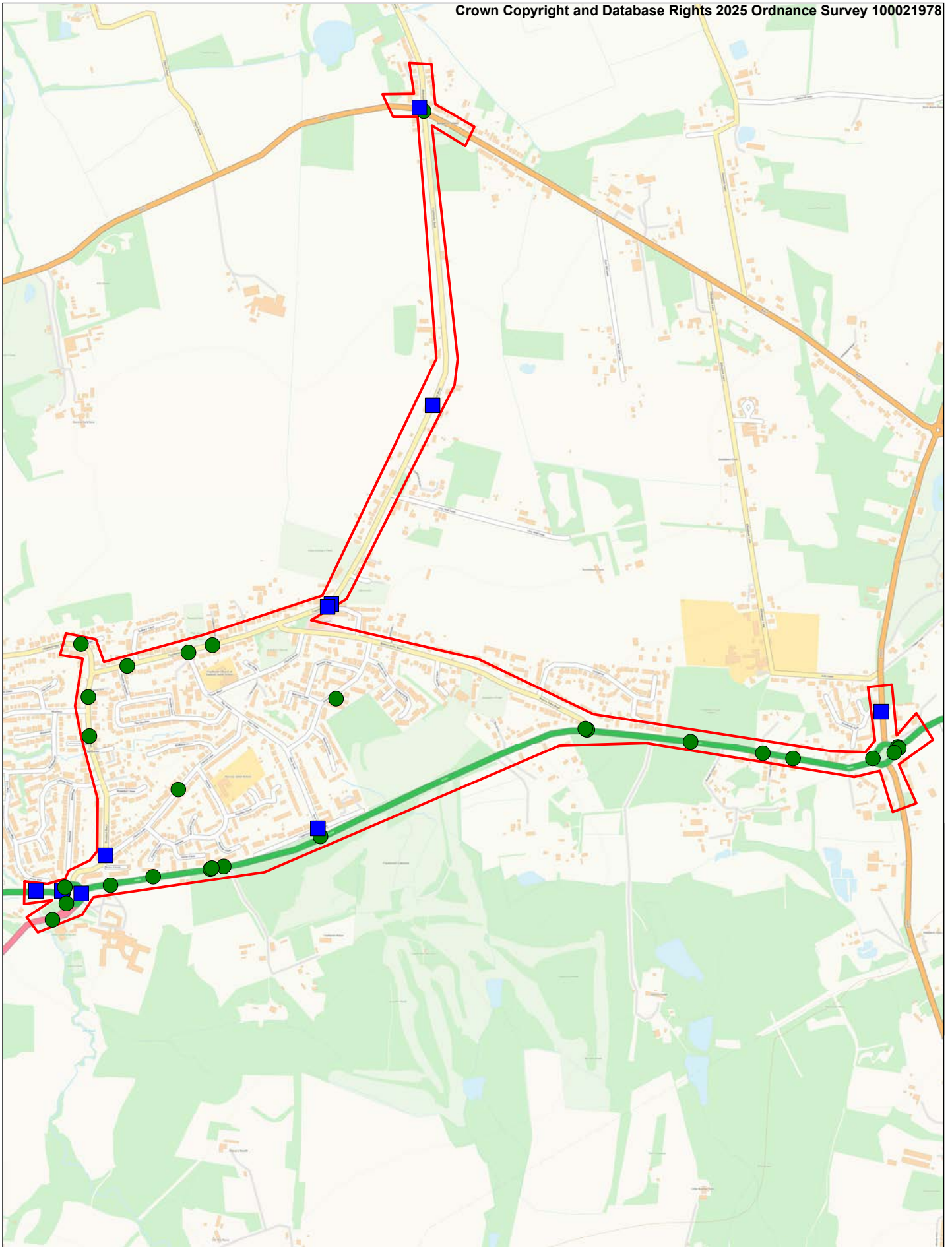
Collision data is recorded by Sussex Police in accordance with the DfT STATS19 requirements. In summary, this includes personal injury collisions occurring on public roads (including footways), which became known to the police within 30 days. Damage-only collisions, with no human casualties, and collisions on private roads or car parks are not included in the statistics.

While the details of these collisions have been checked, they are subject to change should further information become available, and therefore may not match figures published elsewhere.

For further information:

web: [Road Safety Data Portal | Sussex Police](#)

email: RoadSafetyData@sussex.police.uk



Colour-Coding by Severity	
Total Collisions (40)	
▲ Fatal	(0)
■ Serious	(11)
● Slight	(29)

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Copthorne
Collision Dates 01/07/2020 - 30/06/2025
SK Transport

SCALE	1 : 14000
DATE	24/09/2025
DRAWING No.	
DRAWN BY	

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity Road No. Location Description	Date Weather Speed	Time Day Rd cond Grid Ref.	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info

Selected Polygon:Cophorne Sussex (SK Transport)

20962770	06/07/2020	1715 hrs	Mon	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1	Car	Reversing	N - S
U	30 mph		E531549	N139480				
CHURCH ROAD NEAR JUNCTION WITH COPTHORNE BANK					Veh 2	Car	Going ahead	N - S Casualty: Dri Slight
V2 WAS TRAVELLING ALONG CHURCH ROAD, COPTHORNE AND SLOWED AS THEY APPROACHED V1 WHO WAS STATIONARY. IT APPEARED THE VEHICLE WAS PARKED AND SO V2 ATTEMPTED TO DRIVE PAST BUT SLOWLY AS IT WAS EXTREMELY TIGHT DOWN THE ROAD. AS V2 STARTED TO MOVE V1 REVERSED AT SPEED INTO THE FRONT N/S OF V2 CAUSING DAMAGE AND INJURY. V1 DROVE OFF AND FAILED TO EXCHANGE DETAILS.								

20968770	29/07/2020	0825 hrs	Wed	Daylight				
Serious	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - E
A264	50 mph		E531195	N138810				
COPTHORNE HOTEL ROUNDABOUT (A264) AT JUNCTION WITH COPTHORNE WAY (A264)					Veh 2	Pedal cycle	Going ahead	S - N Casualty: Dri Serious
V1 HAS ENTERED ROUNDABOUT FROM WEST TO EAST HAVING INITIALLY SEEN PEDAL CYCLIST V2 ON THE ROUNDABOUT. V1 HAS THEN STRUCK V2 ON THE ROUNDABOUT KNOCKING CYCLIST OFF HIS BIKE THEN RUNNING OVER THE BIKE. CYCLIST HAS THEN STRUCK THE BACK OF HIS HEAD ON THE KERB.								

20975926	26/08/2020	2021 hrs	Wed	Dark: street lights lit				
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - E
A264	50 mph		E531198	N138808				
COPTHORNE HOTEL ROUNDABOUT (A264) AT JUNCTION WITH COPTHORNE WAY (A264)					Veh 2	Pedal cycle	Going ahead	S - N Casualty: Dri Slight
DV1 TRAVELLING EAST ENTERED ROUNDABOUT ON THE A264 FAILED TO SEE CYCLIST AND CLIPPED THE REAR OF THE BIKE CAUSING RIDER TO BE THROWN FROM THE BIKE AND SUSTAINED MINOR INJURIES								

20983406	22/09/2020	1055 hrs	Tue	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	W - E
U	30 mph		E531617	N139501				
COPTHORNE BANK NEAR JUNCTION WITH COPTHORNE BANK					Veh 2	Goods < 3.5t	Waiting to go ahead but held up	E - W Casualty: Dri Slight
VEHICLE ONE TRAVELLING EAST ALONG COPTHORNE BANK HAS HIT THE KERB AND COLLIDED WITH VEHICLE TWO CAUSING INJURIES TO DRIVER OF VEHICLE TWO.								

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS				
	Police Ref.	Date	Time	Day	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info
	20998248	12/11/2020	0646 hrs	Thu	Daylight				
	Serious	Fine without high winds			Road Wet/Damp	Veh 1 Car	Starting	W - E	
	A264	30 mph			E531194 N138811				
	COPTHORNE WAY (A264) AT JUNCTION WITH A264					Veh 2 Pedal cycle	Turning right	E - NE	Casualty: Dri Serious
	IT IS SUSPECTED THAT VEHICLE ONE TRAVELLING WEST TO EAST ALONG THE A264 COPTHORNE WAY HAS FAILED TO GIVE WAY AT THE ROUNDABOUT. PEDAL CYCLIST HAS BEEN TRAVELLING FROM EAST TO WEST TURNING RIGHT AT THE ROUNDABOUT LOOKING TO EXIT TO COPTHORNE VILLAGE.VEHICLE ONE DRIVER HAS FAILED TO SEE PEDAL CYCLIST AND PULLED OUT IN FRONT OF HIM.								

	201008439	18/12/2020	1846 hrs	Fri	Dark: street lights lit				
	Serious	Raining without high winds			Road Wet/Damp	Veh 1 Car	Going ahead	E - W	
	A264	50 mph			E531121 N138811				
	COPTHORNE WAY (A264)					Veh 2 Car	Going ahead	W - E	
						Veh 3 Car	Going ahead	E - W	Casualty: Dri Serious
	THIS REPORT RELATES TO A THREE VEHICLE RTC THAT HAS OCCURRED ON THE COPTHORNE WAY, CRAWLEY. V1 HAS BEEN TRAVELLING WESTBOUND ALONG THIS ROAD, AND HAS MANOEUVRED THE ROUNDABOUT LINKING COPTHORNE COMMON ROAD. V1 HAD LEFT THIS ROUNDABOUT JOINING COPTHORNE WAY, AND HAS LOST CONTROL OF THE VEHICLE. V1 HAS LEFT THE ROUNDABOUT AND HAS ENDED UP ON THE WRONG SIDE OF THE ROAD DRIVING TOWARDS ONCOMING TRAFFIC. IN AN ATTEMPT TO RECTIFY THE ISSUE V1 HAS ATTEMPTED TO POSITION HIS VEHICLE BACK ON THE CORREC SIDE OF THE ROAD, BUT THIS MANOEUVRE HAS CAUSED THE REAR END OF V1 TO SLIDE OUT. WHILST IN A SLIDE V1 HAS COLLIDED WITH AN ONCOMING VEHICLE V2 - SCRAPING DOWN THE OFFSIDE OF THE VEHICLE. V2 HAS BEEN DRIVING EASTBOUND IN THE DIRECTION OF COPTHORNE. V2'S AIRBAGS HAVE DEPLOYED ON THE PASSENGER OFFSIDE - DRIVER HAS NOT BEEN INJURED. V1 HAS CONTINUED TO ATTEMPT TO CONTROL HIS VEHICLE AND HAS OVER CORRECTED THE SLIDE, CAUSING HIM TO VEER BACK INTO ONCOMING TRAFFIC INTO THE EASTBOUND CARRIAGEWAY.								

	211012976	08/01/2021	1625 hrs	Fri	Darkness: street lighting u/k				
	Slight	Fine without high winds			Road Dry	Veh 1 Car	Going ahead	W - E	
	A264	50 mph			E531202 N138820				
	COPTHORNE WAY (A264) NEAR JUNCTION WITH UNCLASSIFIED ROAD					Veh 2 Pedal cycle	Going ahead	E - W	Casualty: Dri Slight
	V1 TRAVELLING EAST IN ROAD. ENTERED RBT AND HIT CYCLIST. BOTH PARTIES STOPPED, AND EXCHANGED DETAILS.								

	211017317	25/01/2021	1820 hrs	Mon	Dark: street lights lit				
	Slight	Fine without high winds			Road Wet/Damp	Veh 1 Car	Reversing	SE - NW	Casualty: Ped Slight
	U	20 mph			E531964 N139350				
	KNOWLE DRIVE								
	STANDNG BEHIND HER VEHICLE. WHEN VEH 1 HAS REVERSED OFF THE DRIVE AND CRUSHED HER BETWEEN THE TWO VEHICLES.								

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

211027226	10/03/2021	1514 hrs	Wed	Daylight					
Slight	Raining without high winds		Road Wet/Damp						
A264	50 mph		E532668	N139263					
COPTHORNE COMMON (A264) AT JUNCTION WITH BORERS ARMS ROAD									
						Veh 1	Car	Turning right	E - NW Casualty: Dri Slight Casualty: FSP Slight
						Veh 2	Goods < 3.5t	Going ahead left hand bend	E - SW
VEHICLE 2 HAS BEEN TRAVELLING ON THE CARRIAGEWAY FROM EAST TO WEST AND HAS SLOWED / INDICATED TO TURN RIGHT ONTO BORERS ARMS ROAD. VEHICLE 1 HAS DRIVEN STRAIGHT INTO THE REAR OFFSIDE OF VEHICLE 2 SPINNING IT OUT AND KNOCKING OFF THE ROAD									

211045577	15/05/2021	1125 hrs	Sat	Daylight					
Slight	Raining without high winds		Road Wet/Damp						
A264	50 mph		E531330	N138826					
COPTHORNE COMMON (A264) - 81 METRES FROM JUNCTION WITH A264									
						Veh 1	Car	Going ahead	E - W Casualty: Dri Slight
						Veh 2	Car	Stopping	E - W Casualty: Dri Slight Casualty: RSP Slight
						Veh 3	Car	Stopping	E - W
WHILST IN QUEUE OF STATIONARY TRAFFIC VEHICLE 2 HAS BEEN HIT FROM THE REAR BY VEHICLE 1 FAILING TO SEE VEHICLE STOPPING, CAUSING V2 TO SHUNT FORWARD HITTING V3									

211108744	05/11/2021	2226 hrs	Fri	Dark: street lights lit					
Slight	Fine without high winds		Road Dry						
A264	30 mph		E533542	N139215					
SNOW HILL (A264) NEAR JUNCTION WITH TURNERS HILL ROAD (A264)									
						Veh 1	Car	Going ahead	NE - SW
						Veh 2	Car	Going ahead	SW - NE Casualty: Dri Slight
VEHICLE 2 HAS EXITED DUKES HEAD ROUNDABOUT ONTO THE A264 IN THE DIRECTION OF EAST GRINSTEAD. UPON EXITING VEHICLE 1 HAS BEEN ON THE OTHER SIDE OF THE ROAD APPROACHING THE ROUNDABOUT AND VEHICLE 1 HAS STRUCK THE CAR HEAD ON									

221133691	18/01/2022	1948 hrs	Tue	Dark: no street lighting					
Serious	Fog or mist		Road Wet/Damp						
U	30 mph		E531951	N139616					
COPTHORNE BANK - 155 METRES FROM JUNCTION WITH BORERS ARMS ROAD									
						Veh 1	Car	Going ahead right hand bend	NE - W Casualty: Dri Serious Casualty: FSP Slight
VEHICLE TRAVELLING SOUTHBOUND ON COPTHORNE BANK ROAD MISJUDGED A RIGHT HAND BEND CAUSING VEHICLE TO LEAVE CARRIAGEWAY AND CRASH INTO IRON GATES ON THE ENTRANCE TO CARE FRASIER COURT. WEATHER CONDITIONS WERE HEAVY FOG AND BELIEVE HAD AN IMPACT ON DRIVING VISIBILITY.									

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Severity		Weather	
POLICE OFFICERS ACCOUNT OF COLLISION						Veh No / Type	Manoeuvre	Direction	Casualty Info

221207114	27/04/2022	0958 hrs	Wed	Daylight						
Slight	Fine without high winds		Road Dry							
A264	50 mph		E531648	N138879						
COPTHORNE COMMON (A264) NEAR JUNCTION, COPTHORNE, WEST SUSSEX						Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight
						Veh 2	Car	Going ahead	W - E	Casualty: FSP Slight
						Veh 3	M/C > 500 cc	Waiting to go ahead but held up	W - E	Casualty: Dri Slight
V1 WAS TRAVELLING EASTBOUND ON THE A264 AT APPROXIMATELY 50MPH. DRIVER OF V1 HAS HAD TWO DOGS IN THE REAR SEATS OF HIS VEHICLE WHICH HAD STARTED FIGHTING. DRIVER TURNED ROUND TO DEAL WITH THEM TEMPORARILY AND FAILED TO SEE VEHICLES 2 AND 3 BRAKING FOR A HAZARD AHEAD. THIS HAS CAUSED A SEVERAL VEHICLE COLLISION WHICH ENDED UP AS A MINOR INJURY COLLISION.										

221171775	29/04/2022	0720 hrs	Fri	Daylight						
Slight	Fine without high winds		Road Dry							
A264	50 mph		E531611	N138871						
COPTHORNE COMMON (A264) - 51 METRES FROM JUNCTION WITH PRIVATE ENTRANCE, COPTHORNE, WEST SUSSEX						Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight
						Veh 2	Goods < 3.5t	Going ahead	W - E	
VEHICLE 2 HAS GONE IN TO THE REAR OF VEHICLE 1										

221176023	11/05/2022	1530 hrs	Wed	Daylight						
Slight	Raining without high winds		Road Wet/Damp							
A264	50 mph		E533248	N139182						
COPTHORNE COMMON (A264) - 62 METRES FROM JUNCTION WITH COTTAGE PLACE, COPTHORNE, WEST SUSSEX						Veh 1	Car	Stopping	W - E	
						Veh 2	M/C < 125 cc	Stopping	W - E	Casualty: Dri Slight
VEHICLE 1 AND VEHICLE 2 HAS BEEN TRAVELLING ALONG THE A264 COPTHORNE COMMON ROAD WHICH IS A SINGLE LANE CARRIAGEWAY FROM WEST (GATWICK) TO EAST (EAST GRINSTEAD). VEHICLE 1 HAS SLOWED DUE TO QUEUING TRAFFIC. VEHICLE 2 HAS COLLIDED WITH VEHICLE 1.										

221188924	15/06/2022	1030 hrs	Wed	Daylight						
Slight	Fine without high winds		Road Dry							
U	30 mph		E531521	N139095						
CHURCH LANE - 82 METRES FROM JUNCTION WITH FAIRWAY, COPTHORNE, WEST SUSSEX						Veh 1	Car	Going ahead	SW - NE	Casualty: Ped Slight
C1 GOT OFF THE BUS AND CROSSED THE ROAD. V1 WAS APPROACHING AND HIT C1. V1 WENT AROUND C1 AND DROVE OFF.										

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophthorne Sussex (SK Transport))

Notes:

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS				
					Veh No / Type	Manoeuvre	Direction	Casualty Info	
221196541		08/07/2022	1540 hrs	Fri	Daylight				
Slight	Fine without high winds		Road Dry			Veh 1 Car	Going ahead	SW - NE	Casualty: Dri Slight
A2220	50 mph		E531206	N138775					
COPHTHORNE ROAD (A2220) NEAR JUNCTION WITH A264, COPHTHORNE, WEST SUSSEX						Veh 2 Car	Going ahead	NE - W	
V1 WAS ON THE ROUNDABOUT COMING OUT COPHTHORNE ROAD TO GO STRAIGHT OUT AND V2 WAS ON THE ROUNDABOUT AND TRIED EXITING ONTO COPHTHORNE WAY AND HIT THE DRIVERS SIDE OF V1. DRIVER OF V2 WAS TRAVELLING SOUTH ON BROCKHILL ROAD TRAVELLING AROUND THE ROUNDABOUT BEFORE JOINING COPHTHORNE WAY.									

221230995		16/10/2022	2106 hrs	Sun	Dark: street lights lit				
Slight	Raining with high winds		Road Wet/Damp			Veh 1 Car	Going ahead	W - E	Casualty: Dri Slight
A264	50 mph		E533472	N139182					
COPHTHORNE COMMON (A264)						Veh 2 Car	Going ahead	S - N	Casualty: Dri Slight
IT IS BELIEVED THAT ON 16TH OCTOBER 2022 AT APPROXIMATELY 2105HRS, VEHICLE 1 AND VEHICLE 2 COLLIDED ON THE DUKES HEAD ROUNDABOUT ON THE A264 BETWEEN COPHTHORNE COMMON ROAD AND SNOW HILL. ALTHOUGH NOBODY WAS QUITE SURE WHAT HAPPENED, I BELIEVE THAT VEICLE 2 WAS TRAVELLING ROUND THE ROUNDABOUT AND VEHICLE 1 WAS ATTEMPTING TO ENTER THE ROUNDABOUT FROM COPHTHORNE COMMON ROAD. FOR A REASON NOT KNOWN, VEHICLE 1 HAS NOT SEE VEHICLE 2 AND VEHICLE 2 HAS THEREFORE GONE INTO THE SIDE OF VEHICLE 1 BECAUSE VEICLE 1 HAS FAILED TO GIVE WAY GO VEHICLE 2 AT THE ROUNDABOUT. BOTH CARS HAVE THEN COLLIDED AND HAVE ENDED UP NEXT TO EACH OTHER NEAR THE TURNERS HILL ROAD JUNCTION O THE ROUNDABOUT. I DO NOT BELIEVE THIS COLLISION TO BE A HIGH SPEED ONE DUE TO THELACK OF DAMAGE CAUSED TO VEHICLE 1, HOWEVER VEHICLE 2 HAS SUBSTANTIAL DAMAGE TO THE FRONT END. THE WEATHER CONDITIONS WOULD NOT HAVE HELPED AS THERE WAS VERY HEA									

221256128		20/12/2022	1215 hrs	Tue	Daylight				
Slight	Fine without high winds		Road Dry			Veh 1 Pedal cycle	Going ahead	S - N	Casualty: Dri Slight
U	40 mph		E532210	N141001					
CROSSROADS OF REDEHALL RD AND ANTLANDS LANE, BURSTOW, SMALLFIELD, SURREY						Veh 2 Car	Turning right	N - W	
V001 HAS BEEN TRAVELLING ACROSS THE CROSSROADS OF REDEHALL ROAD AND ANTLANDS LANE, BURSTOW. V001 PULLED OFF AFTER LIGHTS WENT GREEN AND V002 HAS ATTEMPTED TO TURN RIGHT, WHILST V001 HAS BEEN TRAVELLING TOWARDS IT. V002 HAS THEN COLLIDED WITH V001 CAUSIN DRIVER OF V001 TO BE INJURED (C001) AND DAMAGED CAUSED TO VEHICLE. PARTIAL DETAILS EXCHANGED AND WITNESSES TO INCIDENT BUT NO DETAILS OBTAINED.									

221256916		23/12/2022	1245 hrs	Fri	Daylight				
Slight	Fine without high winds		Road Wet/Damp			Veh 1 Car	Going ahead	W - E	
A264	50 mph		E531615	N138874					
COPHTHORNE COMMON (A264) - 365 METRES FROM JUNCTION WITH COPHTHORNE WAY ROUNDABOUT, COPHTHORNE, WEST SUSSEX						Veh 2 Car	Going ahead	E - W	Casualty: Dri Slight
DRIVER OF VEHICLE ONE HAS POTENTIALLY HAD A MEDICAL EPISODE AND LOSS CONSCIOUSNESS. DRIVEN INTO ONCOMING LANE ANS COLLIDED HEAD FIRST WITH VEHICLE TWO.									

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
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Notes:

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light Rd cond Grid Ref.	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info
221258315									
	26/12/2022	1659 hrs	Mon		Dark: street lights lit				
Slight	Fine without high winds				Road Dry	Veh 1 Car	Going ahead	NE - W	
A264	50 mph				E533545 N139211				
SNOW HILL (A264) NEAR JUNCTION WITH TURNERS HILL ROAD (A264), CRAWLEY DOWN, WEST SUSSEX						Veh 2 Car	Stopping	NE - W	Casualty: Dri Slight
V2 WAS APPROACHING THE ROUNDABOUT AND NOTICED V1 BEHAVING ERRATICALLY BEHIND V2 AS IF V1 WANTED TO OVERTAKE V2. V2 STARTED TO SLOW DOWN TO STOP AT THE ROUNDABOUT WHEN V1 DROVE INTO THE REAR OF V2 PUSHING V2 ONTO THE ROUNDABOUT AND ONCOMING TRAFFIC. V1 THEN REVERSED, TURNED AROUND V2, MAKING NO ATTEMPT TO EXCHANGE ANY DETAILS.									
<hr/>									
231276134									
	14/02/2023	1150 hrs	Tue		Daylight				
Slight	Other				Road Wet/Damp	Veh 1 Car	Going ahead	W - E	Casualty: Dri Slight
A264	60 mph				E532960 N139229				
COPTHORNE COMMON (A264) - 79 METRES FROM JUNCTION WITH ROUNDABOUT ROAD, COPTHORNE, WEST SUSSEX						Veh 2 Car	Going ahead	W - E	
V1 AND V2 TRAVELLING DOWN A264 TOWARDS ESSO, V2 HAS BRAKED TO LET CAR INTO ESSO TURNING V1 HAS SEEN THE LIGHTS AND TRIED TO BRAKE SLIGHTLY HEN HAS PROCEEDED TO BRAKE HARDER BEFORE SKIDDING AND GOING INTO THE REAR OF V2.									
<hr/>									
231298627									
	19/04/2023	2005 hrs	Wed		Dark: street lights lit				
Slight	Fine without high winds				Road Dry	Veh 1 Car	U turn	SW - SW	Casualty: Dri Slight
A264	50 mph				E531450 N138850				
COPTHORNE COMMON (A264), COPTHORNE, WEST SUSSEX						Veh 2 M/C > 125 cc	Going ahead	SW - NE	Casualty: Dri Slight
V1 TRAVELLING EASTBOUND ON A264 FROM COPTHORNE TOWARDS FELBRIDGE. V2 TRAVELLING EASTBOUND ON SAME ROAD AT SAME TIME. V1 TRAVELLING AHEAD STOPPED IN LAYBY. V1 WENT TO CARRY OUT U TURN ACROSS PATH OF PASSING V2. V2 UNABLE TO STOP IN TIME.									
<hr/>									
231338556									
	05/08/2023	2152 hrs	Sat		Dark: street lights lit				
Slight	Raining without high winds				Road Wet/Damp	Veh 1 Car	Going ahead right hand bend	NE - W	Casualty: Dri Slight
A2220	60 mph				E531167 N138729				
COPTHORNE ROAD (A2220), COPTHORNE, WEST SUSSEX									
ONE VEHICLE HEADING EAST TO WEST ON THE A2220 LOST CONTROL ON BEND CAME OFF THE ROAD AND COLLIDED WITH HEDGEROW.									

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LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day	Darkness / Light Rd cond Grid Ref.	VEHICLE / CASUALTY DETAILS				
						Veh No / Type	Manoeuvre	Direction	Casualty Info	
231352282	13/09/2023	1956 hrs	Wed	Dark: no street lighting						
Slight	Fine without high winds			Road Dry						
A264	50 mph			E532670	N139263					
COPTHORNE COMMON (A264) AT JUNCTION WITH BORERS ARMS ROAD, COPTHORNE, WEST SUSSEX						Veh 1	Car	Turning right	NW - W	Casualty: Dri Slight
V1 PULLED OUT OF BORERS ARMS ROAD ONTO COPTHORNE COMMON ROAD TURNING RIGHT TOWARDS CRAWLEY. V2 WAS TRAVELLING FROM M23 TOWARDS EAST GRINSTEAD. V1 PULLED INTO THE PATH OF V2. BOTH CARS ENDED UP ON THE OPPOSITE SIDE OF THE ROAD AND ONTO THE PAVEMENT VERGE AREA.						Veh 2	Car	Going ahead	W - E	

231355994	21/09/2023	1603 hrs	Thu	Daylight						
Serious	Fine without high winds			Road Wet/Damp						
U	30 mph			E531316	N138910					
BROOKHILL ROAD AT JUNCTION WITH CHURCH LANE, COPTHORNE, WEST SUSSEX						Veh 1	Car	Going ahead left hand bend	SW - N	Casualty: Dri Serious
V1 WAS HEADED ALONG BROOKHILL ROAD FROM SOUTH TO NORTH. V2 HAS BEEN HEADED ALONG THE SAME PIECE OF ROAD IN THE OPPOSITE DIRECTION. V1 AND V2 HAVE PASSED ONE ANOTHER AT THE T - JUNCTION WITH CHURCH LANE. V3 WAS PARKED AT THE T - JUNCTION WAITING TO TURN RIGHT AND HEAD NORTH TO BROOKHILL ROAD. V1 HAS DRIFTED INTO THE ONCOMING LANE, STRIKING V2 WITH THE FRONT SIDE RIGHT CORNER OF THEIR VEHICLE AGAINST THE REAR LEFT CORNER OF V2. THIS HAS CAUSED V2 TO OVERTURN AND LAND ON V3 AT SPEED, HOWEVER DUETO HITTING V3, V2 HAS RETURNED TO THE CORRECT SIDE UP.						Veh 2	Goods < 3.5t	Going ahead right hand bend	N - SW	Casualty: Dri Slight
						Veh 3	Car	Waiting to turn right	NE - N	

231363154	15/10/2023	2110 hrs	Sun	Dark: no street lighting						
Slight	Fine without high winds			Road Dry						
A264	50 mph			E532664	N139266					
COPTHORNE COMMON (A264) NEAR JUNCTION WITH BORERS ARMS ROAD, COPTHORNE, WEST SUSSEX						Veh 1	Car	Turning left	NW - E	
VEHICLE 1 WAS PULLING OUT OF BORERS ARMS ROAD AND DID NOT SEE VEHICLE 2 COMING ALONG COPTHORNE COMMON ROAD. VEHICLE 2 HAS IMPACTED VEHICLE 1, V2 DRIVER STATES THEY SAW THE VEHICLE 1 PULL OUT BUT COULDN'T STOP IN TIME						Veh 2	Car	Going ahead	W - E	Casualty: Dri Slight

241394949	04/01/2024	2210 hrs	Thu	Dark: street lights lit						
Slight	Raining without high winds			Road Wet/Damp						
A264	40 mph			E533532	N139199					
AWEST PARK ROAD (B2028) AT JUNCTION WITH B2028						Veh 1	Car	Going ahead	S - N	Casualty: Dri Slight Casualty: FSP Slight
VEHICLE 1 WAS TRAVELLING TOWARDS THE R/A, TRAVELING STRAIGHT ACROSS, FROM THE DAMAGE TO THE VEHICLE IT WOULD APPEAR VEHICLE 1 HAD RIGHT OF WAY AND VEHICLE 2 HAS ENTERED THE ROUNDABOUT AND DRIVEN INTO THE OFFSIDE OF VEHICLE 1, WHICH IS EVIDENT FROM THE FRONT END DAMAGE TO VEHICLE 2.						Veh 2	Car	Turning right	E - N	

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Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info

241436247	26/04/2024	2350 hrs	Fri	Dark: no street lighting					
Slight	Raining without high winds			Road Wet/Damp	Veh 1	M/C < 125 cc	Going ahead right hand bend	W - S	Casualty: Dri Slight
U	30 mph		E531247	N139504	Veh 2	Goods Unknown weight	Going ahead left hand bend	S - W	
JUNCTION TO ELGER WAY, SHIPLEY BRIDGE LANE NEAR JUNCTION WITH ELGER WAY, COPTHORNE, WEST SUSSEX					VEHICLE 1 WAS PROCEEDING ALONG SHIPLEY BRIDGE LANE AND AS IT WAS GOING AROUND A BLIND BEND VEHICLE 2 (UNKNOWN) COMING IN THE OPPOSITE DIRECTION ENCROACHED INTO V1'S LANE CAUSING V1 TO SWERVE AND FALL OFF V1. V1 RIDER SUSTAINED INJURIES AND V1 WAS DAMAGED.				

241444578	18/05/2024	0955 hrs	Sat	Daylight					
Very Serious	Fine without high winds			Road Dry	Veh 1	Goods < 3.5t	Turning right	N - SW	Casualty: Ped Very Serious
U	30 mph		E531940	N139608					Casualty: Ped Very Serious
COPTHORNE COTTAGE, COPTHORNE BANK - 142 METRES FROM JUNCTION WITH BORERS ARMS ROAD, COPTHORNE, WEST SUSSEX					V1 ATTEMPTED TO NEGOTIATE RIGHT HAND BEND AND LEFT THE CARRIAGEWAY COLLIDING WITH TWO PEDESTRIANS				

241458196	20/06/2024	2259 hrs	Thu	Dark: street lights lit					
Slight	Fine without high winds			Road Dry	Veh 1	Car	Going ahead	S - N	Casualty: Dri Slight
U	30 mph		E531268	N139355					Casualty: FSP Slight Casualty: RSP Slight
LITTLE GREGGS, BROOKHILL ROAD NEAR JUNCTION WITH DAWN RISE, COPTHORNE, WEST SUSSEX					VEHICLE 1 WAS SIGHTED DRIVING AT EXCESS SPEED ON COPTHORNE COMMON ROAD, SUSSEX ON THE ROUNDABOUT WITH BROOKHILL ROAD. THE VEHICLE HAS CONTINUED TO DRIVE AT SPEED UP BROOKHILL ROAD AND ON THE OFFSIDE BEND NEAR TO DAWN RISE IT HAS COLLIDED WITH A GARDEN WALL. IT HAS THE CAREERED ACROSS THE ROAD COLLIDING WITH A TELEPHONE POLE BEFORE COMING TO A REST.				

241464595	06/07/2024	2013 hrs	Sat	Daylight					
Serious	Fine without high winds			Road Dry	Veh 1	Car	Going ahead	N - S	Casualty: Dri Serious
U	50 mph		E532235	N140174					
ANNS VILLA, COPTHORNE BANK					V1 TRAVELLING NORTH TO SOUTH NEGOTATED BEND BUT MOUNTED KERB COLLIDING WITH FENCING AND TREE STUMP ROLLED ONTO SIDE TRAPPING C1 VEHICLE RIGHTED BY BYSTANDERS AND C1 LIFE THREATENING INJURIES				

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION				VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity	Date Weather	Time Speed	Day Darkness / Light Rd cond Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
241486753	03/09/2024	1107 hrs	Tue	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1 Goods < 3.5t	Going ahead	SW - NE	
U	50 mph		E531920	N138963				
NEW TOWN JUNCTION, COPTHORNE COMMON ROAD, COPTHORNE, WEST SUSSEX					Veh 2 Car	Stopping	SW - NE	Casualty: Dri Slight
V1 WAS TRAVELLING EASTBOUND ON COPTHORNE (A264). V2 WAS ALSO TRAVELLING EASTBOUND ALONG COPTHORNE (A264). V1 MANOEUVRED AROUND A BEND, THEN WAS MET WITH SLOW MOVING VEHICLES. V1 APPLIED THE BRAKES BUT WAS UNABLE TO STOP AND COLLIDED WITH V2. V2 HAD SLOWED TO ALLOW VEHICLES OUT OF THE NEWTOWN ROAD JUNCTION.								

241487307	04/09/2024	1530 hrs	Wed	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1 Car	Going ahead	N - S	Casualty: Ped Slight
U	30 mph		E531271	N139245				
BROOKHILL ROAD NEAR JUNCTION WITH WHITEGATE CLOSE, COPTHORNE, WEST SUSSEX								
V1 STOPPED FOR LOLLIPOP MAN WHO WAS RETURNING TO THE PAVEMENT. V1 PROCEEDED BUT MISJUDGED HOW CLOSE HE STILL WAS AND WING MIRROR CAUGHT HIS LOLLIPOP SIGN. V1 STOPPED, LOLLIPOP MAN STATED HIS ARM WAS A BIT SORE. HAVING ESTABLISHED THAT THE LOLLIPOP MAN STATED HE WAS OK APART FROM HIS SORE ARM V1 LEFT THE SCENE. V1 GAVE NAME TO THE LOLLIPOP MAN BUT DID NOT GET HIS NAME.								

241488724	08/09/2024	1330 hrs	Sun	Daylight				
Serious	Raining without high winds		Road Wet/Damp		Veh 1 Car	Turning right	N - W	
B2037	40 mph		E532198	N141011				
JUNCTUON OF COPTHORNE BANK REDEHALL ROAD AND B2037, KEEPERS CORNER (B2037) NEAR JUNCTION WITH REDEHALL ROAD, BURSTOW, SURREY					Veh 2 Car	Going ahead	S - N	Casualty: FSP Serious Casualty: Dri Slight
V2 WAS TRAVELLING NORTHBOUND ACROSS KEEPERS CORNER JUNCTION FROM COPTHORNE BANK TRAVELLING ACROSS TO RADEHALL ROAD. V1 WAS TRACVELING SOUTHBOUND FROM RADEHALL ROAD MAKING A RIGHT TURN ONTO THE B2037. LIGHTS WERE GREEN ON BOTH SIDES OF THE JUNCTION. V1 AD V2 HAVE COLIDED AND V1 HAS BEEN SPUN AROUND. AIRBAGS HAVE DEPLOYED IN V1 BUT NO I								

241492429	17/09/2024	0830 hrs	Tue	Daylight				
Serious	Fine without high winds		Road Dry		Veh 1 Car	Going ahead	S - N	Casualty: Ped Serious
B2028	50 mph		E533496	N139314				
NEWLANDS PARK, TURNERS HILL ROAD (B2028) NEAR JUNCTION WITH NEWLANDS PARK, CRAWLEY DOWN, WEST SUSSEX								
C1 WAS WALKING ALONG THE B2028 TURNERS HILL ROAD. THERE WAS STATIONARY TRAFFIC GOING TOWARDS THE DUKES HEAD ROUNDABOUT. C1 STOPPED TO CROSS THE ROAD THROUGH THE STATIONARY TRAFFIC. C1 HAS CROSSED IN FRONT OF A TRUCK WHO WAS STATIONARY. C1 WAS SOOD BEHIND A 7-TONNE TRUCK BEFORE GOING TO CROSS THE OTHER SIDE OF THE ROAD. C1 WAS SEEN TO LOOK RIGHT AND NOT LEFT WHERE VEHICLS WERE APPROACHING. C1 HAS THEN BEGUN TO CROSS THE OTHER SIDE OF THE CARRIAGEWAY WHERE HE WAS THEN STRUCK BY V1. C1 STUCK V1'S WING MIRROR AND THEN HIT HIS RIGHT ARM AND ELBOW ON THE DRIVER'S SIDE WINDSCREEN, CAUSING THE WINDSCREEN TO SMASH. THIS HAS CAUSED C1 TO FLY IN THE AIR AND TRAVEL 5 METERS IN THE AIR ACROSS THE ROAD WHE								

INTERMEDIATE COLLISION REPORT
Total collisions: 40

Run on: 24/09/2025 09:24:39

Accidents between dates: 01/07/2020 and 30/06/2025
Selection: ; Refined using Accidents within selected Polygons -temp 2025 (Cophorne Sussex (SK Transport))

Notes:

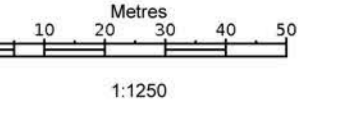
LAYOUT	Police Ref. Severity Road No. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	VEHICLE / CASUALTY DETAILS			
						Veh No / Type	Manoeuvre	Direction	Casualty Info
241529218		10/12/2024	1151 hrs	Tue	Daylight				
Slight	Fine without high winds			Road Dry		Veh 1 Car	Reversing	W - E	Casualty: Ped Slight
U	30 mph			E531377	N139442				
COPTHORNE BANK - 21 METRES FROM JUNCTION WITH MEADOW APPROACH, COPTHORNE, WEST SUSSEX PEDESTRIAN HAS EXITED BUS ON COPTHORNE BANK AND WENT TO THE FRONT TO CROSS THE ROAD AND AS V1 WAS REVERSING AT THE SAME TIME, THEY HAVE COLLIDED WITH PEDESTRIAN CAUSING SLIGHT INJURY V1 DID NOT PROVIDE FULL DETAILS									

251538727		07/01/2025	1751 hrs	Tue	Dark: street lights lit				
Serious	Raining without high winds			Road Wet/Damp		Veh 1 Car	Turning right	N - SW	Casualty: Dri Serious
U	50 mph			E531913	N138986				
COPTHORNE COMMON ROAD AT JUNCTION WITH NEWTOWN, COPTHORNE, WEST SUSSEX V2 TRAVELLING TOWARDS COPTHORNE ON THE COPTHORNE COMMON ROAD JUST APPROACHING THE JUNCTION OF NEWTOWN WHEN V1 PULLED OUT FROM NEWTOWN AND HIT V2 ON THE FRONT NEARSIDE.									
						Veh 2 Car	Going ahead	SW - NE	Casualty: Dri Slight

251543287		17/01/2025	1637 hrs	Fri	Dark: no street lighting				
Slight	Fine without high winds			Road Wet/Damp		Veh 1 Car	Overtaking stat. vehicle offside	E - W	
A264	50 mph			E533163	N139197				
COPTHORNE COMMON (A264) NEAR JUNCTION WITH CARRSFARM COTTAGE, COPTHORNE, WEST SUSSEX V1 HAS EXITED THE PETROL STATION, AND HAS GONE TO OVERTAKE A STATIONARY/PARKED VEHICLE. AS V1 HAS ACCELERATED PAST, THE VEHICLE HAS LOST CONTROL AND SPUN 90 DEGREES ONTO THE OPPOSITE CARRIAGEWAY, INTO THE PATH OF V2. V2 HAS BEEN UNABLE TO BRAKE IN TIME AND HAS COLLIDED WITH V1.									
						Veh 2 Car	Going ahead	W - E	Casualty: Dri Slight

251597413		01/06/2025	1505 hrs	Sun	Daylight				
Very Serious	Fine without high winds			Road Dry		Veh 1 Car	Going ahead	W - S	
A264	40 mph			E531248	N138803				
COPTHORNE ROUNDABOUT, A264 AT JUNCTION WITH COPTHORNE COMMON (A264), COPTHORNE, WEST SUSSEX V1 IS ALREADY ON THE ROUNDABOUT ON THE OUTSIDE LANE TO COME OFF TOWARDS A2220, THREE BRIDGES/MAINBOWER. V2 WAS RIDING FROM CRAWLEY A264 ENTERED COPTHORNE ROUNDABOUT. V2 WAS HEADING TOWARDS EAST GRINSTEAD. V2 HAS THEN COLLIDED WITH THE OFFISDE OF V1. V2 RIDER HAS COME OFF THEIR MOTORBIKE AND ROLLED ON THE FLOOR WHILE BIKE CARRIED ON TOWARDS THE ENTRANCE TO COPTHORNE HOTEL.									
						Veh 2 M/C > 500 cc	Going ahead	W - E	Casualty: Dri Very Serious

APPENDIX G



Scale: 1:1250 @ A1 Dwn By: PJH Date: Oct '25
Drg No: 2512/PL.08 Rev.J

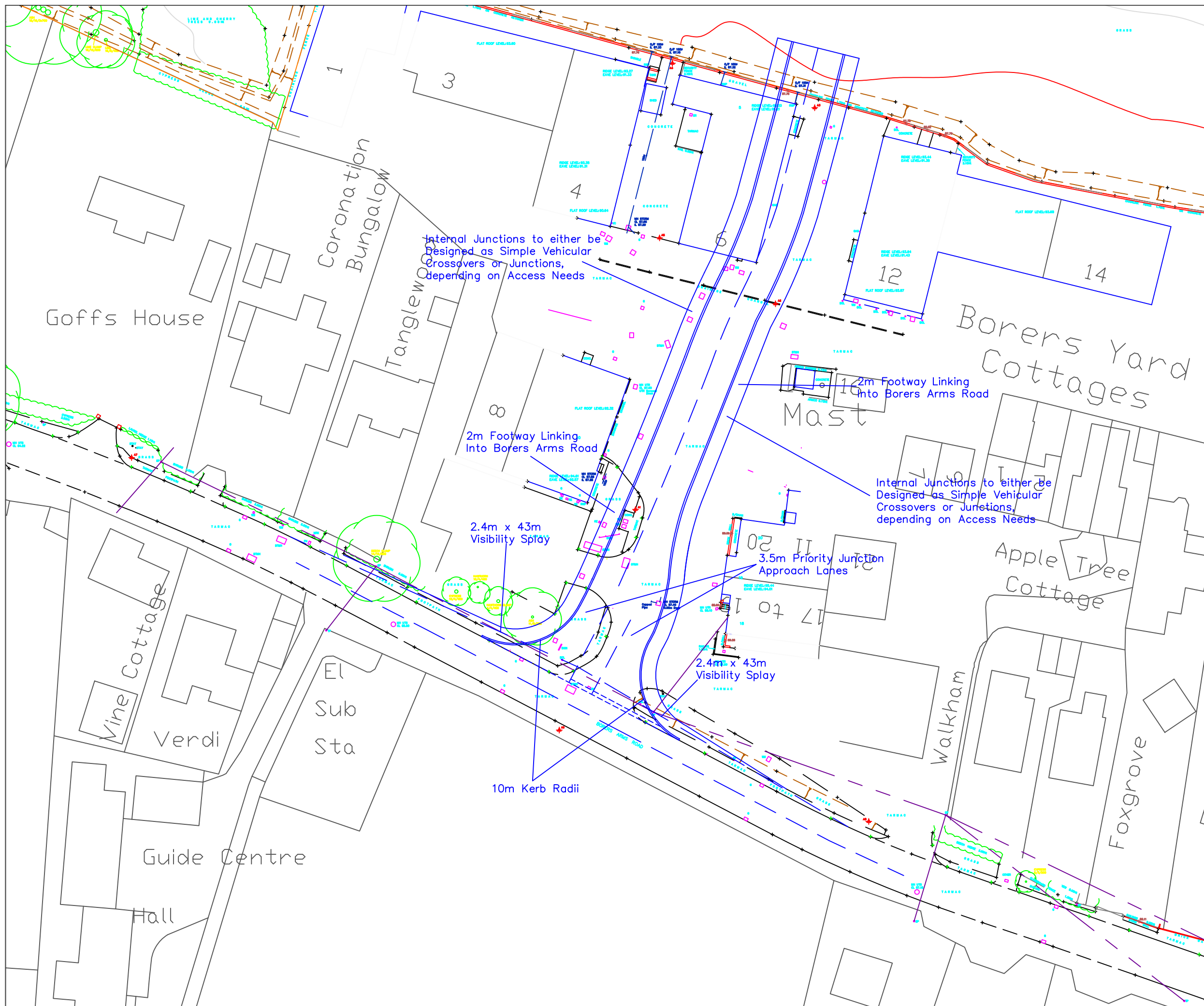
Project:
LAND NORTH OF BORERS ARMS ROAD,
COPTHORNE
Drawing Title:
ILLUSTRATIVE COLOURED MASTERPLAN
Copyright: Paul J Hewett R.I.B.A. Chartered Architect

Fairfax
FAIRFAX ACQUISITIONS LTD

Paul Hewett R.I.B.A.
CHARTERED ARCHITECT

Paul Hewett BA(Hons)DipArch(Hons)R.I.B.A.
CHARTERED ARCHITECT
51 Foxdale Drive - The Dell - Angmering - West Sussex - BN16 4HF

APPENDIX H



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Access relocated further west to create usable parking and circulation space around building to east of existing access.

Internal access to buildings and parking areas to be designed based on need for HGV/private car access.

Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-14

Roundabouts Farm

Drawing Title
Modified Site Access onto Borers Arms Road

Scale at A3
1:500

Drawn KAT	Approved MAK
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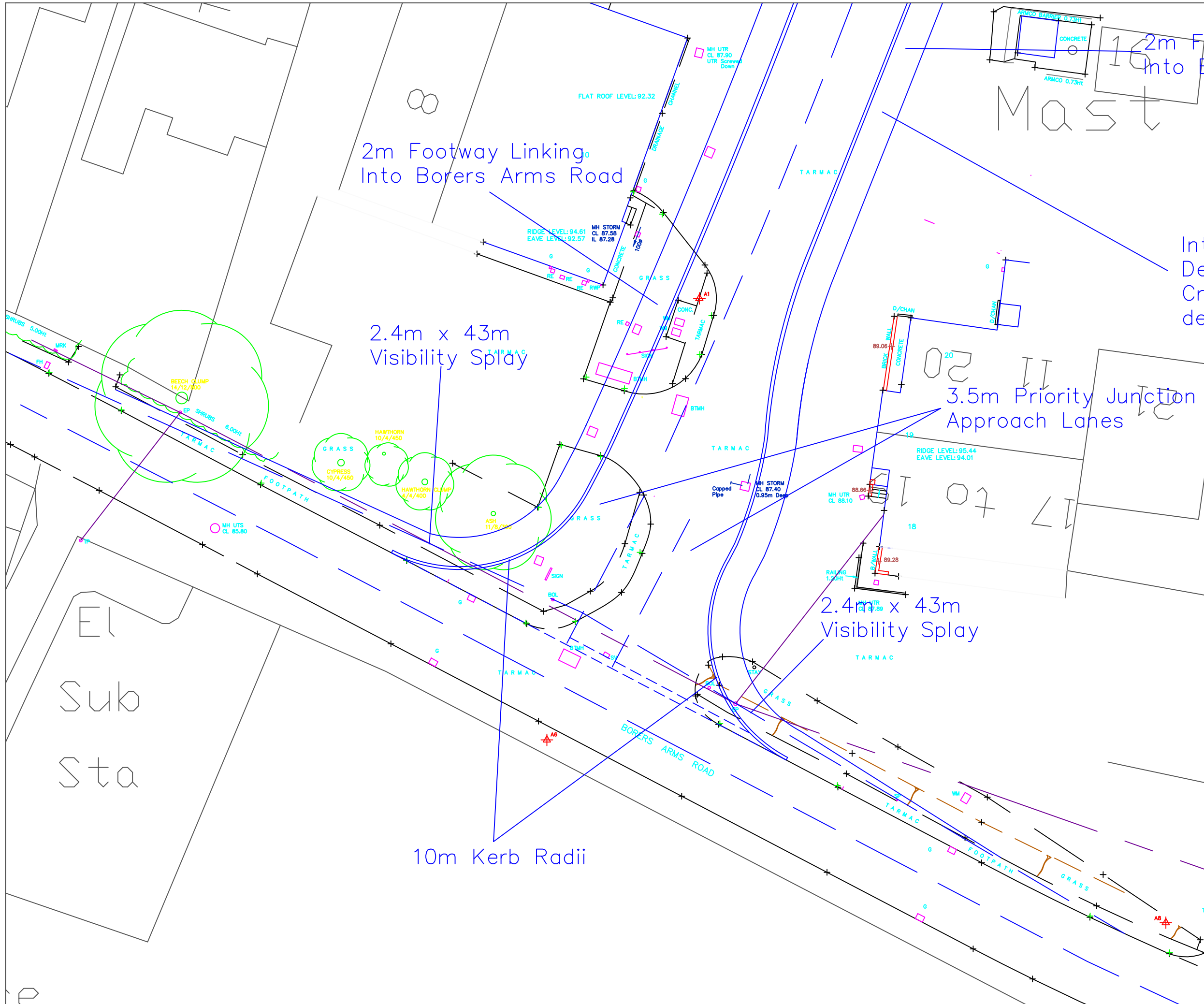
Check KAT	Date 28/03/25
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SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



Plot Date : Wednesday, September 10, 2025 9:53:28 pm

AutoCAD File Name : /Users/michael/Library/CloudStorage/OneDrive-SKTransportPlanningLtd/Project Work/Copthorne Bank/SK21703-13 REV B.dwg



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NOTES

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Final internal access arrangement to be designed/arranged around retained/demolished buildings

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-15 REV A

Roundabouts Farm

Drawing Title
Modified Site Access onto Borers Arms Road Junction Visibility Splays

Scale at A3
1:250

Drawn
KAT Approved
MAK

Check
KAT Date
28/03/25

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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-15

Copthorne Bank

Drawing Title
 Proposed Site Access and Traffic Calming Scheme

Scale at A3
 NTS

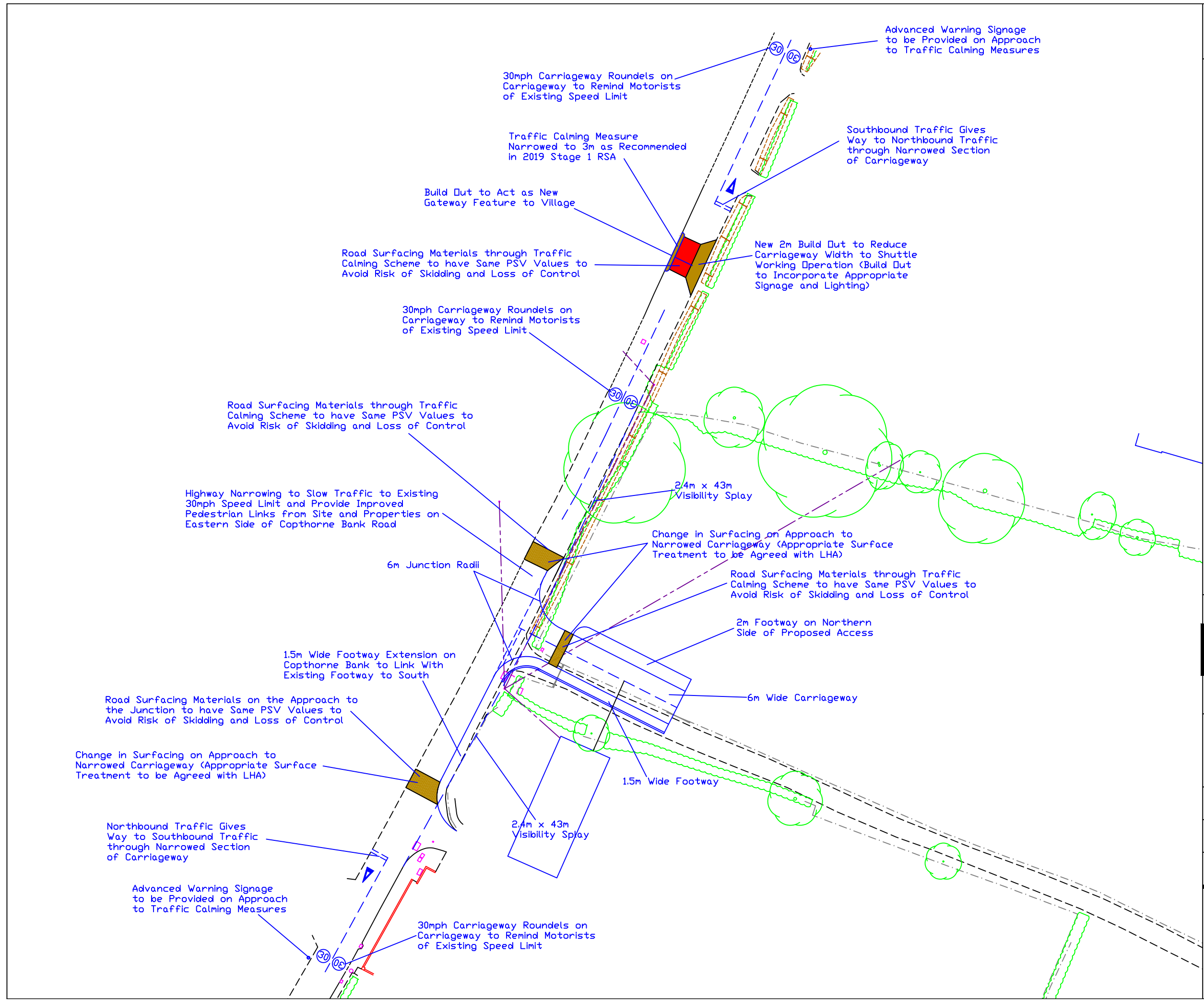
Drawn
 KAT

Approved
 MAK

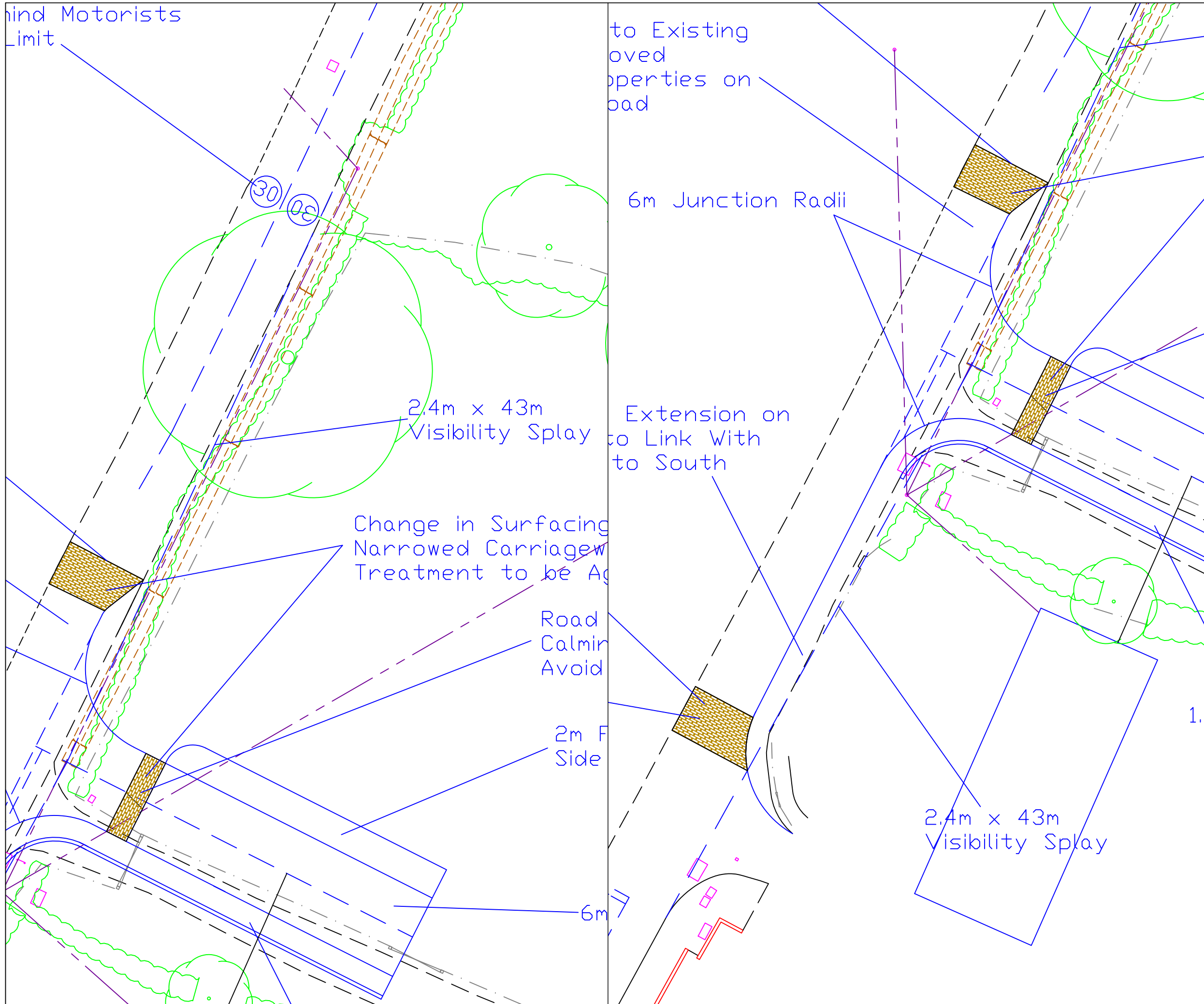
Check
 KAT

Date
 10/09/25

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Plot Date : Wednesday, September 10, 2025 8:45:20 pm
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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-16

Copthorne Bank

Drawing Title
 Proposed Site Access and Visibility Splays

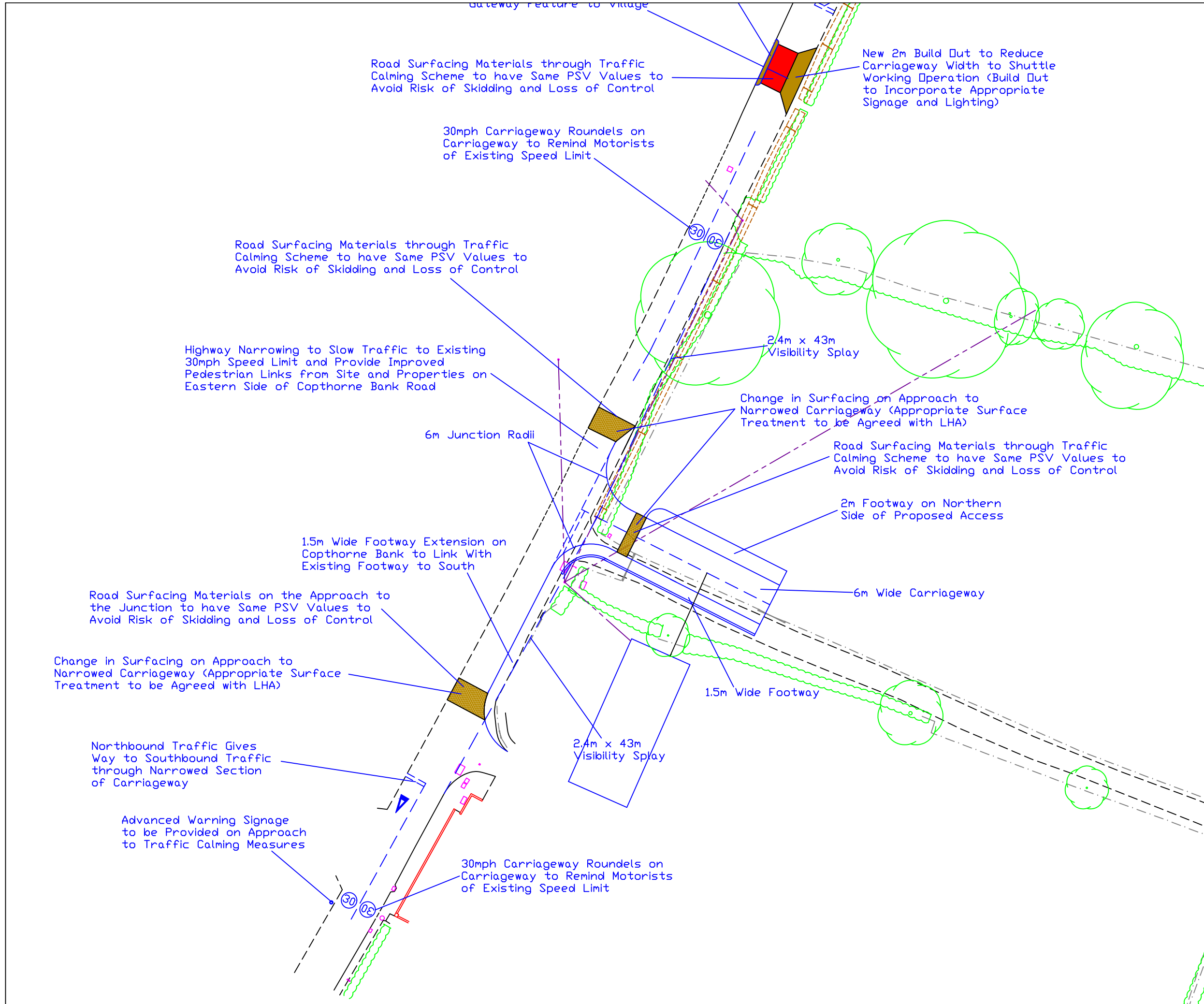
Scale at A3
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Drawn
 KAT Approved
 MAK

Check
 KAT Date
 10/09/25

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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-17

Copthorne Bank
 Drawing Title
 Proposed Site Access and Traffic Calming Scheme (Southern Section)

Scale at A3
 1:500

Drawn
 KAT
 Approved
 MAK

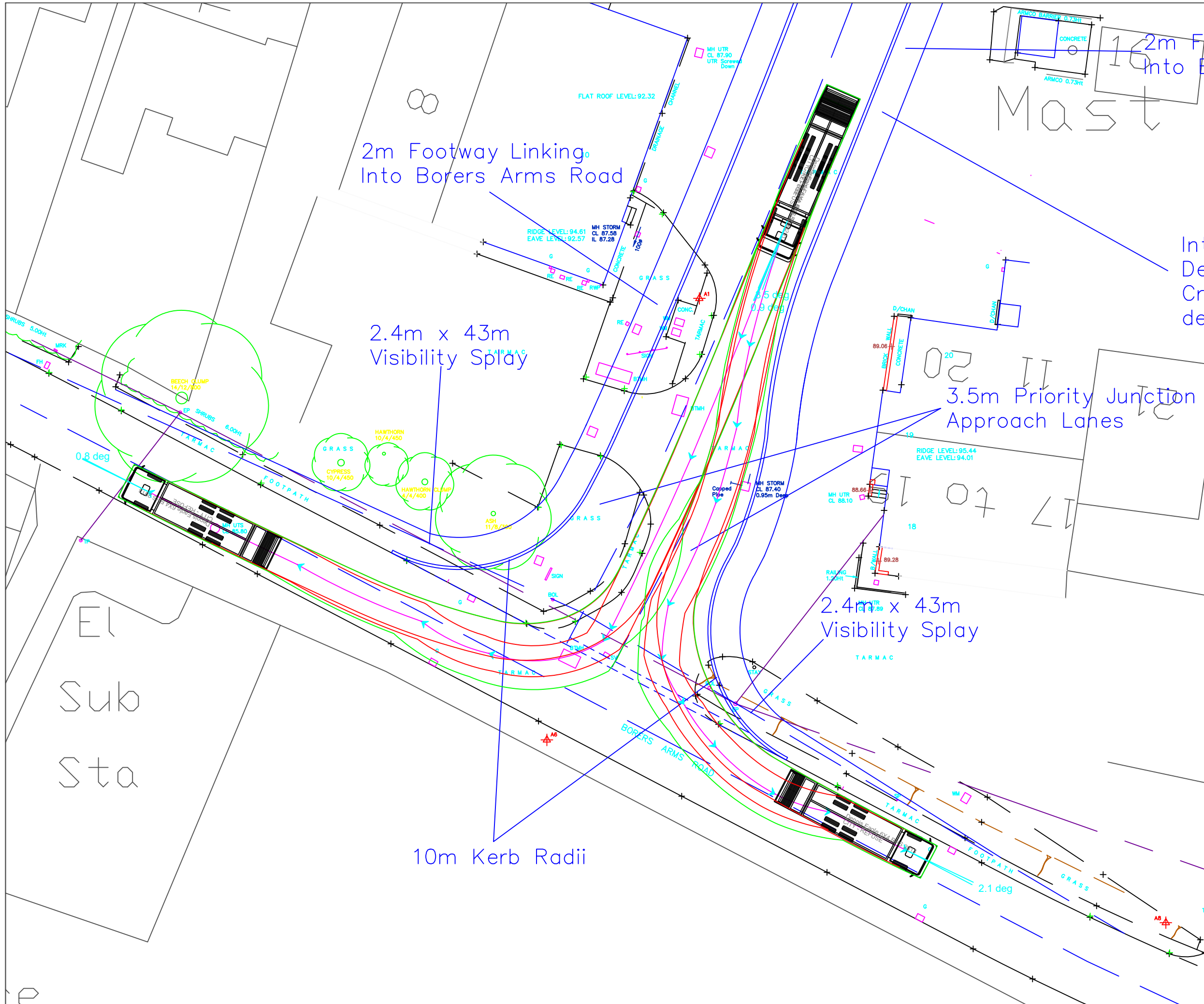
Check
 KAT
 Date
 10/09/25

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APPENDIX I

APPENDIX J



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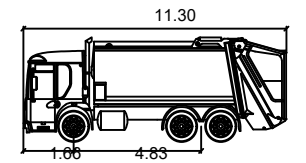
NOTES

Access relocated further west to create usable parking and circulation space around building to east of existing access.

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Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings



Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-23

Roundabouts Farm

Drawing Title
**Swept Path Analysis
 11.3m Refuse Vehicle
 Outbound Turning
 Movements**

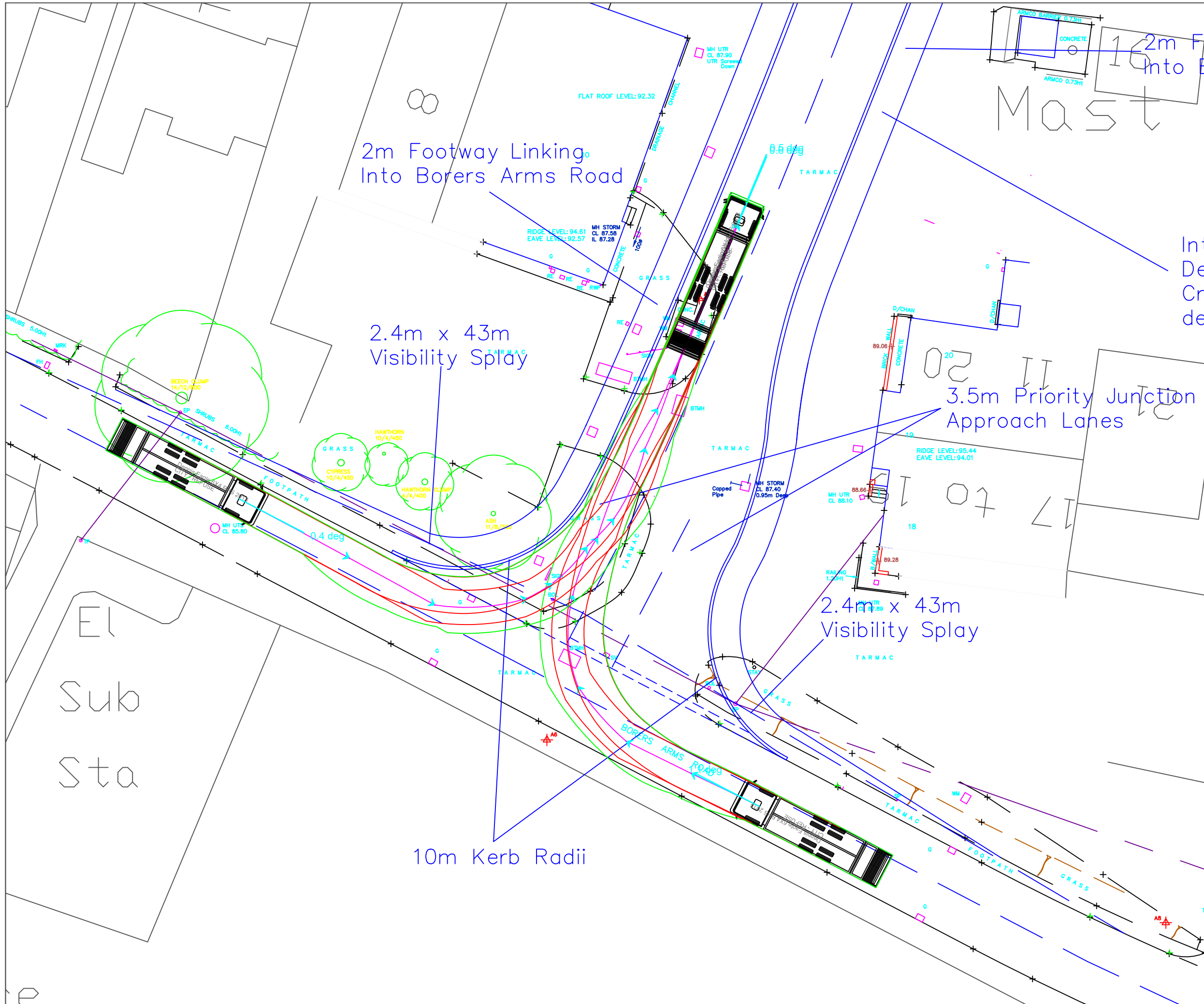
Scale at A3
 1:250

Drawn
 KAT Approved
 MAK

Check
 KAT Date
 28/03/25

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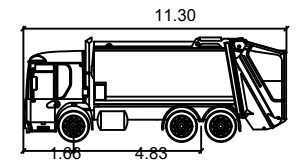
NOTES

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Visibility splays of 2.4m x 43m provided at relocated site access based on existing 30mph speed limit.

Final internal access arrangement to be designed/arranged around retained/demolished buildings



Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-24

Roundabouts Farm

Drawing Title
**Swept Path Analysis
 11.3m Refuse Vehicle
 Inbound Turning
 Movements**

Scale at A3
 1:250

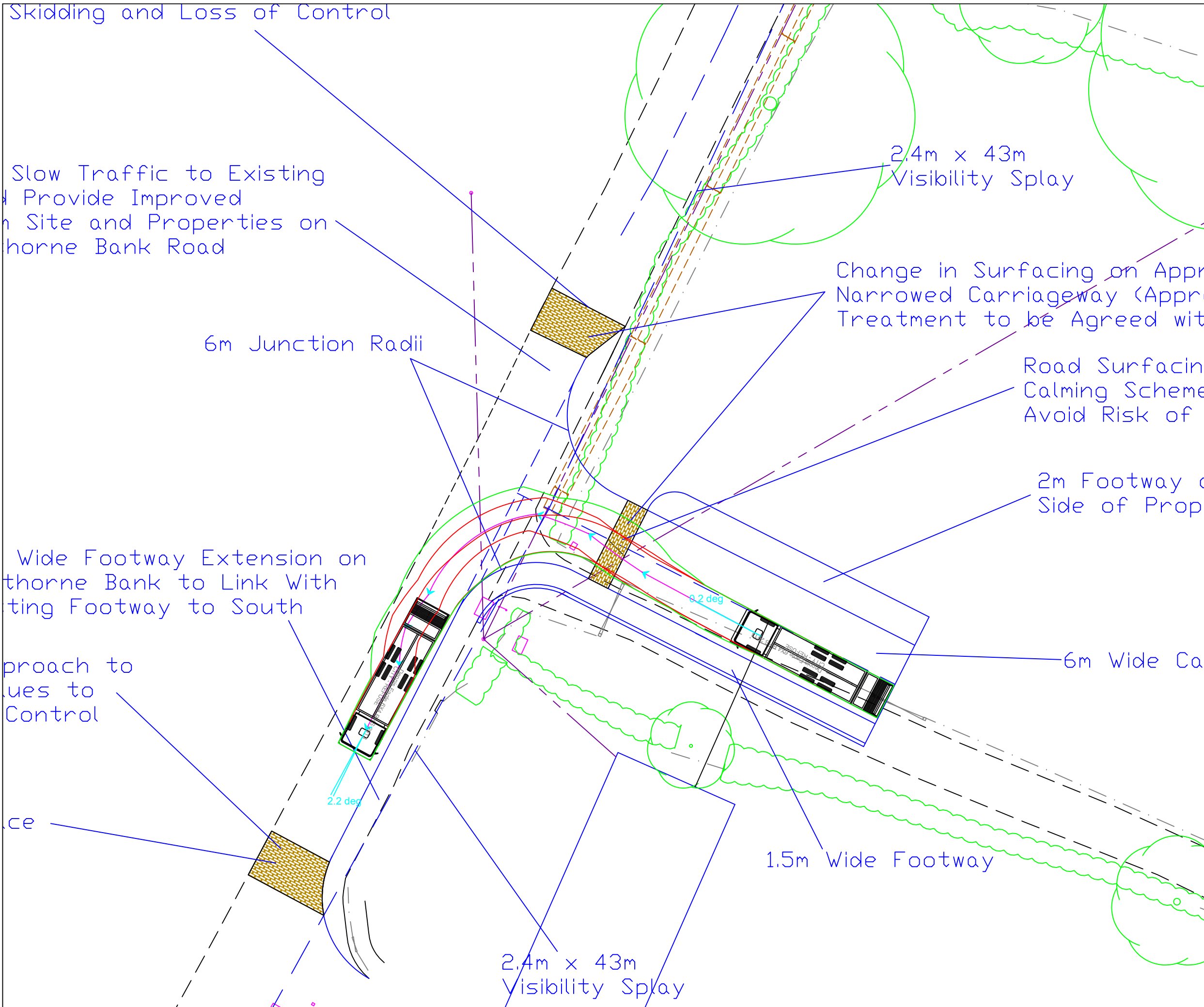
Drawn KAT	Approved MAK
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Check KAT	Date 28/03/25
--------------	------------------

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Plot Date : Wednesday, September 10, 2025 8:53:20 pm
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NOTES

Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-19

Copthorne Bank

Drawing Title
 Swept Path Analysis
 11.3m Refuse Vehicle
 Left Turn Out

Scale at A3
 1:250

Drawn
 KAT Approved
 MAK

Check
 KAT Date
 10/09/25

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Plot Date : Wednesday, September 10, 2025 8:55:04 pm
 AutoCAD File Name : /Users/michael/Library/CloudStorage/OneDrive-SKTransportPlanningLtd/Project Work/Copthorne Bank/SK21703-15.dwg

Skidding and Loss of Control

Slow Traffic to Existing
 Provide Improved
 Site and Properties on
 thorne Bank Road

6m Junction Radii

Wide Footway Extension on
 thorne Bank to Link With
 existing Footway to South

Approach to
 junctions to
 Control

Access

2.4m x 43m
 Visibility Splay

Change in Surfacing on Approach
 Narrowed Carriageway (Approach)
 Treatment to be Agreed with

Road Surfacing
 Calming Scheme
 Avoid Risk of

2m Footway on
 Side of Property

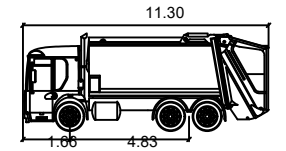
6m Wide Carriageway

1.5m Wide Footway

2.4m x 43m
 Visibility Splay

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 THE PURPOSE INTENDED AND ONLY
 WRITTEN DIMENSIONS SHALL BE USED

NOTES



Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number	SK21703-20
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Copthorne Bank

Drawing Title
 Swept Path Analysis
 11.3m Refuse Vehicle
 Right Turn In

Scale at A3
 1:250

Drawn	Approved
KAT	MAK

Check	Date
KAT	10/09/25

SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
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Plot Date : Wednesday, September 10, 2025 8:58:41 pm
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Skidding and Loss of Control

Slow Traffic to Existing
 Provide Improved
 Site and Properties on
 thorne Bank Road

6m Junction Radii

Wide Footway Extension on
 thorne Bank to Link With
 existing Footway to South

Approach to
 junctions to
 Control

Access

2.4m x 43m
 Visibility Splay

Change in Surfacing on Approach
 Narrowed Carriageway (Approach)
 Treatment to be Agreed with

Road Surfacing
 Calming Scheme
 Avoid Risk of

2m Footway on
 Side of Property

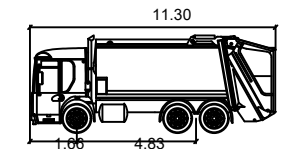
6m Wide Carriageway

1.5m Wide Footway

2.4m x 43m
 Visibility Splay

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 THE PURPOSE INTENDED AND ONLY
 WRITTEN DIMENSIONS SHALL BE USED

NOTES



Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
 SK21703-21

Copthorne Bank

Drawing Title
 Swept Path Analysis
 11.3m Refuse Vehicle
 Right Turn Out

Scale at A3
 1:250

Drawn
 KAT Approved
 MAK

Check
 KAT Date
 10/09/25

SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
 Manchester M1 5LN
 Telephone (0161) 234 6509
 Fax (0161) 236 7959



Plot Date : Wednesday, September 10, 2025 9:00:04 pm
 AutoCAD File Name : /Users/michael/Library/CloudStorage/OneDrive-SKTransportPlanningLtd/Project Work/Copthorne Bank/SK21703-15.dwg

Skidding and Loss of Control

Slow Traffic to Existing
 Provide Improved
 Site and Properties on
 thorne Bank Road

6m Junction Radii

Wide Footway Extension on
 thorne Bank to Link With
 existing Footway to South

Approach to
 junctions to
 Control

Access

2.4m x 43m
 Visibility Splay

2.4m x 43m
 Visibility Splay

Change in Surfacing on Approach
 Narrowed Carriageway (Approach)
 Treatment to be Agreed with

Road Surfacing
 Calming Scheme
 Avoid Risk of

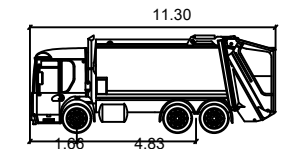
2m Footway on
 Side of Property

6m Wide Carriageway

1.5m Wide Footway

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 THE PURPOSE INTENDED AND ONLY
 WRITTEN DIMENSIONS SHALL BE USED

NOTES



Dennis Eagle 6X4 RHS 2013
 Meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.00 s
 Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number	SK21703-22
----------------	------------

Copthorne Bank

Drawing Title
 Swept Path Analysis
 11.3m Refuse Vehicle
 Left Turn In

Scale at A3
 1:250

Drawn
 KAT Approved
 MAK

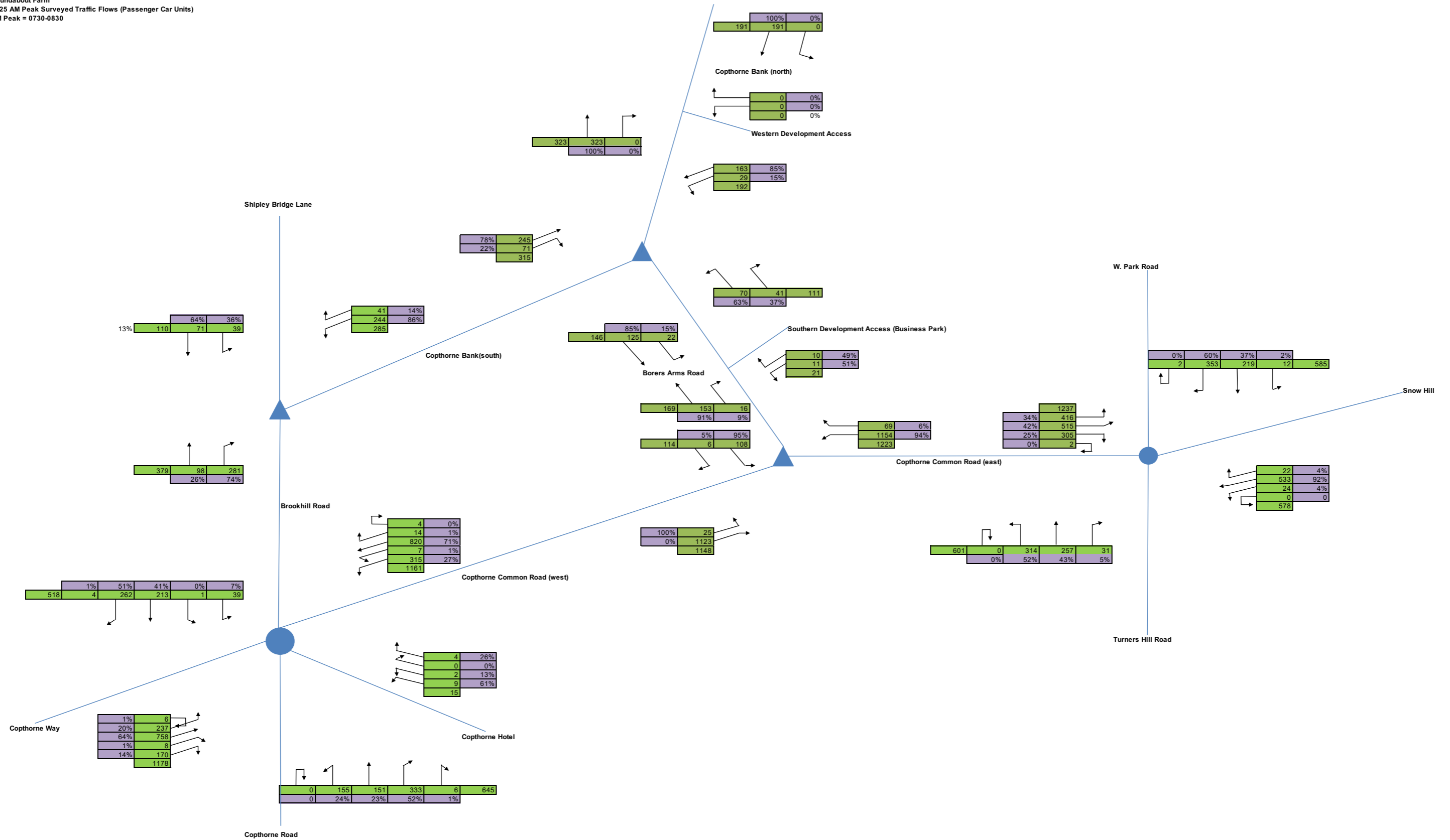
Check
 KAT Date
 10/09/25

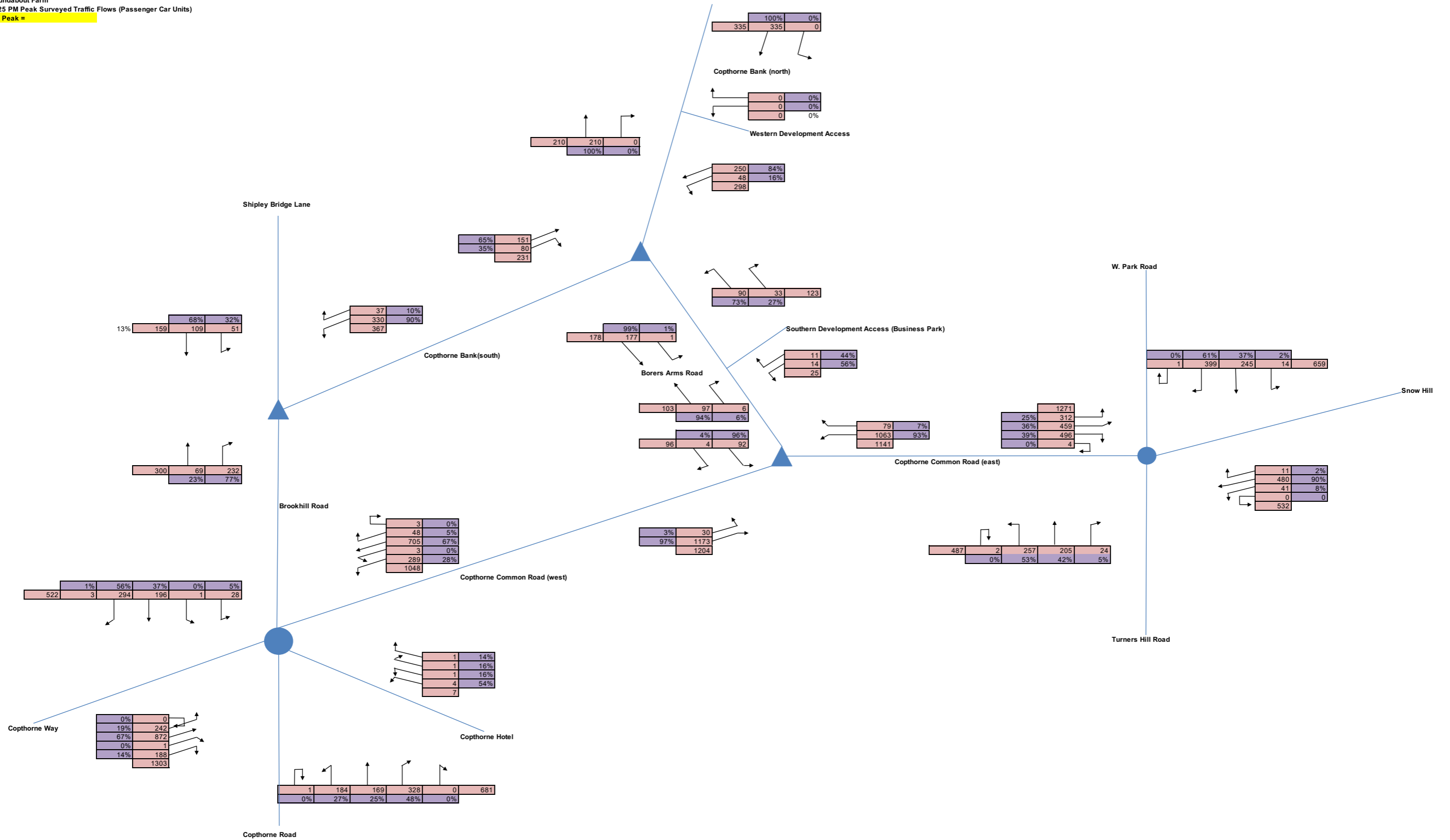
SK Transport Planning Ltd
 Albion Wharf, 19 Albion Street
 Manchester M1 5LN
 Telephone (0161) 234 6509
 Fax (0161) 236 7959



APPENDIX K

APPENDIX L

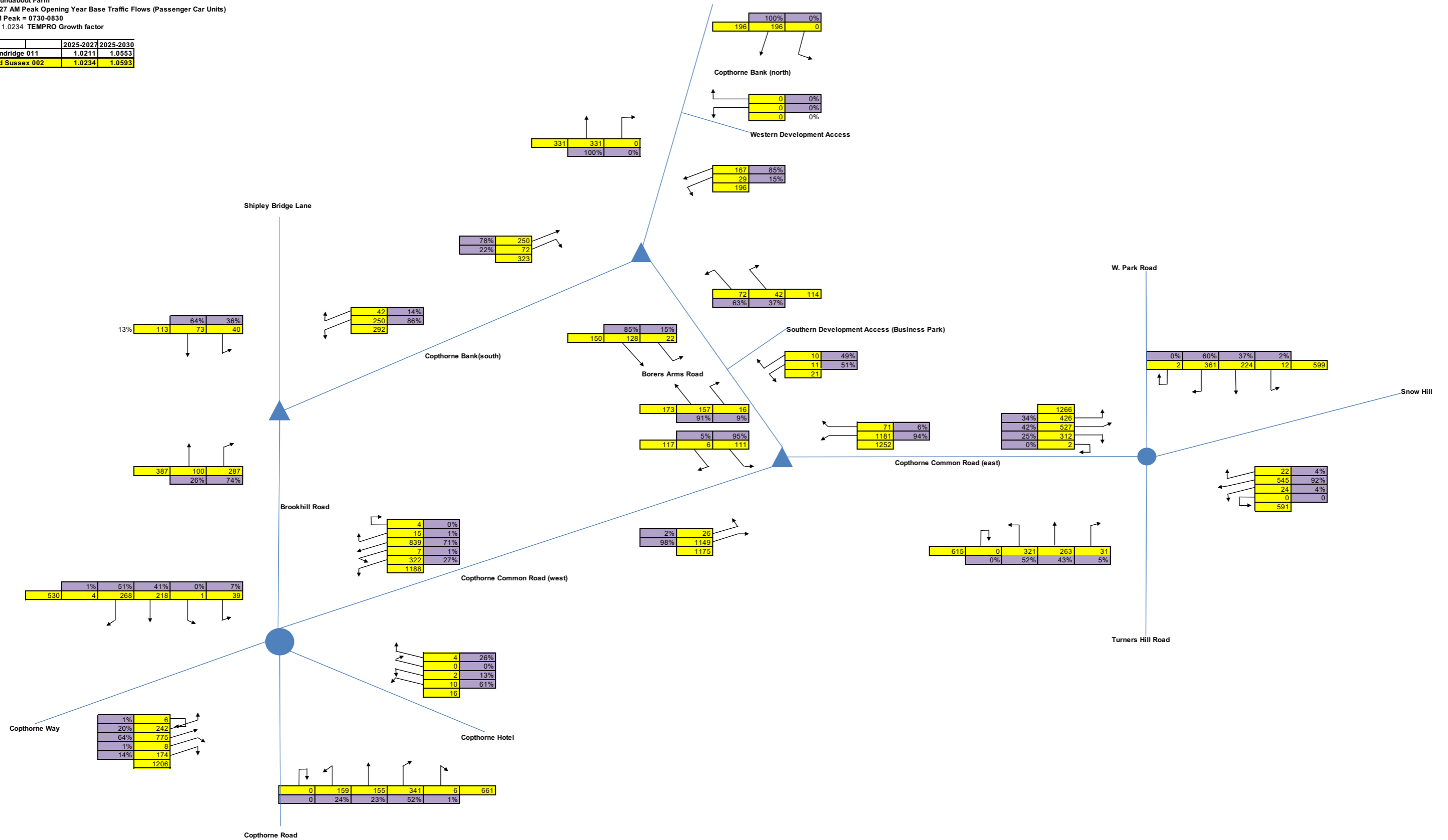




APPENDIX M

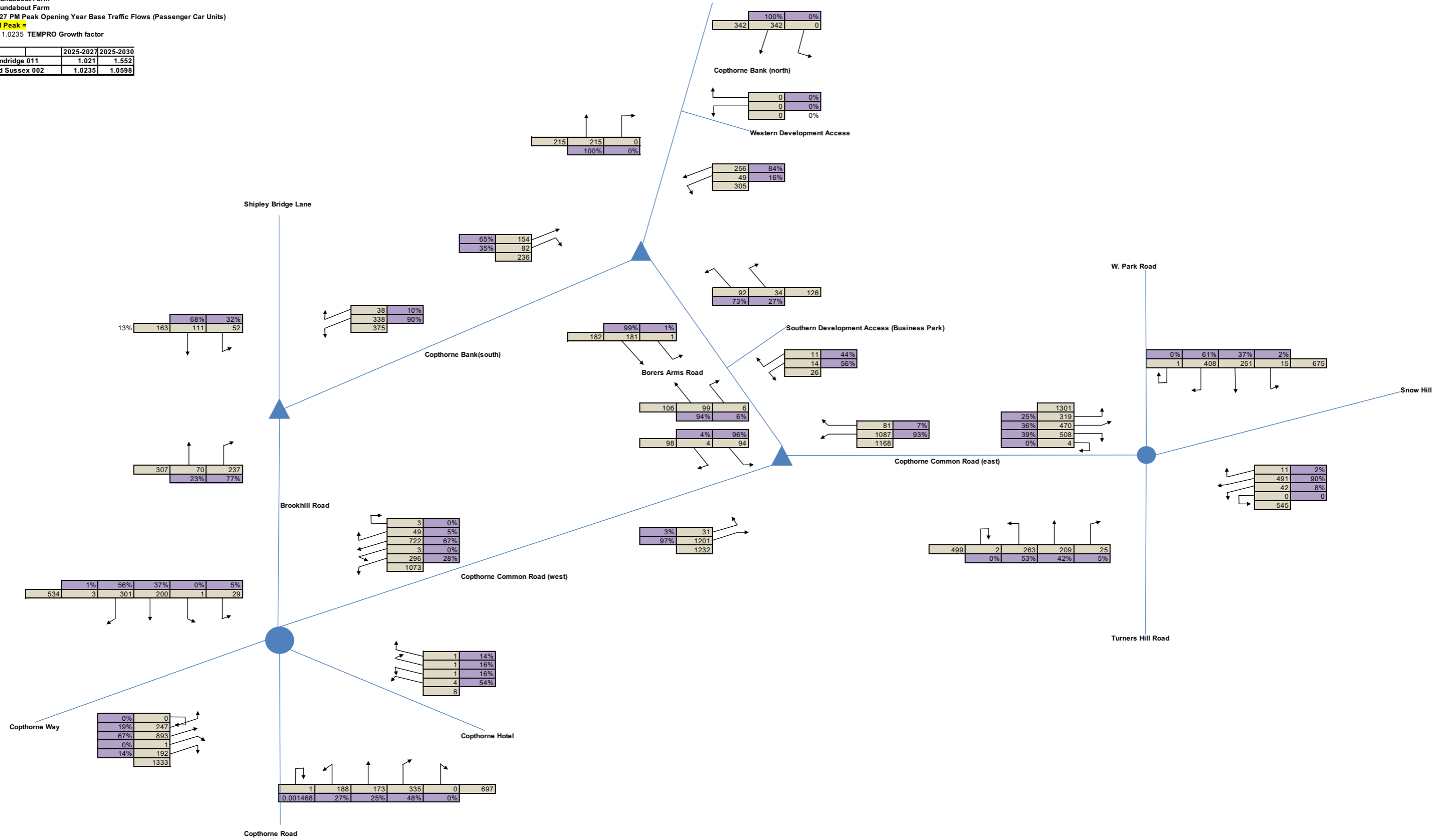
Roundabout Farm
 2027 AM Peak Opening Year Base Traffic Flows (Passenger Car Units)
 AM Peak = 0730-0830
 1.0234 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.0211	1.0553
Mid Sussex 002	1.0234	1.0593



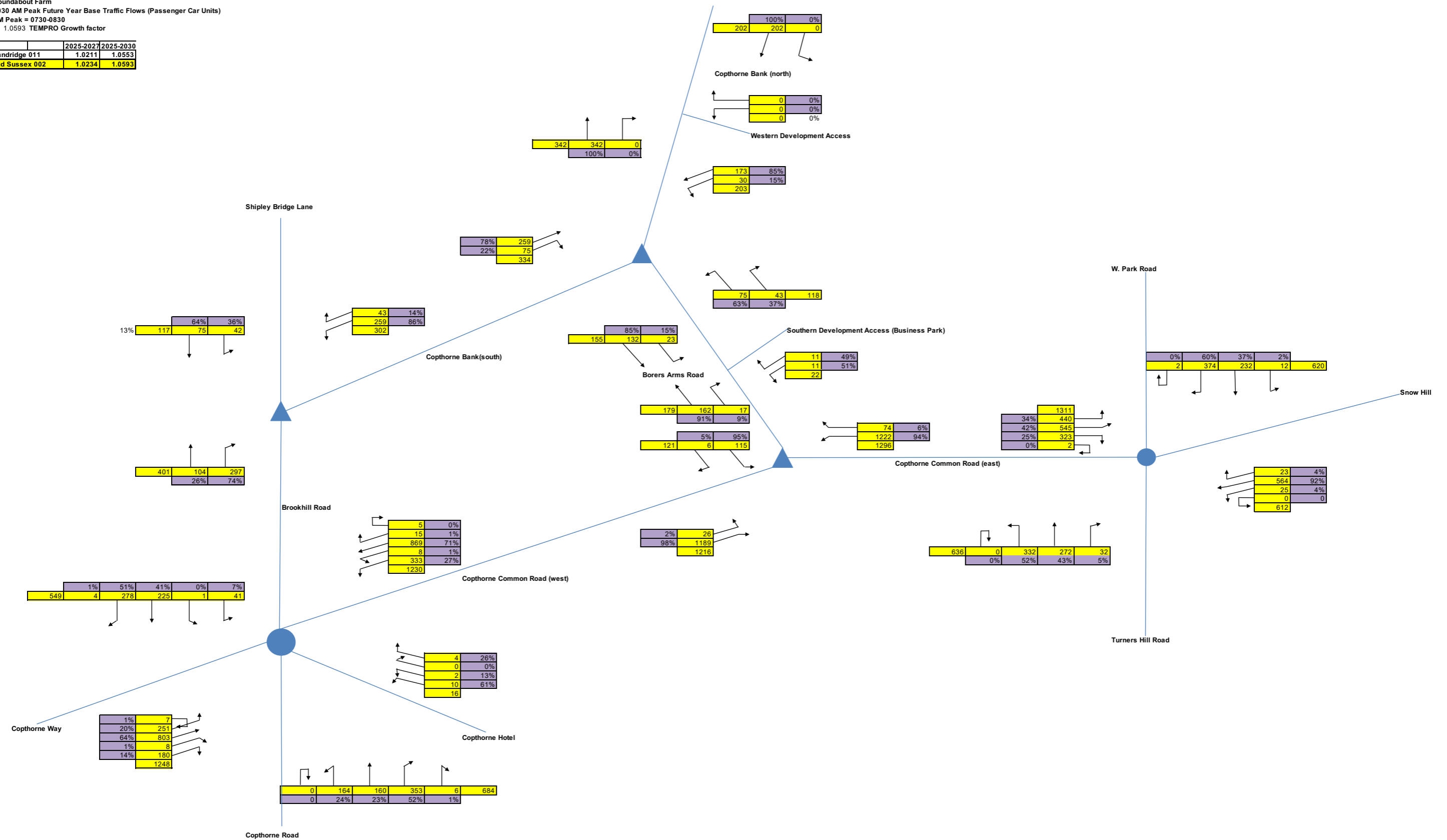
Roundabout Farm
 Roundabout Farm
 2027 PM Peak Opening Year Base Traffic Flows (Passenger Car Units)
 PM Peak =
 1.0235 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.021	1.552
Mid Sussex 002	1.0235	1.0598



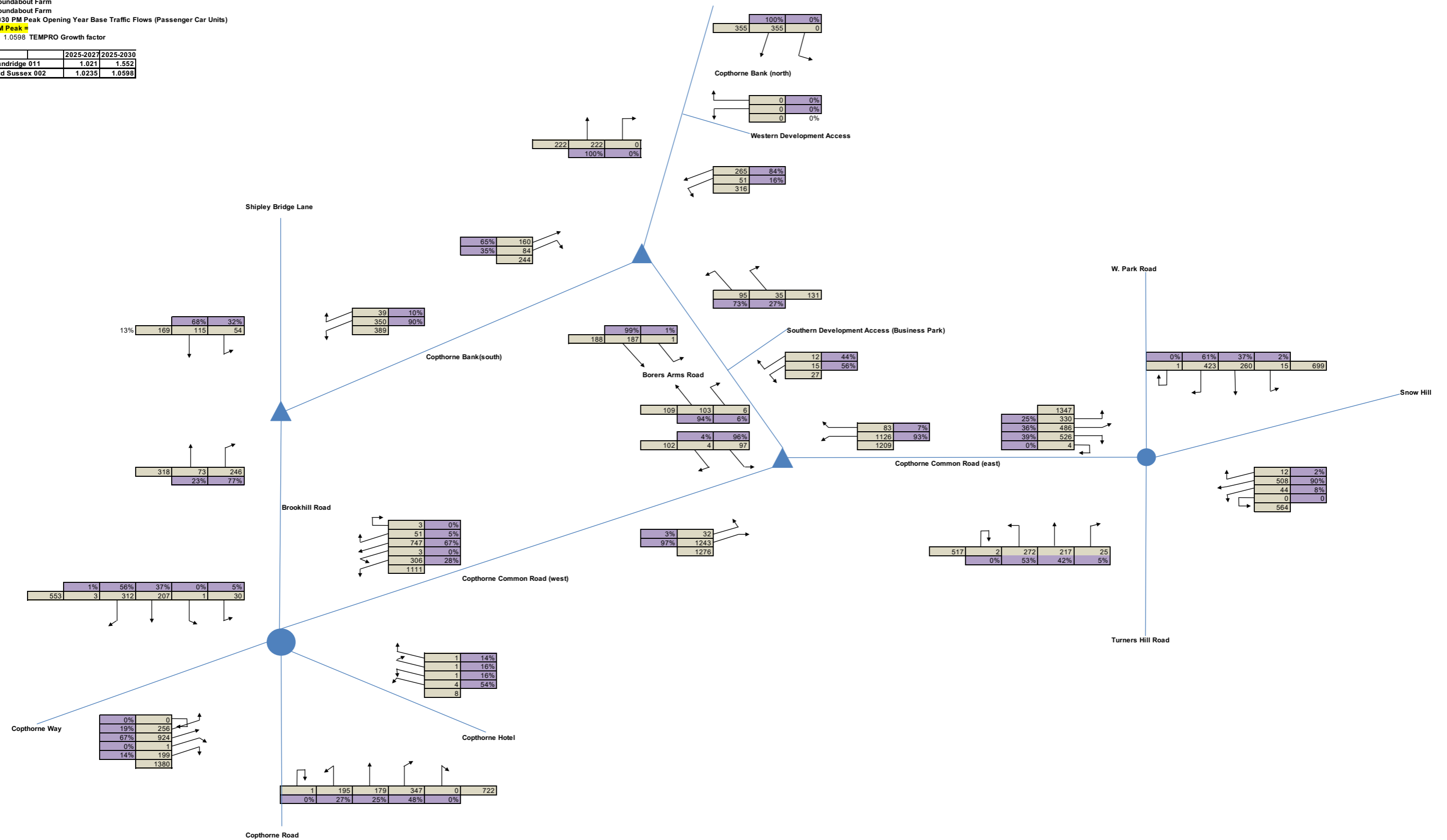
Roundabout Farm
 2030 AM Peak Future Year Base Traffic Flows (Passenger Car Units)
 AM Peak = 0730-0830
 1.0593 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.0211	1.0553
Mid Sussex 002	1.0234	1.0593



Roundabout Farm
 Roundabout Farm
 2030 PM Peak Opening Year Base Traffic Flows (Passenger Car Units)
 PM Peak =
 1.0598 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.021	1.552
Mid Sussex 002	1.0235	1.0598



APPENDIX N



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
		1 day
09	NORTH	
	DA	DARLINGTON
		1 day
	TV	TEES VALLEY
		1 day

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1230 to 5110 (units:sqm)
Range Selected by User:	118 to 175000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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

Selected survey days:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre (PPS6 Local Centre)	1 days

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

Selected Location Sub Categories:

No Sub Category	2 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Secondary Filtering Selection:

Use Class:

Not Known 3 surveys

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

Population within 500m Range:

7 - 500

Population within 1 mile:

1,001 to 5,000 3 surveys

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

Population within 5 miles:

100,001 to 125,000 1 surveys
125,001 to 250,000 2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0 2 surveys
1.6 to 2.0 1 surveys

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



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD	Survey Type: Unknown
2 ALDERMAN BEST WAY DARLINGTON Edge of Town No Sub Category Gross floor area: 3530 sqm Survey date: Thursday 18/10/2018	DA-02-A-02	ENGINEERING COMPANY	DARLINGTON	Survey Type: Unknown
3 HANZARD DRIVE NEAR BILLINGHAM WYNYARD Neighbourhood Centre (PPS6 Local Centre) Village Gross floor area: 5110 sqm Survey date: Friday 04/09/2020	TV-02-A-05	CHEMICAL COMPANY	TEES VALLEY	Survey Type: Unknown

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.618	0.101	0.719
08:00-09:00	3	3290	1.074	0.111	1.185
09:00-10:00	3	3290	0.284	0.051	0.335
10:00-11:00	3	3290	0.193	0.091	0.284
11:00-12:00	3	3290	0.061	0.111	0.172
12:00-13:00	3	3290	0.203	0.355	0.558
13:00-14:00	3	3290	0.243	0.111	0.354
14:00-15:00	3	3290	0.051	0.091	0.142
15:00-16:00	3	3290	0.071	0.385	0.456
16:00-17:00	3	3290	0.172	1.003	1.175
17:00-18:00	3	3290	0.010	0.527	0.537
18:00-19:00	2	4320	0.012	0.231	0.243
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.992	3.168	6.160

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.020	0.010	0.030
08:00-09:00	3	3290	0.000	0.000	0.000
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.010	0.010
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.020	0.040

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 18/10/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.000	0.000	0.000
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.010	0.000	0.010
09:00-10:00	3	3290	0.000	0.010	0.010
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.010	0.010	0.020
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.010	0.010	0.020
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.030	0.060

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 04/09/2020
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.010	0.010	0.020
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.010	0.000	0.010
17:00-18:00	3	3290	0.000	0.010	0.010
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.020	0.040

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 23/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.588	0.051	0.639
08:00-09:00	3	3290	0.993	0.061	1.054
09:00-10:00	3	3290	0.223	0.010	0.233
10:00-11:00	3	3290	0.132	0.051	0.183
11:00-12:00	3	3290	0.041	0.091	0.132
12:00-13:00	3	3290	0.162	0.304	0.466
13:00-14:00	3	3290	0.213	0.081	0.294
14:00-15:00	3	3290	0.041	0.081	0.122
15:00-16:00	3	3290	0.061	0.324	0.385
16:00-17:00	3	3290	0.111	0.973	1.084
17:00-18:00	3	3290	0.010	0.496	0.506
18:00-19:00	2	4320	0.000	0.208	0.208
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.575	2.731	5.306

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.020	0.051	0.071
08:00-09:00	3	3290	0.051	0.041	0.092
09:00-10:00	3	3290	0.061	0.030	0.091
10:00-11:00	3	3290	0.061	0.041	0.102
11:00-12:00	3	3290	0.020	0.020	0.040
12:00-13:00	3	3290	0.041	0.051	0.092
13:00-14:00	3	3290	0.020	0.020	0.040
14:00-15:00	3	3290	0.010	0.010	0.020
15:00-16:00	3	3290	0.010	0.051	0.061
16:00-17:00	3	3290	0.041	0.020	0.061
17:00-18:00	3	3290	0.000	0.020	0.020
18:00-19:00	2	4320	0.012	0.012	0.024
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.347	0.367	0.714

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.010	0.000	0.010
08:00-09:00	3	3290	0.010	0.000	0.010
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.010	0.010
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.012	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.022	0.042

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 18/10/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX O



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD
		1 day
09	NORTH	
	DA	DARLINGTON
		1 day
	TV	TEES VALLEY
		1 day

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



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	1230 to 5110 (units:sqm)
Range Selected by User:	118 to 175000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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

Selected survey days:

Friday	1 days
Thursday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre (PPS6 Local Centre)	1 days

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

Selected Location Sub Categories:

No Sub Category	2 days
Village	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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

Population within 500m Range:

7 - 500

Population within 1 mile:

1,001 to 5,000	3 surveys
----------------	-----------

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.6 to 2.0	1 surveys

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



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Petrol filling station:

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

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions



Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

1 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Gross floor area: 1230 sqm Survey date: Tuesday 23/05/2017	AK-02-A-01	OFFICES	WAKEFIELD	Survey Type: Unknown
2 ALDERMAN BEST WAY DARLINGTON Edge of Town No Sub Category Gross floor area: 3530 sqm Survey date: Thursday 18/10/2018	DA-02-A-02	ENGINEERING COMPANY	DARLINGTON	Survey Type: Unknown
3 HANZARD DRIVE NEAR BILLINGHAM WYNYARD Neighbourhood Centre (PPS6 Local Centre) Village Gross floor area: 5110 sqm Survey date: Friday 04/09/2020	TV-02-A-05	CHEMICAL COMPANY	TEES VALLEY	Survey Type: Unknown

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.618	0.101	0.719
08:00-09:00	3	3290	1.074	0.111	1.185
09:00-10:00	3	3290	0.284	0.051	0.335
10:00-11:00	3	3290	0.193	0.091	0.284
11:00-12:00	3	3290	0.061	0.111	0.172
12:00-13:00	3	3290	0.203	0.355	0.558
13:00-14:00	3	3290	0.243	0.111	0.354
14:00-15:00	3	3290	0.051	0.091	0.142
15:00-16:00	3	3290	0.071	0.385	0.456
16:00-17:00	3	3290	0.172	1.003	1.175
17:00-18:00	3	3290	0.010	0.527	0.537
18:00-19:00	2	4320	0.012	0.231	0.243
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.992	3.168	6.160

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.020	0.010	0.030
08:00-09:00	3	3290	0.000	0.000	0.000
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.010	0.010
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.020	0.040

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 18/10/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.000	0.000	0.000
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.010	0.000	0.010
09:00-10:00	3	3290	0.000	0.010	0.010
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.010	0.010	0.020
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.010	0.010	0.020
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.030	0.060

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 04/09/2020
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.000	0.000	0.000
08:00-09:00	3	3290	0.010	0.010	0.020
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.000	0.000
16:00-17:00	3	3290	0.010	0.000	0.010
17:00-18:00	3	3290	0.000	0.010	0.010
18:00-19:00	2	4320	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.020	0.040

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 23/05/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.588	0.051	0.639
08:00-09:00	3	3290	0.993	0.061	1.054
09:00-10:00	3	3290	0.223	0.010	0.233
10:00-11:00	3	3290	0.132	0.051	0.183
11:00-12:00	3	3290	0.041	0.091	0.132
12:00-13:00	3	3290	0.162	0.304	0.466
13:00-14:00	3	3290	0.213	0.081	0.294
14:00-15:00	3	3290	0.041	0.081	0.122
15:00-16:00	3	3290	0.061	0.324	0.385
16:00-17:00	3	3290	0.111	0.973	1.084
17:00-18:00	3	3290	0.010	0.496	0.506
18:00-19:00	2	4320	0.000	0.208	0.208
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.575	2.731	5.306

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

***BOLD** print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.020	0.051	0.071
08:00-09:00	3	3290	0.051	0.041	0.092
09:00-10:00	3	3290	0.061	0.030	0.091
10:00-11:00	3	3290	0.061	0.041	0.102
11:00-12:00	3	3290	0.020	0.020	0.040
12:00-13:00	3	3290	0.041	0.051	0.092
13:00-14:00	3	3290	0.020	0.020	0.040
14:00-15:00	3	3290	0.010	0.010	0.020
15:00-16:00	3	3290	0.010	0.051	0.061
16:00-17:00	3	3290	0.041	0.020	0.061
17:00-18:00	3	3290	0.000	0.020	0.020
18:00-19:00	2	4320	0.012	0.012	0.024
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.347	0.367	0.714

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

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	23/05/2017 - 04/09/2020
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	3290	0.010	0.000	0.010
08:00-09:00	3	3290	0.010	0.000	0.010
09:00-10:00	3	3290	0.000	0.000	0.000
10:00-11:00	3	3290	0.000	0.000	0.000
11:00-12:00	3	3290	0.000	0.000	0.000
12:00-13:00	3	3290	0.000	0.000	0.000
13:00-14:00	3	3290	0.000	0.000	0.000
14:00-15:00	3	3290	0.000	0.000	0.000
15:00-16:00	3	3290	0.000	0.010	0.010
16:00-17:00	3	3290	0.000	0.000	0.000
17:00-18:00	3	3290	0.000	0.000	0.000
18:00-19:00	2	4320	0.000	0.012	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.022	0.042

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

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Audit Code: d0f970ea-db12-47fe-8389-680b0cbf9dac

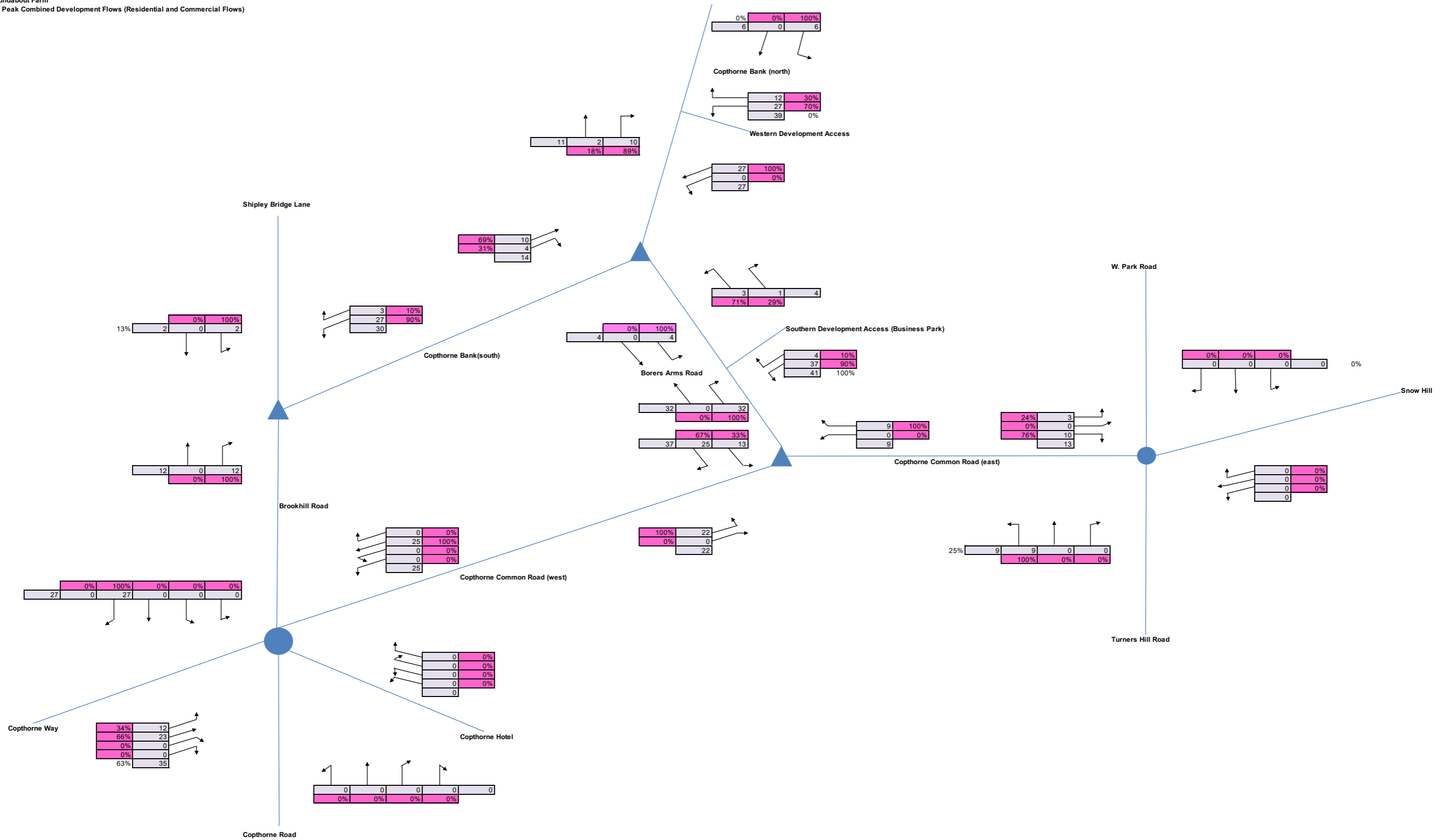
Parameter Summary:

Trip rate parameter range selected:	118 - 175000 (units: sqm)
Survey date date range:	18/10/2018 - 18/10/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

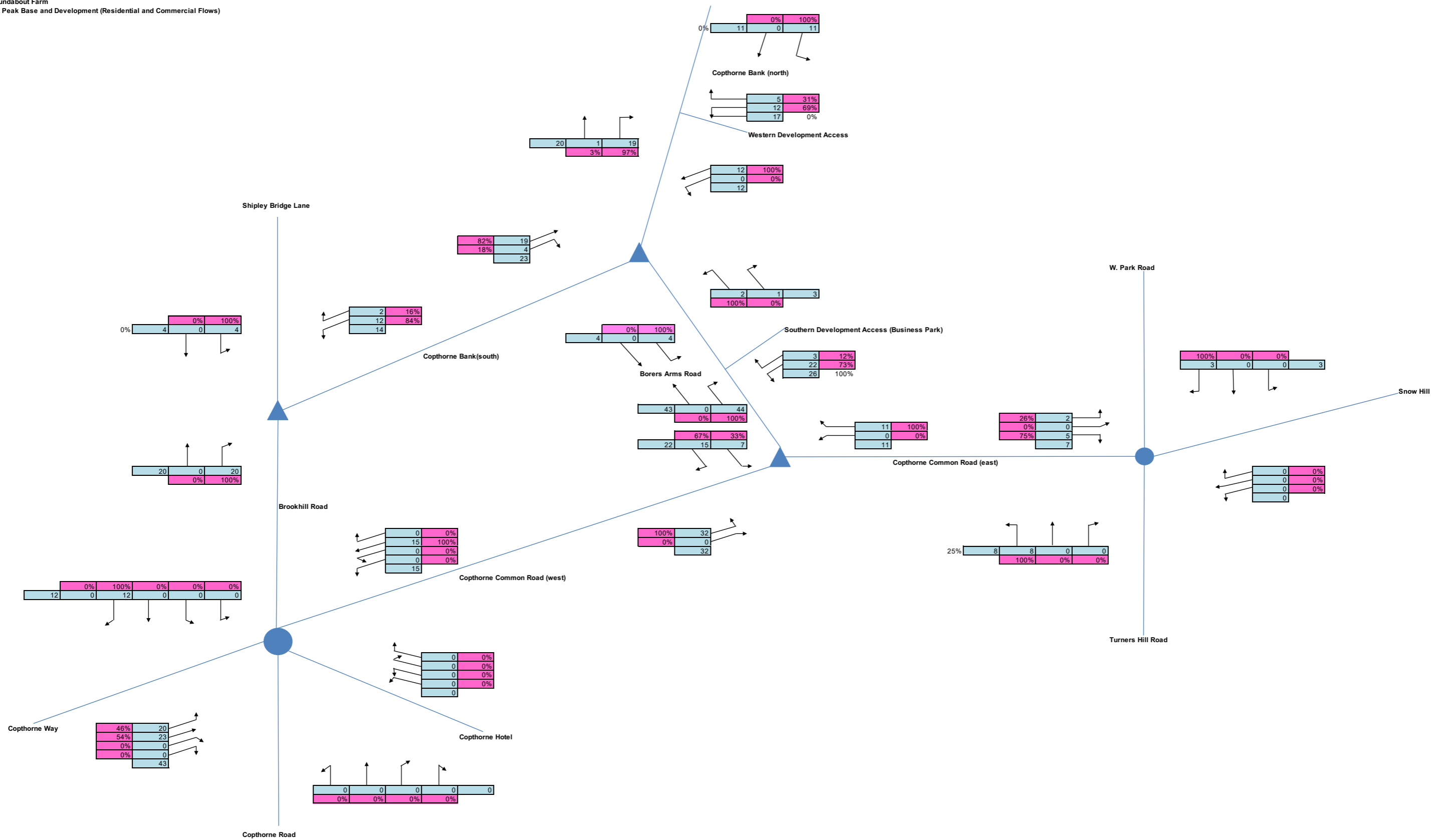
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

APPENDIX P

Roundabout Farm
 AM Peak Combined Development Flows (Residential and Commercial Flows)

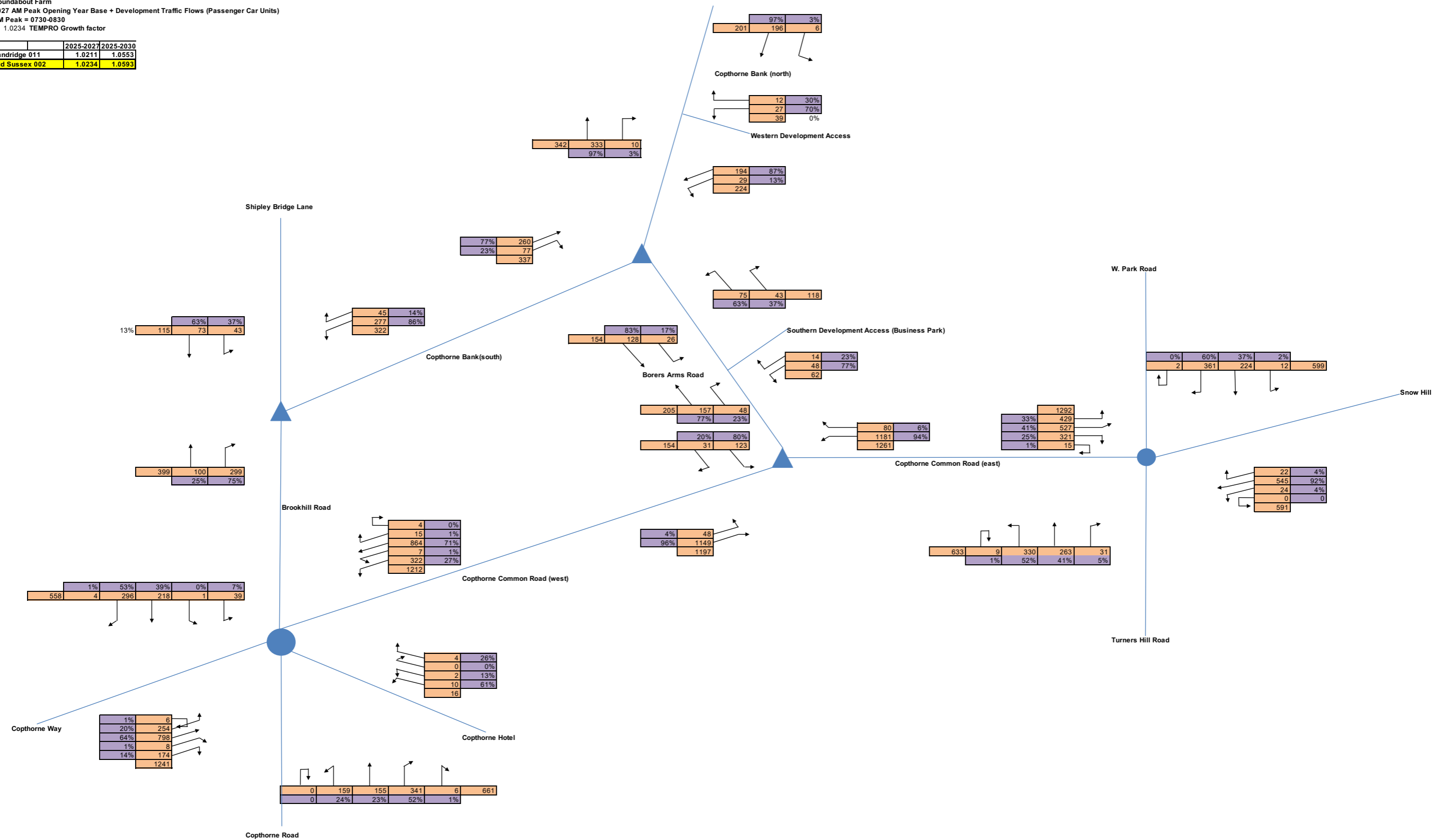


Roundabout Farm
PM Peak Base and Development (Residential and Commercial Flows)



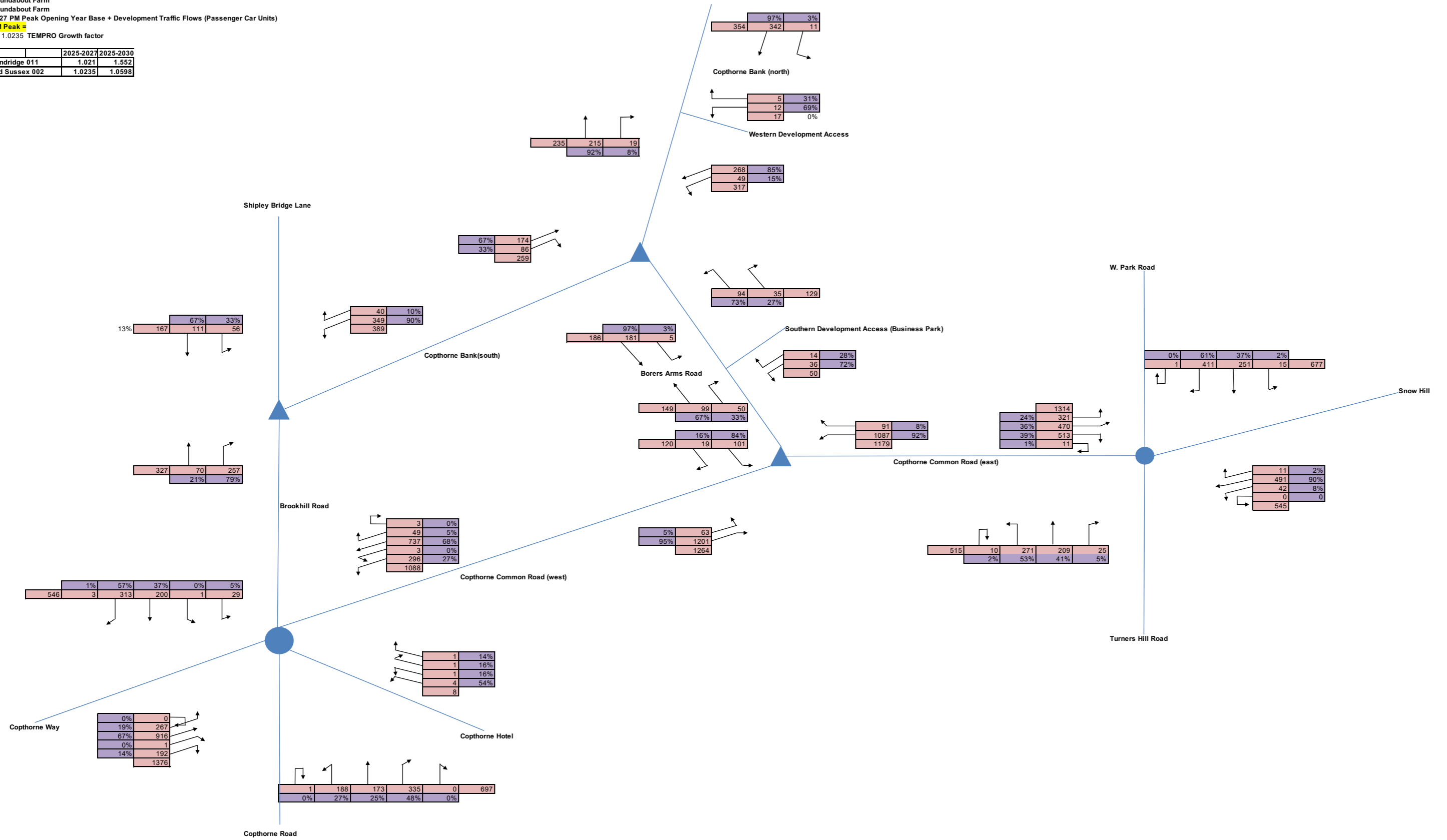
Roundabout Farm
 2027 AM Peak Opening Year Base + Development Traffic Flows (Passenger Car Units)
 AM Peak = 0730-0830
 1.0234 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.0211	1.0553
Mid Sussex 002	1.0234	1.0593



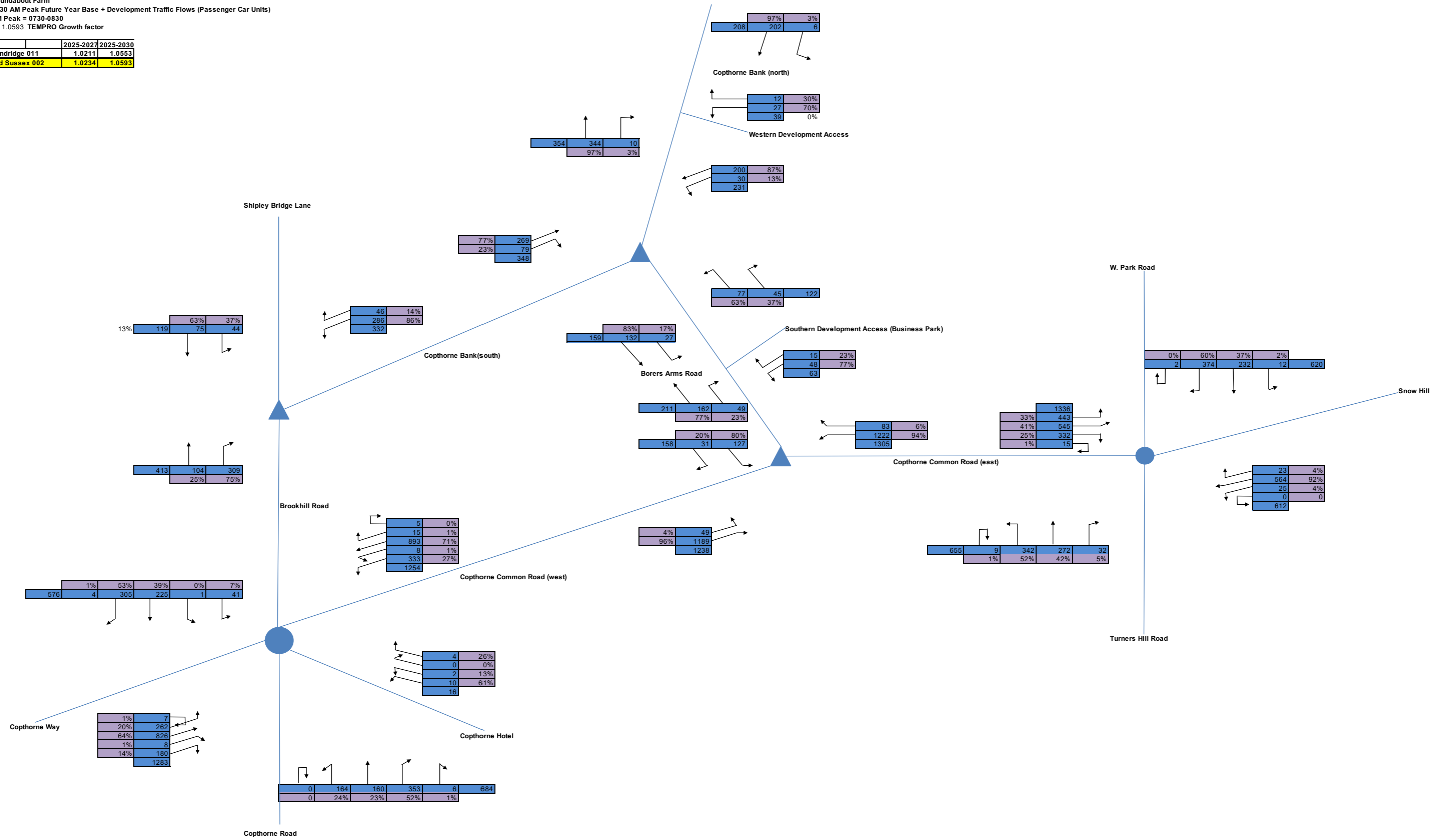
Roundabout Farm
 Roundabout Farm
 2027 PM Peak Opening Year Base + Development Traffic Flows (Passenger Car Units)
 AM Peak =
 1.0235 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.021	1.552
Mid Sussex 002	1.0235	1.0598



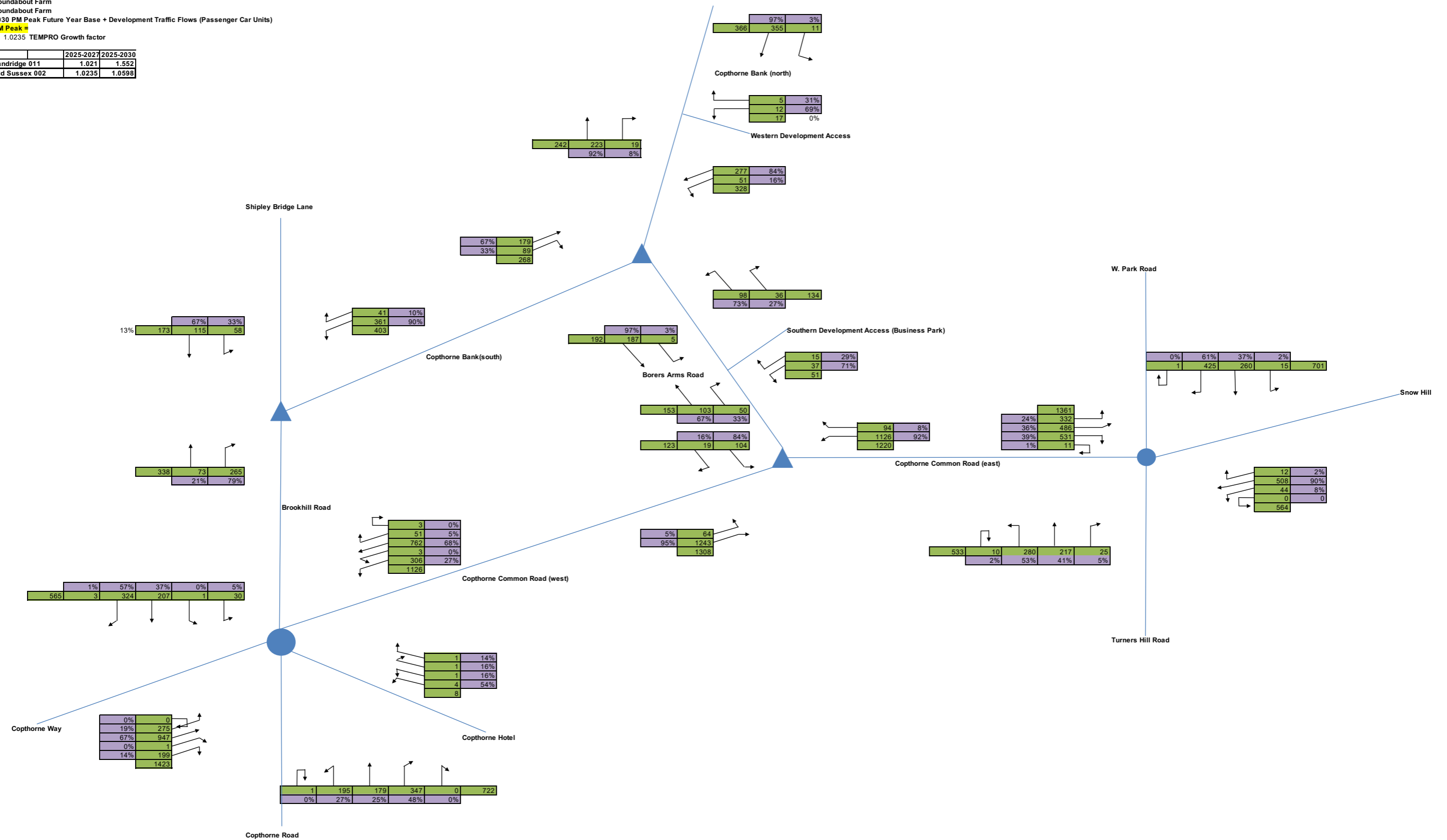
Roundabout Farm
 2030 AM Peak Future Year Base + Development Traffic Flows (Passenger Car Units)
 AM Peak = 0730-0830
 1.0593 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.0211	1.0553
Mid Sussex 002	1.0234	1.0593



Roundabout Farm
 Roundabout Farm
 2030 PM Peak Future Year Base + Development Traffic Flows (Passenger Car Units)
 PM Peak =
 1.0235 TEMPRO Growth factor

	2025-2027	2025-2030
Tandridge 011	1.021	1.552
Mid Sussex 002	1.0235	1.0598



APPENDIX Q

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Western Access Copthorne Bank.j9
 Path: W:\251003 Roundabouts Farm Modelling
 Report generation date: 10/3/2025 12:47:34 PM

- »2027 OY + CD + DEV, AM
- »2027 OY + CD + DEV, PM
- »2030 FY + CD + DEV, AM
- »2030 FY + CD + DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2027 OY + CD + DEV										
Stream B-AC	D7	0.1	8.82	0.09	A	D8	0.0	8.97	0.04	A
Stream C-AB		0.0	5.22	0.02	A		0.1	5.97	0.04	A
2030 FY + CD + DEV										
Stream B-AC	D13	0.1	8.88	0.09	A	D14	0.1	9.63	0.07	A
Stream C-AB		0.0	5.19	0.02	A		0.1	6.39	0.07	A

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

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

File summary

File Description

Title	Roundabouts Western Access
Location	Copthorne Bank
Site number	SK21784
Date	11/12/2019
Version	
Status	(new file)
Identifier	
Client	FCP
Jobnumber	SK21784
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2027 OY + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Copthorne Bank South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Development Access	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Copthorne Bank North		Major
B	Development Access		Minor
C	Copthorne Bank South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Copthorne Bank South	4.10			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Development Access	One lane	3.00	10	10

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	486	0.096	0.242	0.152	0.346
B-C	630	0.105	0.264	-	-
C-B	643	0.270	0.270	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	202	100.000
B - Development Access		✓	39	100.000
C - Copthorne Bank South		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	0	6	196
	B - Development Access	12	0	27
	C - Copthorne Bank South	333	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Development Access	10	10	10
	C - Copthorne Bank South	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.82	0.1	A
C-AB	0.02	5.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	520	0.057	29	0.1	8.068	A
C-AB	11	769	0.015	11	0.0	5.223	A
C-A	247			247			
A-B	5			5			
A-C	148			148			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	508	0.069	35	0.1	8.370	A
C-AB	14	795	0.018	14	0.0	5.073	A
C-A	294			294			
A-B	5			5			
A-C	176			176			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	492	0.087	43	0.1	8.819	A
C-AB	20	831	0.024	20	0.0	4.879	A
C-A	358			358			
A-B	7			7			
A-C	216			216			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	492	0.087	43	0.1	8.823	A
C-AB	20	831	0.024	20	0.0	4.881	A
C-A	358			358			
A-B	7			7			
A-C	216			216			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	508	0.069	35	0.1	8.377	A
C-AB	14	795	0.018	14	0.0	5.075	A
C-A	294			294			
A-B	5			5			
A-C	176			176			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	520	0.057	29	0.1	8.080	A
C-AB	11	769	0.015	11	0.0	5.223	A
C-A	247			247			
A-B	5			5			
A-C	148			148			

2027 OY + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Copthorne Bank South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Development Access	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	353	100.000
B - Development Access		✓	17	100.000
C - Copthorne Bank South		✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	0	11	342
	B - Development Access	5	0	12
	C - Copthorne Bank South	215	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Development Access	10	10	10
	C - Copthorne Bank South	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	8.97	0.0	A
C-AB	0.04	5.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	499	0.026	13	0.0	8.148	A
C-AB	19	682	0.027	19	0.0	5.968	A
C-A	157			157			
A-B	8			8			
A-C	257			257			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	483	0.032	15	0.0	8.475	A
C-AB	24	691	0.034	24	0.1	5.932	A
C-A	187			187			
A-B	10			10			
A-C	307			307			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	460	0.041	19	0.0	8.969	A
C-AB	32	704	0.045	31	0.1	5.884	A
C-A	226			226			
A-B	12			12			
A-C	377			377			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	460	0.041	19	0.0	8.971	A
C-AB	32	705	0.045	32	0.1	5.885	A
C-A	226			226			
A-B	12			12			
A-C	377			377			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	482	0.032	15	0.0	8.477	A
C-AB	24	691	0.034	24	0.1	5.936	A
C-A	187			187			
A-B	10			10			
A-C	307			307			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	499	0.026	13	0.0	8.154	A
C-AB	19	682	0.028	19	0.0	5.969	A
C-A	157			157			
A-B	8			8			
A-C	257			257			

2030 FY + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Copthorne Bank South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Development Access	T-Junction	Two-way		0.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	208	100.000
B - Development Access		✓	39	100.000
C - Copthorne Bank South		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	0	6	202
	B - Development Access	12	0	27
	C - Copthorne Bank South	344	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Development Access	10	10	10
	C - Copthorne Bank South	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.09	8.88	0.1	A
C-AB	0.02	5.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	518	0.057	29	0.1	8.098	A
C-AB	11	774	0.015	11	0.0	5.193	A
C-A	255			255			
A-B	5			5			
A-C	152			152			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	506	0.069	35	0.1	8.409	A
C-AB	15	800	0.018	15	0.0	5.039	A
C-A	304			304			
A-B	5			5			
A-C	182			182			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	489	0.088	43	0.1	8.873	A
C-AB	20	838	0.024	20	0.0	4.841	A
C-A	370			370			
A-B	7			7			
A-C	222			222			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	489	0.088	43	0.1	8.877	A
C-AB	20	838	0.024	20	0.0	4.841	A
C-A	370			370			
A-B	7			7			
A-C	222			222			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	506	0.069	35	0.1	8.414	A
C-AB	15	800	0.018	15	0.0	5.042	A
C-A	304			304			
A-B	5			5			
A-C	182			182			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	518	0.057	29	0.1	8.110	A
C-AB	11	774	0.015	11	0.0	5.194	A
C-A	255			255			
A-B	5			5			
A-C	152			152			

2030 FY + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Copthorne Bank South - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	403	100.000
B - Development Access		✓	29	100.000
C - Copthorne Bank South		✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	0	15	388
	B - Development Access	9	0	20
	C - Copthorne Bank South	187	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Development Access	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Development Access	10	10	10
	C - Copthorne Bank South	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	9.63	0.1	A
C-AB	0.07	6.39	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	486	0.045	22	0.1	8.521	A
C-AB	30	658	0.045	29	0.1	6.295	A
C-A	134			134			
A-B	11			11			
A-C	292			292			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	468	0.056	26	0.1	8.955	A
C-AB	37	663	0.056	37	0.1	6.331	A
C-A	159			159			
A-B	13			13			
A-C	349			349			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	443	0.072	32	0.1	9.627	A
C-AB	49	670	0.074	49	0.1	6.383	A
C-A	191			191			
A-B	17			17			
A-C	427			427			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	443	0.072	32	0.1	9.632	A
C-AB	49	670	0.074	49	0.1	6.389	A
C-A	191			191			
A-B	17			17			
A-C	427			427			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	468	0.056	26	0.1	8.962	A
C-AB	37	663	0.057	38	0.1	6.336	A
C-A	159			159			
A-B	13			13			
A-C	349			349			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	486	0.045	22	0.1	8.530	A
C-AB	30	658	0.045	30	0.1	6.303	A
C-A	134			134			
A-B	11			11			
A-C	292			292			

APPENDIX R

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Southern Site Access Borers Arms Road.j9
Path: W:\251003 Roundabouts Farm Modelling
Report generation date: 10/3/2025 1:12:52 PM

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2027 OY, AM
- »2027 OY, PM
- »2027 OY + CD + DEV, AM
- »2027 OY + CD + DEV, PM
- »2030 FY + CD, AM
- »2030 FY + CD, PM
- »2030 FY + CD + DEV, AM
- »2030 FY + CD + DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 Surveyed										
Stream B-C	D1	0.0	6.03	0.02	A	D2	0.0	6.07	0.02	A
Stream B-A		0.0	8.49	0.02	A		0.0	8.64	0.03	A
Stream C-AB		0.0	5.85	0.03	A		0.0	6.06	0.01	A
2027 OY										
Stream B-C	D3	0.0	6.04	0.02	A	D4	0.0	6.09	0.02	A
Stream B-A		0.0	8.51	0.02	A		0.0	8.67	0.03	A
Stream C-AB		0.0	5.84	0.03	A		0.0	6.06	0.01	A
2027 OY + CD + DEV										
Stream B-C	D7	0.1	5.89	0.07	A	D8	0.1	5.96	0.06	A
Stream B-A		0.0	9.79	0.04	A		0.0	9.74	0.04	A
Stream C-AB		0.2	6.13	0.10	A		0.1	6.61	0.10	A
2030 FY + CD										
Stream B-C	D11	0.0	6.13	0.02	A	D12	0.0	6.13	0.02	A
Stream B-A		0.0	8.47	0.03	A		0.0	8.71	0.03	A
Stream C-AB		0.1	5.83	0.03	A		0.0	6.05	0.01	A
2030 FY + CD + DEV										
Stream B-C	D13	0.1	5.91	0.07	A	D14	0.1	6.00	0.06	A
Stream B-A		0.0	9.85	0.04	A		0.0	9.79	0.04	A
Stream C-AB		0.2	6.13	0.10	A		0.1	6.60	0.10	A

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

File summary

File Description

Title	Roundabouts Southern Site Access
Location	Copthorne Bank
Site number	SK21784
Date	11/12/2019
Version	
Status	(new file)
Identifier	
Client	FCP
Jobnumber	SK21784
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15
D2	2025 Surveyed	PM	ONE HOUR	16:30	18:00	15
D3	2027 OY	AM	ONE HOUR	07:15	08:45	15
D4	2027 OY	PM	ONE HOUR	16:30	18:00	15
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Borers Arms West		Major
B	Development Access		Minor
C	Borers Arms East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Borers Arms East	6.00			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Development Access	One lane plus flare	10.00	8.30	7.00	6.60	5.40	✓	3.00	40	53

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	548	0.100	0.252	0.159	0.360
B-C	714	0.109	0.277	-	-
C-B	643	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	147	100.000
B - Development Access		✓	21	100.000
C - Borers Arms East		✓	169	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	22	125
	B - Development Access	10	0	11
	C - Borers Arms East	153	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Borers Arms West	111	111
	B - Development Access	16	16
	C - Borers Arms East	127	127
07:30-07:45	A - Borers Arms West	132	132
	B - Development Access	19	19
	C - Borers Arms East	152	152
07:45-08:00	A - Borers Arms West	162	162
	B - Development Access	23	23
	C - Borers Arms East	186	186
08:00-08:15	A - Borers Arms West	162	162
	B - Development Access	23	23
	C - Borers Arms East	186	186
08:15-08:30	A - Borers Arms West	132	132
	B - Development Access	19	19
	C - Borers Arms East	152	152
08:30-08:45	A - Borers Arms West	111	111
	B - Development Access	16	16
	C - Borers Arms East	127	127

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.03	0.0	A
B-A	0.02	8.49	0.0	A
C-AB	0.03	5.85	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	683	0.012	8	0.0	5.864	A
B-A	8	500	0.015	7	0.0	8.043	A
C-AB	14	692	0.021	14	0.0	5.847	A
C-A	113			113			
A-B	17			17			
A-C	94			94			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	677	0.015	10	0.0	5.932	A
B-A	9	490	0.018	9	0.0	8.223	A
C-AB	18	701	0.026	18	0.0	5.793	A
C-A	134			134			
A-B	20			20			
A-C	112			112			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	669	0.018	12	0.0	6.026	A
B-A	11	478	0.023	11	0.0	8.486	A
C-AB	23	715	0.032	23	0.0	5.721	A
C-A	163			163			
A-B	24			24			
A-C	138			138			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	669	0.018	12	0.0	6.027	A
B-A	11	478	0.023	11	0.0	8.486	A
C-AB	23	715	0.032	23	0.0	5.724	A
C-A	163			163			
A-B	24			24			
A-C	138			138			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	677	0.015	10	0.0	5.933	A
B-A	9	491	0.018	9	0.0	8.225	A
C-AB	18	701	0.026	18	0.0	5.794	A
C-A	134			134			
A-B	20			20			
A-C	112			112			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	683	0.012	8	0.0	5.867	A
B-A	8	500	0.015	8	0.0	8.043	A
C-AB	14	692	0.021	15	0.0	5.847	A
C-A	113			113			
A-B	17			17			
A-C	94			94			

2025 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	178	100.000
B - Development Access		✓	25	100.000
C - Borers Arms East		✓	103	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	1	177
	B - Development Access	11	0	14
	C - Borers Arms East	97	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Borers Arms West	134	134
	B - Development Access	19	19
	C - Borers Arms East	78	78
16:45-17:00	A - Borers Arms West	160	160
	B - Development Access	22	22
	C - Borers Arms East	93	93
17:00-17:15	A - Borers Arms West	196	196
	B - Development Access	28	28
	C - Borers Arms East	113	113
17:15-17:30	A - Borers Arms West	196	196
	B - Development Access	28	28
	C - Borers Arms East	113	113
17:30-17:45	A - Borers Arms West	160	160
	B - Development Access	22	22
	C - Borers Arms East	93	93
17:45-18:00	A - Borers Arms West	134	134
	B - Development Access	19	19
	C - Borers Arms East	78	78

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.07	0.0	A
B-A	0.03	8.64	0.0	A
C-AB	0.01	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	686	0.015	10	0.0	5.858	A
B-A	8	491	0.017	8	0.0	8.193	A
C-AB	5	658	0.008	5	0.0	6.061	A
C-A	72			72			
A-B	0.75			0.75			
A-C	133			133			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	678	0.019	13	0.0	5.947	A
B-A	10	483	0.020	10	0.0	8.375	A
C-AB	6	662	0.009	6	0.0	6.042	A
C-A	86			86			
A-B	0.90			0.90			
A-C	159			159			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	667	0.023	15	0.0	6.073	A
B-A	12	470	0.026	12	0.0	8.641	A
C-AB	8	666	0.012	8	0.0	6.015	A
C-A	106			106			
A-B	1			1			
A-C	195			195			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	667	0.023	15	0.0	6.074	A
B-A	12	470	0.026	12	0.0	8.641	A
C-AB	8	666	0.012	8	0.0	6.015	A
C-A	106			106			
A-B	1			1			
A-C	195			195			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	678	0.019	13	0.0	5.951	A
B-A	10	483	0.020	10	0.0	8.376	A
C-AB	6	662	0.009	6	0.0	6.042	A
C-A	86			86			
A-B	0.90			0.90			
A-C	159			159			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	686	0.015	11	0.0	5.861	A
B-A	8	492	0.017	8	0.0	8.192	A
C-AB	5	658	0.008	5	0.0	6.061	A
C-A	72			72			
A-B	0.75			0.75			
A-C	133			133			

2027 OY, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2027 OY	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	150	100.000
B - Development Access		✓	21	100.000
C - Borers Arms East		✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	22	128
	B - Development Access	10	0	11
	C - Borers Arms East	157	16	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Borers Arms West	113	113
	B - Development Access	16	16
	C - Borers Arms East	130	130
07:30-07:45	A - Borers Arms West	135	135
	B - Development Access	19	19
	C - Borers Arms East	156	156
07:45-08:00	A - Borers Arms West	165	165
	B - Development Access	23	23
	C - Borers Arms East	190	190
08:00-08:15	A - Borers Arms West	165	165
	B - Development Access	23	23
	C - Borers Arms East	190	190
08:15-08:30	A - Borers Arms West	135	135
	B - Development Access	19	19
	C - Borers Arms East	156	156
08:30-08:45	A - Borers Arms West	113	113
	B - Development Access	16	16
	C - Borers Arms East	130	130

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.04	0.0	A
B-A	0.02	8.51	0.0	A
C-AB	0.03	5.84	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	683	0.012	8	0.0	5.869	A
B-A	8	499	0.015	7	0.0	8.060	A
C-AB	15	693	0.021	14	0.0	5.835	A
C-A	116			116			
A-B	17			17			
A-C	96			96			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	677	0.015	10	0.0	5.939	A
B-A	9	489	0.018	9	0.0	8.245	A
C-AB	18	703	0.026	18	0.0	5.779	A
C-A	138			138			
A-B	20			20			
A-C	115			115			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	668	0.018	12	0.0	6.035	A
B-A	11	476	0.023	11	0.0	8.514	A
C-AB	23	717	0.032	23	0.0	5.704	A
C-A	167			167			
A-B	24			24			
A-C	141			141			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	668	0.018	12	0.0	6.035	A
B-A	11	476	0.023	11	0.0	8.514	A
C-AB	23	717	0.032	23	0.0	5.707	A
C-A	167			167			
A-B	24			24			
A-C	141			141			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	676	0.015	10	0.0	5.940	A
B-A	9	489	0.018	9	0.0	8.246	A
C-AB	18	703	0.026	18	0.0	5.782	A
C-A	137			137			
A-B	20			20			
A-C	115			115			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	683	0.012	8	0.0	5.874	A
B-A	8	499	0.015	8	0.0	8.062	A
C-AB	15	693	0.021	15	0.0	5.836	A
C-A	116			116			
A-B	17			17			
A-C	96			96			

2027 OY, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2027 OY	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	182	100.000
B - Development Access		✓	25	100.000
C - Borers Arms East		✓	105	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	1	181
	B - Development Access	11	0	14
	C - Borers Arms East	99	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Borers Arms West	137	137
	B - Development Access	19	19
	C - Borers Arms East	79	79
16:45-17:00	A - Borers Arms West	164	164
	B - Development Access	22	22
	C - Borers Arms East	94	94
17:00-17:15	A - Borers Arms West	200	200
	B - Development Access	28	28
	C - Borers Arms East	116	116
17:15-17:30	A - Borers Arms West	200	200
	B - Development Access	28	28
	C - Borers Arms East	116	116
17:30-17:45	A - Borers Arms West	164	164
	B - Development Access	22	22
	C - Borers Arms East	94	94
17:45-18:00	A - Borers Arms West	137	137
	B - Development Access	19	19
	C - Borers Arms East	79	79

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.09	0.0	A
B-A	0.03	8.67	0.0	A
C-AB	0.01	6.06	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	686	0.015	10	0.0	5.866	A
B-A	8	491	0.017	8	0.0	8.210	A
C-AB	5	659	0.008	5	0.0	6.058	A
C-A	74			74			
A-B	0.75			0.75			
A-C	136			136			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	677	0.019	13	0.0	5.957	A
B-A	10	482	0.021	10	0.0	8.396	A
C-AB	6	662	0.009	6	0.0	6.039	A
C-A	88			88			
A-B	0.90			0.90			
A-C	163			163			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	666	0.023	15	0.0	6.085	A
B-A	12	469	0.026	12	0.0	8.669	A
C-AB	8	667	0.012	8	0.0	6.011	A
C-A	108			108			
A-B	1			1			
A-C	199			199			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	666	0.023	15	0.0	6.085	A
B-A	12	469	0.026	12	0.0	8.668	A
C-AB	8	667	0.012	8	0.0	6.011	A
C-A	108			108			
A-B	1			1			
A-C	199			199			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	677	0.019	13	0.0	5.960	A
B-A	10	482	0.021	10	0.0	8.397	A
C-AB	6	662	0.009	6	0.0	6.039	A
C-A	88			88			
A-B	0.90			0.90			
A-C	163			163			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	685	0.015	11	0.0	5.868	A
B-A	8	491	0.017	8	0.0	8.208	A
C-AB	5	659	0.008	5	0.0	6.059	A
C-A	74			74			
A-B	0.75			0.75			
A-C	136			136			

2027 OY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	154	100.000
B - Development Access		✓	62	100.000
C - Borers Arms East		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	26	128
	B - Development Access	14	0	48
	C - Borers Arms East	157	48	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Borers Arms West	116	116
	B - Development Access	47	47
	C - Borers Arms East	154	154
07:30-07:45	A - Borers Arms West	138	138
	B - Development Access	56	56
	C - Borers Arms East	184	184
07:45-08:00	A - Borers Arms West	170	170
	B - Development Access	68	68
	C - Borers Arms East	226	226
08:00-08:15	A - Borers Arms West	170	170
	B - Development Access	68	68
	C - Borers Arms East	226	226
08:15-08:30	A - Borers Arms West	138	138
	B - Development Access	56	56
	C - Borers Arms East	184	184
08:30-08:45	A - Borers Arms West	116	116
	B - Development Access	47	47
	C - Borers Arms East	154	154

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	5.89	0.1	A
B-A	0.04	9.79	0.0	A
C-AB	0.10	6.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	742	0.049	36	0.1	5.604	A
B-A	11	445	0.024	10	0.0	9.120	A
C-AB	44	692	0.063	43	0.1	6.097	A
C-A	111			111			
A-B	20			20			
A-C	96			96			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	735	0.059	43	0.1	5.721	A
B-A	13	434	0.029	13	0.0	9.391	A
C-AB	54	702	0.077	54	0.1	6.107	A
C-A	130			130			
A-B	23			23			
A-C	115			115			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	725	0.073	53	0.1	5.887	A
B-A	15	420	0.037	15	0.0	9.785	A
C-AB	70	716	0.097	70	0.2	6.126	A
C-A	156			156			
A-B	29			29			
A-C	141			141			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	725	0.073	53	0.1	5.887	A
B-A	15	420	0.037	15	0.0	9.786	A
C-AB	70	716	0.097	70	0.2	6.129	A
C-A	156			156			
A-B	29			29			
A-C	141			141			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	735	0.059	43	0.1	5.723	A
B-A	13	434	0.029	13	0.0	9.395	A
C-AB	54	702	0.077	54	0.1	6.112	A
C-A	130			130			
A-B	23			23			
A-C	115			115			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	742	0.049	36	0.1	5.610	A
B-A	11	444	0.024	11	0.0	9.126	A
C-AB	44	692	0.063	44	0.1	6.106	A
C-A	111			111			
A-B	20			20			
A-C	96			96			

2027 OY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		1.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	186	100.000
B - Development Access		✓	50	100.000
C - Borers Arms East		✓	149	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	5	181
	B - Development Access	14	0	36
	C - Borers Arms East	99	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Borers Arms West	140	140
	B - Development Access	38	38
	C - Borers Arms East	112	112
16:45-17:00	A - Borers Arms West	167	167
	B - Development Access	45	45
	C - Borers Arms East	134	134
17:00-17:15	A - Borers Arms West	205	205
	B - Development Access	55	55
	C - Borers Arms East	164	164
17:15-17:30	A - Borers Arms West	205	205
	B - Development Access	55	55
	C - Borers Arms East	164	164
17:30-17:45	A - Borers Arms West	167	167
	B - Development Access	45	45
	C - Borers Arms East	134	134
17:45-18:00	A - Borers Arms West	140	140
	B - Development Access	38	38
	C - Borers Arms East	112	112

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.96	0.1	A
B-A	0.04	9.74	0.0	A
C-AB	0.10	6.61	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	726	0.037	27	0.0	5.666	A
B-A	11	448	0.024	10	0.0	9.056	A
C-AB	42	658	0.065	42	0.1	6.428	A
C-A	70			70			
A-B	4			4			
A-C	136			136			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	717	0.045	32	0.1	5.787	A
B-A	13	437	0.029	13	0.0	9.332	A
C-AB	52	661	0.079	52	0.1	6.501	A
C-A	82			82			
A-B	4			4			
A-C	163			163			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	704	0.056	40	0.1	5.958	A
B-A	15	422	0.037	15	0.0	9.738	A
C-AB	66	666	0.099	66	0.1	6.602	A
C-A	98			98			
A-B	6			6			
A-C	199			199			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	704	0.056	40	0.1	5.958	A
B-A	15	422	0.037	15	0.0	9.738	A
C-AB	66	666	0.099	66	0.1	6.607	A
C-A	98			98			
A-B	6			6			
A-C	199			199			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	716	0.045	32	0.1	5.788	A
B-A	13	437	0.029	13	0.0	9.334	A
C-AB	52	661	0.079	52	0.1	6.508	A
C-A	82			82			
A-B	4			4			
A-C	163			163			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	725	0.037	27	0.0	5.671	A
B-A	11	448	0.024	11	0.0	9.061	A
C-AB	43	658	0.065	43	0.1	6.439	A
C-A	70			70			
A-B	4			4			
A-C	136			136			

2030 FY + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	155	100.000
B - Development Access		✓	22	100.000
C - Borers Arms East		✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	23	132
	B - Development Access	11	0	11
	C - Borers Arms East	162	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Borers Arms West	117	117
	B - Development Access	17	17
	C - Borers Arms East	135	135
07:30-07:45	A - Borers Arms West	139	139
	B - Development Access	20	20
	C - Borers Arms East	161	161
07:45-08:00	A - Borers Arms West	171	171
	B - Development Access	24	24
	C - Borers Arms East	197	197
08:00-08:15	A - Borers Arms West	171	171
	B - Development Access	24	24
	C - Borers Arms East	197	197
08:15-08:30	A - Borers Arms West	139	139
	B - Development Access	20	20
	C - Borers Arms East	161	161
08:30-08:45	A - Borers Arms West	117	117
	B - Development Access	17	17
	C - Borers Arms East	135	135

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.13	0.0	A
B-A	0.03	8.47	0.0	A
C-AB	0.03	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	674	0.012	8	0.0	5.952	A
B-A	8	503	0.016	8	0.0	8.001	A
C-AB	16	695	0.022	15	0.0	5.829	A
C-A	119			119			
A-B	17			17			
A-C	99			99			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	667	0.015	10	0.0	6.024	A
B-A	10	493	0.020	10	0.0	8.193	A
C-AB	19	705	0.027	19	0.0	5.773	A
C-A	142			142			
A-B	21			21			
A-C	119			119			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	659	0.018	12	0.0	6.125	A
B-A	12	479	0.025	12	0.0	8.474	A
C-AB	25	720	0.035	25	0.1	5.698	A
C-A	172			172			
A-B	25			25			
A-C	145			145			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	658	0.018	12	0.0	6.126	A
B-A	12	479	0.025	12	0.0	8.473	A
C-AB	25	720	0.035	25	0.1	5.699	A
C-A	172			172			
A-B	25			25			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10	667	0.015	10	0.0	6.025	A
B-A	10	493	0.020	10	0.0	8.194	A
C-AB	19	705	0.027	19	0.0	5.774	A
C-A	142			142			
A-B	21			21			
A-C	119			119			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	673	0.012	8	0.0	5.954	A
B-A	8	503	0.016	8	0.0	8.001	A
C-AB	16	695	0.022	16	0.0	5.830	A
C-A	119			119			
A-B	17			17			
A-C	99			99			

2030 FY + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		0.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	188	100.000
B - Development Access		✓	27	100.000
C - Borers Arms East		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	1	187
	B - Development Access	12	0	15
	C - Borers Arms East	103	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Borers Arms West	142	142
	B - Development Access	20	20
	C - Borers Arms East	82	82
16:45-17:00	A - Borers Arms West	169	169
	B - Development Access	24	24
	C - Borers Arms East	98	98
17:00-17:15	A - Borers Arms West	207	207
	B - Development Access	30	30
	C - Borers Arms East	120	120
17:15-17:30	A - Borers Arms West	207	207
	B - Development Access	30	30
	C - Borers Arms East	120	120
17:30-17:45	A - Borers Arms West	169	169
	B - Development Access	24	24
	C - Borers Arms East	98	98
17:45-18:00	A - Borers Arms West	142	142
	B - Development Access	20	20
	C - Borers Arms East	82	82

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.13	0.0	A
B-A	0.03	8.71	0.0	A
C-AB	0.01	6.05	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	682	0.017	11	0.0	5.899	A
B-A	9	490	0.018	9	0.0	8.230	A
C-AB	5	660	0.008	5	0.0	6.050	A
C-A	77			77			
A-B	0.75			0.75			
A-C	141			141			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	674	0.020	13	0.0	5.995	A
B-A	11	481	0.022	11	0.0	8.426	A
C-AB	6	663	0.009	6	0.0	6.029	A
C-A	92			92			
A-B	0.90			0.90			
A-C	168			168			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	662	0.025	16	0.0	6.130	A
B-A	13	468	0.028	13	0.0	8.713	A
C-AB	8	668	0.012	8	0.0	5.999	A
C-A	112			112			
A-B	1			1			
A-C	206			206			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	662	0.025	17	0.0	6.131	A
B-A	13	468	0.028	13	0.0	8.712	A
C-AB	8	668	0.012	8	0.0	6.001	A
C-A	112			112			
A-B	1			1			
A-C	206			206			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	674	0.020	14	0.0	5.996	A
B-A	11	481	0.022	11	0.0	8.427	A
C-AB	6	663	0.009	6	0.0	6.032	A
C-A	92			92			
A-B	0.90			0.90			
A-C	168			168			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	682	0.017	11	0.0	5.902	A
B-A	9	490	0.018	9	0.0	8.231	A
C-AB	5	660	0.008	5	0.0	6.053	A
C-A	77			77			
A-B	0.75			0.75			
A-C	141			141			

2030 FY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	159	100.000
B - Development Access		✓	63	100.000
C - Borers Arms East		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	27	132
	B - Development Access	15	0	48
	C - Borers Arms East	162	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Borers Arms West	120	120
	B - Development Access	47	47
	C - Borers Arms East	159	159
07:30-07:45	A - Borers Arms West	143	143
	B - Development Access	57	57
	C - Borers Arms East	190	190
07:45-08:00	A - Borers Arms West	175	175
	B - Development Access	69	69
	C - Borers Arms East	232	232
08:00-08:15	A - Borers Arms West	175	175
	B - Development Access	69	69
	C - Borers Arms East	232	232
08:15-08:30	A - Borers Arms West	143	143
	B - Development Access	57	57
	C - Borers Arms East	190	190
08:30-08:45	A - Borers Arms West	120	120
	B - Development Access	47	47
	C - Borers Arms East	159	159

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	5.91	0.1	A
B-A	0.04	9.85	0.0	A
C-AB	0.10	6.13	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	740	0.049	36	0.1	5.621	A
B-A	11	444	0.025	11	0.0	9.155	A
C-AB	45	694	0.064	44	0.1	6.093	A
C-A	114			114			
A-B	20			20			
A-C	99			99			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	733	0.059	43	0.1	5.741	A
B-A	13	433	0.031	13	0.0	9.439	A
C-AB	56	704	0.079	56	0.1	6.103	A
C-A	134			134			
A-B	24			24			
A-C	119			119			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	723	0.073	53	0.1	5.911	A
B-A	17	418	0.039	16	0.0	9.851	A
C-AB	72	719	0.100	72	0.2	6.120	A
C-A	160			160			
A-B	30			30			
A-C	145			145			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	723	0.073	53	0.1	5.911	A
B-A	17	418	0.039	17	0.0	9.854	A
C-AB	72	719	0.100	72	0.2	6.126	A
C-A	160			160			
A-B	30			30			
A-C	145			145			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	733	0.059	43	0.1	5.745	A
B-A	13	433	0.031	14	0.0	9.443	A
C-AB	56	704	0.079	56	0.1	6.111	A
C-A	134			134			
A-B	24			24			
A-C	119			119			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	740	0.049	36	0.1	5.628	A
B-A	11	444	0.025	11	0.0	9.162	A
C-AB	45	694	0.065	45	0.1	6.104	A
C-A	114			114			
A-B	20			20			
A-C	99			99			

2030 FY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southern Access Borers Arms Road	T-Junction	Two-way		1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Borers Arms West		✓	192	100.000
B - Development Access		✓	52	100.000
C - Borers Arms East		✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	0	5	187
	B - Development Access	15	0	37
	C - Borers Arms East	103	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Borers Arms West	B - Development Access	C - Borers Arms East
From	A - Borers Arms West	10	10	10
	B - Development Access	10	10	10
	C - Borers Arms East	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Borers Arms West	145	145
	B - Development Access	39	39
	C - Borers Arms East	115	115
16:45-17:00	A - Borers Arms West	173	173
	B - Development Access	47	47
	C - Borers Arms East	138	138
17:00-17:15	A - Borers Arms West	211	211
	B - Development Access	57	57
	C - Borers Arms East	168	168
17:15-17:30	A - Borers Arms West	211	211
	B - Development Access	57	57
	C - Borers Arms East	168	168
17:30-17:45	A - Borers Arms West	173	173
	B - Development Access	47	47
	C - Borers Arms East	138	138
17:45-18:00	A - Borers Arms West	145	145
	B - Development Access	39	39
	C - Borers Arms East	115	115

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.00	0.1	A
B-A	0.04	9.79	0.0	A
C-AB	0.10	6.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	722	0.039	28	0.0	5.698	A
B-A	11	447	0.025	11	0.0	9.079	A
C-AB	43	659	0.065	42	0.1	6.421	A
C-A	73			73			
A-B	4			4			
A-C	141			141			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	713	0.047	33	0.1	5.824	A
B-A	13	436	0.031	13	0.0	9.367	A
C-AB	52	662	0.079	52	0.1	6.492	A
C-A	85			85			
A-B	4			4			
A-C	168			168			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	700	0.058	41	0.1	6.003	A
B-A	17	421	0.039	16	0.0	9.789	A
C-AB	66	667	0.100	66	0.1	6.592	A
C-A	102			102			
A-B	6			6			
A-C	206			206			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	41	700	0.058	41	0.1	6.004	A
B-A	17	421	0.039	17	0.0	9.791	A
C-AB	66	667	0.100	66	0.1	6.597	A
C-A	102			102			
A-B	6			6			
A-C	206			206			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	713	0.047	33	0.1	5.829	A
B-A	13	436	0.031	14	0.0	9.368	A
C-AB	52	662	0.079	52	0.1	6.497	A
C-A	85			85			
A-B	4			4			
A-C	168			168			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	722	0.039	28	0.0	5.703	A
B-A	11	447	0.025	11	0.0	9.083	A
C-AB	43	659	0.065	43	0.1	6.432	A
C-A	72			72			
A-B	4			4			
A-C	141			141			

APPENDIX S

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Borers Arms CC Road SPJ.j9
Path: W:\251003 Roundabouts Farm Modelling
Report generation date: 10/3/2025 2:11:25 PM

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2027 OY + CD, AM
- »2027 OY + CD, PM
- »2027 OY + CD + DEV, AM
- »2027 OY + CD + DEV, PM
- »2030 FY + CD, AM
- »2030 FY + CD, PM
- »2030 FY + CD + DEV, AM
- »2030 FY + CD + DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 Surveyed										
Stream B-C	D1	0.3	9.32	0.24	A	D2	0.3	9.18	0.21	A
Stream B-A		0.1	32.02	0.06	D		0.0	31.94	0.04	D
Stream C-AB		0.2	9.70	0.17	A		0.2	10.38	0.20	B
2027 OY + CD										
Stream B-C	D5	0.3	9.59	0.25	A	D6	0.3	9.43	0.21	A
Stream B-A		0.1	35.08	0.06	E		0.0	34.99	0.04	D
Stream C-AB		0.2	9.94	0.18	A		0.3	10.67	0.21	B
2027 OY + CD + DEV										
Stream B-C	D7	0.4	11.25	0.30	B	D8	0.3	10.30	0.24	B
Stream B-A		0.5	50.18	0.32	F		0.3	44.61	0.21	E
Stream C-AB		0.3	10.37	0.20	B		0.3	11.29	0.24	B
2030 FY + CD										
Stream B-C	D11	0.4	10.03	0.26	B	D12	0.3	9.83	0.23	A
Stream B-A		0.1	41.01	0.07	E		0.0	40.86	0.05	E
Stream C-AB		0.2	10.31	0.19	B		0.3	11.08	0.22	B
2030 FY + CD + DEV										
Stream B-C	D15	0.5	12.12	0.32	B	D16	0.3	10.90	0.26	B
Stream B-A		0.6	63.55	0.38	F		0.3	54.84	0.24	F
Stream C-AB		0.3	10.78	0.21	B		0.3	11.80	0.25	B

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

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

File summary

File Description

Title	Borers Arms CC Road SPJ
Location	Cophorne Bank
Site number	SK21784
Date	11/12/2019
Version	
Status	(new file)
Identifier	
Client	FCP
Jobnumber	SK21784
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15
D2	2025 Surveyed	PM	ONE HOUR	16:30	18:00	15
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15
D15	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D16	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Copthorne Common Road West		Major
B	Borers Arms Road		Minor
C	Copthorne Common Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Copthorne Common Road East	11.00		✓	3.00	160.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Borers Arms Road	One lane plus flare	10.00	8.00	7.00	6.00	6.00	✓	3.00	120	100

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	534	0.076	0.192	0.121	0.275
B-C	824	0.099	0.250	-	-
C-B	725	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1148	100.000
B - Borers Arms Road		✓	114	100.000
C - Copthorne Common Road East		✓	1223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	25	1123
	B - Borers Arms Road	6	0	108
	C - Copthorne Common Road East	1154	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Common Road West	864	864
	B - Borers Arms Road	86	86
	C - Copthorne Common Road East	921	921
07:30-07:45	A - Copthorne Common Road West	1032	1032
	B - Borers Arms Road	102	102
	C - Copthorne Common Road East	1099	1099
07:45-08:00	A - Copthorne Common Road West	1264	1264
	B - Borers Arms Road	126	126
	C - Copthorne Common Road East	1347	1347
08:00-08:15	A - Copthorne Common Road West	1264	1264
	B - Borers Arms Road	126	126
	C - Copthorne Common Road East	1347	1347
08:15-08:30	A - Copthorne Common Road West	1032	1032
	B - Borers Arms Road	102	102
	C - Copthorne Common Road East	1099	1099
08:30-08:45	A - Copthorne Common Road West	864	864
	B - Borers Arms Road	86	86
	C - Copthorne Common Road East	921	921

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	9.32	0.3	A
B-A	0.06	32.02	0.1	D
C-AB	0.17	9.70	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	608	0.134	81	0.2	6.814	A
B-A	5	250	0.018	4	0.0	14.639	B
C-AB	52	535	0.097	52	0.1	7.443	A
C-A	869			869			
A-B	19			19			
A-C	845			845			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	566	0.172	97	0.2	7.672	A
B-A	5	195	0.028	5	0.0	18.958	C
C-AB	62	498	0.125	62	0.1	8.253	A
C-A	1037			1037			
A-B	22			22			
A-C	1010			1010			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	505	0.235	119	0.3	9.295	A
B-A	7	119	0.055	6	0.1	31.936	D
C-AB	76	447	0.170	76	0.2	9.691	A
C-A	1271			1271			
A-B	28			28			
A-C	1236			1236			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	505	0.235	119	0.3	9.316	A
B-A	7	119	0.056	7	0.1	32.016	D
C-AB	76	447	0.170	76	0.2	9.703	A
C-A	1271			1271			
A-B	28			28			
A-C	1236			1236			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	566	0.172	97	0.2	7.695	A
B-A	5	195	0.028	6	0.0	19.000	C
C-AB	62	498	0.125	62	0.1	8.267	A
C-A	1037			1037			
A-B	22			22			
A-C	1010			1010			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	608	0.134	82	0.2	6.837	A
B-A	5	250	0.018	5	0.0	14.662	B
C-AB	52	535	0.097	52	0.1	7.459	A
C-A	869			869			
A-B	19			19			
A-C	845			845			

2025 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1203	100.000
B - Borers Arms Road		✓	96	100.000
C - Copthorne Common Road East		✓	1142	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	30	1173
	B - Borers Arms Road	4	0	92
	C - Copthorne Common Road East	1063	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	10	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Common Road West	906	906
	B - Borers Arms Road	72	72
	C - Copthorne Common Road East	860	860
16:45-17:00	A - Copthorne Common Road West	1081	1081
	B - Borers Arms Road	86	86
	C - Copthorne Common Road East	1027	1027
17:00-17:15	A - Copthorne Common Road West	1325	1325
	B - Borers Arms Road	106	106
	C - Copthorne Common Road East	1257	1257
17:15-17:30	A - Copthorne Common Road West	1325	1325
	B - Borers Arms Road	106	106
	C - Copthorne Common Road East	1257	1257
17:30-17:45	A - Copthorne Common Road West	1081	1081
	B - Borers Arms Road	86	86
	C - Copthorne Common Road East	1027	1027
17:45-18:00	A - Copthorne Common Road West	906	906
	B - Borers Arms Road	72	72
	C - Copthorne Common Road East	860	860

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	9.18	0.3	A
B-A	0.04	31.94	0.0	D
C-AB	0.20	10.38	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	600	0.116	69	0.1	6.776	A
B-A	3	249	0.012	3	0.0	14.631	B
C-AB	59	526	0.113	59	0.1	7.706	A
C-A	800			800			
A-B	23			23			
A-C	883			883			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	556	0.149	83	0.2	7.609	A
B-A	4	194	0.019	4	0.0	18.939	C
C-AB	71	487	0.146	71	0.2	8.645	A
C-A	956			956			
A-B	27			27			
A-C	1055			1055			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	494	0.205	101	0.3	9.161	A
B-A	4	117	0.038	4	0.0	31.876	D
C-AB	87	434	0.201	87	0.2	10.365	B
C-A	1170			1170			
A-B	33			33			
A-C	1291			1291			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	494	0.205	101	0.3	9.178	A
B-A	4	117	0.038	4	0.0	31.939	D
C-AB	87	434	0.201	87	0.2	10.383	B
C-A	1170			1170			
A-B	33			33			
A-C	1291			1291			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	555	0.149	83	0.2	7.623	A
B-A	4	194	0.019	4	0.0	18.973	C
C-AB	71	487	0.146	71	0.2	8.666	A
C-A	956			956			
A-B	27			27			
A-C	1055			1055			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	600	0.116	69	0.1	6.791	A
B-A	3	249	0.012	3	0.0	14.650	B
C-AB	59	526	0.113	60	0.1	7.728	A
C-A	800			800			
A-B	23			23			
A-C	883			883			

2027 OY + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1175	100.000
B - Borers Arms Road		✓	117	100.000
C - Copthorne Common Road East		✓	1252	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	26	1149
	B - Borers Arms Road	6	0	111
	C - Copthorne Common Road East	1181	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Common Road West	885	885
	B - Borers Arms Road	88	88
	C - Copthorne Common Road East	943	943
07:30-07:45	A - Copthorne Common Road West	1056	1056
	B - Borers Arms Road	105	105
	C - Copthorne Common Road East	1126	1126
07:45-08:00	A - Copthorne Common Road West	1294	1294
	B - Borers Arms Road	129	129
	C - Copthorne Common Road East	1378	1378
08:00-08:15	A - Copthorne Common Road West	1294	1294
	B - Borers Arms Road	129	129
	C - Copthorne Common Road East	1378	1378
08:15-08:30	A - Copthorne Common Road West	1056	1056
	B - Borers Arms Road	105	105
	C - Copthorne Common Road East	1126	1126
08:30-08:45	A - Copthorne Common Road West	885	885
	B - Borers Arms Road	88	88
	C - Copthorne Common Road East	943	943

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	9.59	0.3	A
B-A	0.06	35.08	0.1	E
C-AB	0.18	9.94	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	603	0.138	83	0.2	6.907	A
B-A	5	244	0.019	4	0.0	15.046	C
C-AB	53	530	0.101	53	0.1	7.536	A
C-A	889			889			
A-B	20			20			
A-C	865			865			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	560	0.178	100	0.2	7.817	A
B-A	5	187	0.029	5	0.0	19.792	C
C-AB	64	493	0.130	64	0.1	8.390	A
C-A	1062			1062			
A-B	23			23			
A-C	1033			1033			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	498	0.246	122	0.3	9.568	A
B-A	7	109	0.060	6	0.1	34.969	D
C-AB	78	440	0.177	78	0.2	9.923	A
C-A	1300			1300			
A-B	29			29			
A-C	1265			1265			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	497	0.246	122	0.3	9.592	A
B-A	7	109	0.060	7	0.1	35.076	E
C-AB	78	440	0.177	78	0.2	9.936	A
C-A	1300			1300			
A-B	29			29			
A-C	1265			1265			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	560	0.178	100	0.2	7.841	A
B-A	5	187	0.029	6	0.0	19.842	C
C-AB	64	493	0.130	64	0.2	8.407	A
C-A	1062			1062			
A-B	23			23			
A-C	1033			1033			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	603	0.138	84	0.2	6.933	A
B-A	5	243	0.019	5	0.0	15.073	C
C-AB	53	530	0.101	54	0.1	7.553	A
C-A	889			889			
A-B	20			20			
A-C	865			865			

2027 OY + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1232	100.000
B - Borers Arms Road		✓	98	100.000
C - Copthorne Common Road East		✓	1168	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	31	1201
	B - Borers Arms Road	4	0	94
	C - Copthorne Common Road East	1087	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Common Road West	928	928
	B - Borers Arms Road	74	74
	C - Copthorne Common Road East	879	879
16:45-17:00	A - Copthorne Common Road West	1108	1108
	B - Borers Arms Road	88	88
	C - Copthorne Common Road East	1050	1050
17:00-17:15	A - Copthorne Common Road West	1356	1356
	B - Borers Arms Road	108	108
	C - Copthorne Common Road East	1286	1286
17:15-17:30	A - Copthorne Common Road West	1356	1356
	B - Borers Arms Road	108	108
	C - Copthorne Common Road East	1286	1286
17:30-17:45	A - Copthorne Common Road West	1108	1108
	B - Borers Arms Road	88	88
	C - Copthorne Common Road East	1050	1050
17:45-18:00	A - Copthorne Common Road West	928	928
	B - Borers Arms Road	74	74
	C - Copthorne Common Road East	879	879

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	9.43	0.3	A
B-A	0.04	34.99	0.0	D
C-AB	0.21	10.67	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	594	0.119	70	0.1	6.862	A
B-A	3	242	0.012	3	0.0	15.035	C
C-AB	61	521	0.117	60	0.1	7.810	A
C-A	818			818			
A-B	23			23			
A-C	904			904			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	549	0.154	84	0.2	7.742	A
B-A	4	186	0.019	4	0.0	19.771	C
C-AB	73	481	0.151	73	0.2	8.805	A
C-A	977			977			
A-B	28			28			
A-C	1080			1080			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	485	0.213	103	0.3	9.408	A
B-A	4	107	0.041	4	0.0	34.901	D
C-AB	89	427	0.209	89	0.3	10.646	B
C-A	1197			1197			
A-B	34			34			
A-C	1322			1322			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	485	0.213	103	0.3	9.427	A
B-A	4	107	0.041	4	0.0	34.987	D
C-AB	89	427	0.209	89	0.3	10.667	B
C-A	1197			1197			
A-B	34			34			
A-C	1322			1322			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	549	0.154	85	0.2	7.762	A
B-A	4	185	0.019	4	0.0	19.813	C
C-AB	73	481	0.151	73	0.2	8.826	A
C-A	977			977			
A-B	28			28			
A-C	1080			1080			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	594	0.119	71	0.1	6.884	A
B-A	3	242	0.012	3	0.0	15.062	C
C-AB	61	521	0.117	61	0.1	7.833	A
C-A	818			818			
A-B	23			23			
A-C	904			904			

2027 OY + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1197	100.000
B - Borers Arms Road		✓	154	100.000
C - Copthorne Common Road East		✓	1261	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	48	1149
	B - Borers Arms Road	31	0	123
	C - Copthorne Common Road East	1181	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Common Road West	901	901
	B - Borers Arms Road	116	116
	C - Copthorne Common Road East	949	949
07:30-07:45	A - Copthorne Common Road West	1076	1076
	B - Borers Arms Road	138	138
	C - Copthorne Common Road East	1134	1134
07:45-08:00	A - Copthorne Common Road West	1318	1318
	B - Borers Arms Road	170	170
	C - Copthorne Common Road East	1388	1388
08:00-08:15	A - Copthorne Common Road West	1318	1318
	B - Borers Arms Road	170	170
	C - Copthorne Common Road East	1388	1388
08:15-08:30	A - Copthorne Common Road West	1076	1076
	B - Borers Arms Road	138	138
	C - Copthorne Common Road East	1134	1134
08:30-08:45	A - Copthorne Common Road West	901	901
	B - Borers Arms Road	116	116
	C - Copthorne Common Road East	949	949

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.30	11.25	0.4	B
B-A	0.32	50.18	0.5	F
C-AB	0.20	10.37	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	586	0.158	92	0.2	7.275	A
B-A	23	243	0.096	23	0.1	16.354	C
C-AB	60	527	0.114	60	0.1	7.701	A
C-A	889			889			
A-B	36			36			
A-C	865			865			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	537	0.206	110	0.3	8.439	A
B-A	28	185	0.151	28	0.2	22.811	C
C-AB	72	488	0.147	72	0.2	8.639	A
C-A	1062			1062			
A-B	43			43			
A-C	1033			1033			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	457	0.296	135	0.4	11.144	B
B-A	34	106	0.323	33	0.4	48.922	E
C-AB	88	435	0.202	88	0.3	10.354	B
C-A	1300			1300			
A-B	53			53			
A-C	1265			1265			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	135	455	0.297	135	0.4	11.249	B
B-A	34	106	0.323	34	0.5	50.184	F
C-AB	88	435	0.202	88	0.3	10.372	B
C-A	1300			1300			
A-B	53			53			
A-C	1265			1265			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	535	0.207	111	0.3	8.509	A
B-A	28	185	0.150	29	0.2	23.178	C
C-AB	72	488	0.147	72	0.2	8.659	A
C-A	1062			1062			
A-B	43			43			
A-C	1033			1033			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	585	0.158	93	0.2	7.316	A
B-A	23	243	0.096	24	0.1	16.461	C
C-AB	60	527	0.114	60	0.1	7.725	A
C-A	889			889			
A-B	36			36			
A-C	865			865			

2027 OY + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1264	100.000
B - Borers Arms Road		✓	120	100.000
C - Copthorne Common Road East		✓	1178	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	63	1201
	B - Borers Arms Road	19	0	101
	C - Copthorne Common Road East	1087	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Common Road West	952	952
	B - Borers Arms Road	90	90
	C - Copthorne Common Road East	887	887
16:45-17:00	A - Copthorne Common Road West	1136	1136
	B - Borers Arms Road	108	108
	C - Copthorne Common Road East	1059	1059
17:00-17:15	A - Copthorne Common Road West	1392	1392
	B - Borers Arms Road	132	132
	C - Copthorne Common Road East	1297	1297
17:15-17:30	A - Copthorne Common Road West	1392	1392
	B - Borers Arms Road	132	132
	C - Copthorne Common Road East	1297	1297
17:30-17:45	A - Copthorne Common Road West	1136	1136
	B - Borers Arms Road	108	108
	C - Copthorne Common Road East	1059	1059
17:45-18:00	A - Copthorne Common Road West	952	952
	B - Borers Arms Road	90	90
	C - Copthorne Common Road East	887	887

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	10.30	0.3	B
B-A	0.21	44.61	0.3	E
C-AB	0.24	11.29	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	585	0.130	75	0.1	7.060	A
B-A	14	238	0.060	14	0.1	16.029	C
C-AB	69	516	0.133	68	0.2	8.031	A
C-A	818			818			
A-B	47			47			
A-C	904			904			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	536	0.169	91	0.2	8.081	A
B-A	17	181	0.094	17	0.1	21.928	C
C-AB	82	475	0.172	82	0.2	9.146	A
C-A	977			977			
A-B	57			57			
A-C	1080			1080			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	461	0.241	111	0.3	10.253	B
B-A	21	102	0.206	20	0.2	43.990	E
C-AB	100	419	0.239	100	0.3	11.265	B
C-A	1197			1197			
A-B	69			69			
A-C	1322			1322			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	461	0.241	111	0.3	10.300	B
B-A	21	102	0.206	21	0.3	44.608	E
C-AB	100	419	0.239	100	0.3	11.294	B
C-A	1197			1197			
A-B	69			69			
A-C	1322			1322			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	535	0.170	91	0.2	8.117	A
B-A	17	181	0.094	18	0.1	22.144	C
C-AB	82	475	0.172	82	0.2	9.173	A
C-A	977			977			
A-B	57			57			
A-C	1080			1080			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	585	0.130	76	0.2	7.084	A
B-A	14	238	0.060	14	0.1	16.105	C
C-AB	69	516	0.133	69	0.2	8.059	A
C-A	818			818			
A-B	47			47			
A-C	904			904			

2030 FY + CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1215	100.000
B - Borers Arms Road		✓	121	100.000
C - Copthorne Common Road East		✓	1296	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	26	1189
	B - Borers Arms Road	6	0	115
	C - Copthorne Common Road East	1222	74	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Common Road West	915	915
	B - Borers Arms Road	91	91
	C - Copthorne Common Road East	976	976
07:30-07:45	A - Copthorne Common Road West	1092	1092
	B - Borers Arms Road	109	109
	C - Copthorne Common Road East	1165	1165
07:45-08:00	A - Copthorne Common Road West	1338	1338
	B - Borers Arms Road	133	133
	C - Copthorne Common Road East	1427	1427
08:00-08:15	A - Copthorne Common Road West	1338	1338
	B - Borers Arms Road	133	133
	C - Copthorne Common Road East	1427	1427
08:15-08:30	A - Copthorne Common Road West	1092	1092
	B - Borers Arms Road	109	109
	C - Copthorne Common Road East	1165	1165
08:30-08:45	A - Copthorne Common Road West	915	915
	B - Borers Arms Road	91	91
	C - Copthorne Common Road East	976	976

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	10.03	0.4	B
B-A	0.07	41.01	0.1	E
C-AB	0.19	10.31	0.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	596	0.145	86	0.2	7.051	A
B-A	5	233	0.019	4	0.0	15.713	C
C-AB	56	524	0.106	55	0.1	7.677	A
C-A	920			920			
A-B	20			20			
A-C	895			895			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	551	0.188	103	0.2	8.041	A
B-A	5	175	0.031	5	0.0	21.204	C
C-AB	67	485	0.137	66	0.2	8.606	A
C-A	1099			1099			
A-B	23			23			
A-C	1069			1069			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	486	0.261	126	0.3	10.002	B
B-A	7	94	0.070	6	0.1	40.832	E
C-AB	81	431	0.189	81	0.2	10.290	B
C-A	1345			1345			
A-B	29			29			
A-C	1309			1309			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	485	0.261	127	0.4	10.034	B
B-A	7	94	0.070	7	0.1	41.009	E
C-AB	81	431	0.189	81	0.2	10.306	B
C-A	1345			1345			
A-B	29			29			
A-C	1309			1309			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	550	0.188	104	0.2	8.069	A
B-A	5	175	0.031	6	0.0	21.272	C
C-AB	67	485	0.137	67	0.2	8.620	A
C-A	1099			1099			
A-B	23			23			
A-C	1069			1069			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	596	0.145	87	0.2	7.078	A
B-A	5	233	0.019	5	0.0	15.741	C
C-AB	56	524	0.106	56	0.1	7.699	A
C-A	920			920			
A-B	20			20			
A-C	895			895			

2030 FY + CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1275	100.000
B - Borers Arms Road		✓	101	100.000
C - Copthorne Common Road East		✓	1209	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	32	1243
	B - Borers Arms Road	4	0	97
	C - Copthorne Common Road East	1126	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Common Road West	960	960
	B - Borers Arms Road	76	76
	C - Copthorne Common Road East	910	910
16:45-17:00	A - Copthorne Common Road West	1146	1146
	B - Borers Arms Road	91	91
	C - Copthorne Common Road East	1087	1087
17:00-17:15	A - Copthorne Common Road West	1404	1404
	B - Borers Arms Road	111	111
	C - Copthorne Common Road East	1331	1331
17:15-17:30	A - Copthorne Common Road West	1404	1404
	B - Borers Arms Road	111	111
	C - Copthorne Common Road East	1331	1331
17:30-17:45	A - Copthorne Common Road West	1146	1146
	B - Borers Arms Road	91	91
	C - Copthorne Common Road East	1087	1087
17:45-18:00	A - Copthorne Common Road West	960	960
	B - Borers Arms Road	76	76
	C - Copthorne Common Road East	910	910

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	9.83	0.3	A
B-A	0.05	40.86	0.0	E
C-AB	0.22	11.08	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	586	0.125	72	0.1	6.999	A
B-A	3	232	0.013	3	0.0	15.700	C
C-AB	62	514	0.122	62	0.1	7.958	A
C-A	848			848			
A-B	24			24			
A-C	936			936			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	539	0.162	87	0.2	7.953	A
B-A	4	174	0.021	4	0.0	21.178	C
C-AB	75	473	0.158	74	0.2	9.030	A
C-A	1012			1012			
A-B	29			29			
A-C	1117			1117			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	473	0.226	106	0.3	9.808	A
B-A	4	93	0.048	4	0.0	40.722	E
C-AB	91	416	0.220	91	0.3	11.057	B
C-A	1240			1240			
A-B	35			35			
A-C	1369			1369			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	473	0.226	107	0.3	9.831	A
B-A	4	92	0.048	4	0.0	40.864	E
C-AB	91	416	0.220	91	0.3	11.080	B
C-A	1240			1240			
A-B	35			35			
A-C	1369			1369			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	539	0.162	88	0.2	7.975	A
B-A	4	173	0.021	4	0.0	21.227	C
C-AB	75	473	0.158	75	0.2	9.057	A
C-A	1012			1012			
A-B	29			29			
A-C	1117			1117			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	586	0.125	73	0.1	7.020	A
B-A	3	232	0.013	3	0.0	15.726	C
C-AB	62	514	0.122	63	0.1	7.983	A
C-A	848			848			
A-B	24			24			
A-C	936			936			

2030 FY + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		1.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1238	100.000
B - Borers Arms Road		✓	158	100.000
C - Copthorne Common Road East		✓	1305	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	49	1189
	B - Borers Arms Road	31	0	127
	C - Copthorne Common Road East	1222	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Common Road West	932	932
	B - Borers Arms Road	119	119
	C - Copthorne Common Road East	982	982
07:30-07:45	A - Copthorne Common Road West	1113	1113
	B - Borers Arms Road	142	142
	C - Copthorne Common Road East	1173	1173
07:45-08:00	A - Copthorne Common Road West	1363	1363
	B - Borers Arms Road	174	174
	C - Copthorne Common Road East	1437	1437
08:00-08:15	A - Copthorne Common Road West	1363	1363
	B - Borers Arms Road	174	174
	C - Copthorne Common Road East	1437	1437
08:15-08:30	A - Copthorne Common Road West	1113	1113
	B - Borers Arms Road	142	142
	C - Copthorne Common Road East	1173	1173
08:30-08:45	A - Copthorne Common Road West	932	932
	B - Borers Arms Road	119	119
	C - Copthorne Common Road East	982	982

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.32	12.12	0.5	B
B-A	0.38	63.55	0.6	F
C-AB	0.21	10.78	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	579	0.165	95	0.2	7.429	A
B-A	23	232	0.101	23	0.1	17.180	C
C-AB	62	520	0.120	62	0.1	7.855	A
C-A	920			920			
A-B	37			37			
A-C	895			895			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	527	0.217	114	0.3	8.709	A
B-A	28	173	0.161	28	0.2	24.770	C
C-AB	75	480	0.155	74	0.2	8.869	A
C-A	1099			1099			
A-B	44			44			
A-C	1069			1069			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	440	0.318	139	0.5	11.950	B
B-A	34	90	0.378	33	0.5	61.000	F
C-AB	91	425	0.215	91	0.3	10.762	B
C-A	1345			1345			
A-B	54			54			
A-C	1309			1309			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	140	437	0.320	140	0.5	12.123	B
B-A	34	90	0.378	34	0.6	63.547	F
C-AB	91	425	0.215	91	0.3	10.783	B
C-A	1345			1345			
A-B	54			54			
A-C	1309			1309			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	114	525	0.218	115	0.3	8.805	A
B-A	28	173	0.161	29	0.2	25.335	D
C-AB	75	480	0.155	75	0.2	8.893	A
C-A	1099			1099			
A-B	44			44			
A-C	1069			1069			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	578	0.166	96	0.2	7.477	A
B-A	23	232	0.101	24	0.1	17.306	C
C-AB	62	520	0.120	63	0.1	7.878	A
C-A	920			920			
A-B	37			37			
A-C	895			895			

2030 FY + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Common Road West		✓	1307	100.000
B - Borers Arms Road		✓	123	100.000
C - Copthorne Common Road East		✓	1220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	64	1243
	B - Borers Arms Road	19	0	104
	C - Copthorne Common Road East	1126	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Common Road West	B - Borers Arms Road	C - Copthorne Common Road East
From	A - Copthorne Common Road West	0	0	0
	B - Borers Arms Road	0	0	0
	C - Copthorne Common Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Common Road West	984	984
	B - Borers Arms Road	93	93
	C - Copthorne Common Road East	918	918
16:45-17:00	A - Copthorne Common Road West	1175	1175
	B - Borers Arms Road	111	111
	C - Copthorne Common Road East	1097	1097
17:00-17:15	A - Copthorne Common Road West	1439	1439
	B - Borers Arms Road	135	135
	C - Copthorne Common Road East	1343	1343
17:15-17:30	A - Copthorne Common Road West	1439	1439
	B - Borers Arms Road	135	135
	C - Copthorne Common Road East	1343	1343
17:30-17:45	A - Copthorne Common Road West	1175	1175
	B - Borers Arms Road	111	111
	C - Copthorne Common Road East	1097	1097
17:45-18:00	A - Copthorne Common Road West	984	984
	B - Borers Arms Road	93	93
	C - Copthorne Common Road East	918	918

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	10.90	0.3	B
B-A	0.24	54.84	0.3	F
C-AB	0.25	11.80	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	577	0.136	78	0.2	7.206	A
B-A	14	228	0.063	14	0.1	16.798	C
C-AB	71	508	0.139	70	0.2	8.201	A
C-A	848			848			
A-B	48			48			
A-C	936			936			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	526	0.178	93	0.2	8.323	A
B-A	17	169	0.101	17	0.1	23.691	C
C-AB	85	467	0.181	84	0.2	9.412	A
C-A	1012			1012			
A-B	58			58			
A-C	1117			1117			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	446	0.257	114	0.3	10.833	B
B-A	21	87	0.242	20	0.3	53.679	F
C-AB	103	409	0.253	103	0.3	11.767	B
C-A	1240			1240			
A-B	70			70			
A-C	1369			1369			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	115	445	0.257	114	0.3	10.901	B
B-A	21	86	0.242	21	0.3	54.839	F
C-AB	103	409	0.253	103	0.3	11.802	B
C-A	1240			1240			
A-B	70			70			
A-C	1369			1369			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	93	525	0.178	94	0.2	8.366	A
B-A	17	168	0.101	18	0.1	24.018	C
C-AB	85	467	0.181	85	0.2	9.445	A
C-A	1012			1012			
A-B	58			58			
A-C	1117			1117			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	78	576	0.136	79	0.2	7.238	A
B-A	14	228	0.063	14	0.1	16.888	C
C-AB	71	508	0.139	71	0.2	8.233	A
C-A	848			848			
A-B	48			48			
A-C	936			936			

APPENDIX T

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Copthorne Borers Arms SPJ.j9
Path: W:\251003 Roundabouts Farm Modelling
Report generation date: 10/3/2025 1:36:10 PM

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2027 OY + CD, AM
- »2027 OY + CD, PM
- »2027 OY + CD + DEV, AM
- »2027 OY + CD + DEV, PM
- »2030 FY + CD, AM
- »2030 FY + CD, PM
- »2030 FY + CD + DEV, AM
- »2030 FY + CD + DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 Surveyed										
Stream B-AC	D1	0.3	10.21	0.24	B	D2	0.4	10.50	0.26	B
Stream C-AB		0.3	5.95	0.15	A		0.3	6.91	0.17	A
2027 OY + CD										
Stream B-AC	D5	0.4	10.34	0.25	B	D6	0.4	10.67	0.27	B
Stream C-AB		0.3	5.95	0.16	A		0.3	6.95	0.17	A
2027 OY + CD + DEV										
Stream B-AC	D7	0.4	10.71	0.26	B	D8	0.4	10.95	0.28	B
Stream C-AB		0.3	6.04	0.17	A		0.3	6.93	0.19	A
2030 FY + CD										
Stream B-AC	D11	0.4	10.53	0.26	B	D12	0.4	10.90	0.28	B
Stream C-AB		0.3	5.97	0.16	A		0.3	6.98	0.18	A
2030 FY + CD + DEV										
Stream B-AC	D13	0.4	10.96	0.27	B	D14	0.5	11.21	0.29	B
Stream C-AB		0.4	6.05	0.18	A		0.4	6.99	0.19	A

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

File summary

File Description

Title	Copthorne Bank Borers Arms Road SPJ
Location	Copthorne Bank
Site number	SK21784
Date	11/12/2019
Version	
Status	(new file)
Identifier	
Client	FCP
Jobnumber	SK21784
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15
D2	2025 Surveyed	PM	ONE HOUR	16:30	18:00	15
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Copthorne Bank North		Major
B	Borers Arms Road		Minor
C	Copthorne Bank South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Copthorne Bank South	6.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Borers Arms Road	One lane	3.00	35	50

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	514	0.094	0.236	0.149	0.338
B-C	655	0.100	0.254	-	-
C-B	661	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	192	100.000
B - Borers Arms Road		✓	111	100.000
C - Copthorne Bank South		✓	316	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	29	163
	B - Borers Arms Road	41	0	70
	C - Copthorne Bank South	245	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Bank North	145	145
	B - Borers Arms Road	84	84
	C - Copthorne Bank South	238	238
07:30-07:45	A - Copthorne Bank North	173	173
	B - Borers Arms Road	100	100
	C - Copthorne Bank South	284	284
07:45-08:00	A - Copthorne Bank North	211	211
	B - Borers Arms Road	122	122
	C - Copthorne Bank South	348	348
08:00-08:15	A - Copthorne Bank North	211	211
	B - Borers Arms Road	122	122
	C - Copthorne Bank South	348	348
08:15-08:30	A - Copthorne Bank North	173	173
	B - Borers Arms Road	100	100
	C - Copthorne Bank South	284	284
08:30-08:45	A - Copthorne Bank North	145	145
	B - Borers Arms Road	84	84
	C - Copthorne Bank South	238	238

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	10.21	0.3	B
C-AB	0.15	5.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	538	0.155	83	0.2	8.686	A
C-AB	71	744	0.095	70	0.2	5.874	A
C-A	167			167			
A-B	22			22			
A-C	123			123			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	526	0.190	100	0.3	9.273	A
C-AB	90	762	0.118	90	0.2	5.899	A
C-A	194			194			
A-B	26			26			
A-C	147			147			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	510	0.240	122	0.3	10.186	B
C-AB	119	786	0.152	119	0.3	5.945	A
C-A	229			229			
A-B	32			32			
A-C	179			179			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	122	510	0.240	122	0.3	10.206	B
C-AB	119	786	0.152	119	0.3	5.950	A
C-A	228			228			
A-B	32			32			
A-C	179			179			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	100	526	0.190	100	0.3	9.300	A
C-AB	90	762	0.118	90	0.2	5.908	A
C-A	194			194			
A-B	26			26			
A-C	147			147			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	538	0.155	84	0.2	8.726	A
C-AB	71	745	0.096	71	0.2	5.887	A
C-A	167			167			
A-B	22			22			
A-C	123			123			

2025 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		3.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	298	100.000
B - Borers Arms Road		✓	123	100.000
C - Copthorne Bank South		✓	231	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	48	250
	B - Borers Arms Road	33	0	90
	C - Copthorne Bank South	151	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Bank North	224	224
	B - Borers Arms Road	93	93
	C - Copthorne Bank South	174	174
16:45-17:00	A - Copthorne Bank North	268	268
	B - Borers Arms Road	111	111
	C - Copthorne Bank South	208	208
17:00-17:15	A - Copthorne Bank North	328	328
	B - Borers Arms Road	135	135
	C - Copthorne Bank South	254	254
17:15-17:30	A - Copthorne Bank North	328	328
	B - Borers Arms Road	135	135
	C - Copthorne Bank South	254	254
17:30-17:45	A - Copthorne Bank North	268	268
	B - Borers Arms Road	111	111
	C - Copthorne Bank South	208	208
17:45-18:00	A - Copthorne Bank North	224	224
	B - Borers Arms Road	93	93
	C - Copthorne Bank South	174	174

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.50	0.4	B
C-AB	0.17	6.91	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	544	0.170	92	0.2	8.739	A
C-AB	72	679	0.107	72	0.2	6.517	A
C-A	102			102			
A-B	36			36			
A-C	188			188			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	531	0.208	110	0.3	9.409	A
C-AB	90	683	0.132	90	0.2	6.671	A
C-A	118			118			
A-B	43			43			
A-C	225			225			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	513	0.264	135	0.4	10.478	B
C-AB	116	690	0.169	116	0.3	6.902	A
C-A	138			138			
A-B	53			53			
A-C	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	135	512	0.264	135	0.4	10.502	B
C-AB	116	690	0.169	116	0.3	6.908	A
C-A	138			138			
A-B	53			53			
A-C	275			275			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	531	0.208	111	0.3	9.441	A
C-AB	90	684	0.132	90	0.2	6.684	A
C-A	118			118			
A-B	43			43			
A-C	225			225			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	544	0.170	93	0.2	8.783	A
C-AB	72	679	0.107	73	0.2	6.534	A
C-A	101			101			
A-B	36			36			
A-C	188			188			

2027 OY + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		2.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	196	100.000
B - Borers Arms Road		✓	114	100.000
C - Copthorne Bank South		✓	322	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	29	167
	B - Borers Arms Road	42	0	72
	C - Copthorne Bank South	250	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Bank North	148	148
	B - Borers Arms Road	86	86
	C - Copthorne Bank South	242	242
07:30-07:45	A - Copthorne Bank North	176	176
	B - Borers Arms Road	102	102
	C - Copthorne Bank South	289	289
07:45-08:00	A - Copthorne Bank North	216	216
	B - Borers Arms Road	126	126
	C - Copthorne Bank South	355	355
08:00-08:15	A - Copthorne Bank North	216	216
	B - Borers Arms Road	126	126
	C - Copthorne Bank South	355	355
08:15-08:30	A - Copthorne Bank North	176	176
	B - Borers Arms Road	102	102
	C - Copthorne Bank South	289	289
08:30-08:45	A - Copthorne Bank North	148	148
	B - Borers Arms Road	86	86
	C - Copthorne Bank South	242	242

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	10.34	0.4	B
C-AB	0.16	5.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	537	0.160	85	0.2	8.748	A
C-AB	72	746	0.097	72	0.2	5.871	A
C-A	170			170			
A-B	22			22			
A-C	126			126			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	525	0.195	102	0.3	9.360	A
C-AB	92	764	0.120	92	0.2	5.895	A
C-A	198			198			
A-B	26			26			
A-C	150			150			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	509	0.247	125	0.4	10.314	B
C-AB	122	788	0.155	122	0.3	5.946	A
C-A	232			232			
A-B	32			32			
A-C	184			184			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	509	0.247	126	0.4	10.337	B
C-AB	122	789	0.155	122	0.3	5.949	A
C-A	232			232			
A-B	32			32			
A-C	184			184			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	525	0.195	103	0.3	9.387	A
C-AB	92	764	0.121	92	0.2	5.904	A
C-A	197			197			
A-B	26			26			
A-C	150			150			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	537	0.160	86	0.2	8.790	A
C-AB	73	746	0.097	73	0.2	5.887	A
C-A	170			170			
A-B	22			22			
A-C	126			126			

2027 OY + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		3.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	305	100.000
B - Borers Arms Road		✓	126	100.000
C - Copthorne Bank South		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	49	256
	B - Borers Arms Road	34	0	92
	C - Copthorne Bank South	154	82	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Bank North	230	230
	B - Borers Arms Road	95	95
	C - Copthorne Bank South	178	178
16:45-17:00	A - Copthorne Bank North	274	274
	B - Borers Arms Road	113	113
	C - Copthorne Bank South	212	212
17:00-17:15	A - Copthorne Bank North	336	336
	B - Borers Arms Road	139	139
	C - Copthorne Bank South	260	260
17:15-17:30	A - Copthorne Bank North	336	336
	B - Borers Arms Road	139	139
	C - Copthorne Bank South	260	260
17:30-17:45	A - Copthorne Bank North	274	274
	B - Borers Arms Road	113	113
	C - Copthorne Bank South	212	212
17:45-18:00	A - Copthorne Bank North	230	230
	B - Borers Arms Road	95	95
	C - Copthorne Bank South	178	178

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	10.67	0.4	B
C-AB	0.17	6.95	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	542	0.175	94	0.2	8.816	A
C-AB	74	679	0.110	74	0.2	6.537	A
C-A	103			103			
A-B	37			37			
A-C	193			193			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	529	0.214	113	0.3	9.521	A
C-AB	93	684	0.135	92	0.2	6.698	A
C-A	120			120			
A-B	44			44			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	510	0.272	138	0.4	10.646	B
C-AB	120	690	0.174	120	0.3	6.940	A
C-A	140			140			
A-B	54			54			
A-C	282			282			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	139	510	0.272	139	0.4	10.672	B
C-AB	120	690	0.174	120	0.3	6.949	A
C-A	140			140			
A-B	54			54			
A-C	282			282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	113	529	0.214	114	0.3	9.554	A
C-AB	93	684	0.136	93	0.2	6.708	A
C-A	119			119			
A-B	44			44			
A-C	230			230			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	95	542	0.175	95	0.2	8.863	A
C-AB	75	679	0.110	75	0.2	6.557	A
C-A	103			103			
A-B	37			37			
A-C	193			193			

2027 OY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		2.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	223	100.000
B - Borers Arms Road		✓	118	100.000
C - Copthorne Bank South		✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	29	194
	B - Borers Arms Road	43	0	75
	C - Copthorne Bank South	260	77	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Bank North	168	168
	B - Borers Arms Road	89	89
	C - Copthorne Bank South	254	254
07:30-07:45	A - Copthorne Bank North	200	200
	B - Borers Arms Road	106	106
	C - Copthorne Bank South	303	303
07:45-08:00	A - Copthorne Bank North	246	246
	B - Borers Arms Road	130	130
	C - Copthorne Bank South	371	371
08:00-08:15	A - Copthorne Bank North	246	246
	B - Borers Arms Road	130	130
	C - Copthorne Bank South	371	371
08:15-08:30	A - Copthorne Bank North	200	200
	B - Borers Arms Road	106	106
	C - Copthorne Bank South	303	303
08:30-08:45	A - Copthorne Bank North	168	168
	B - Borers Arms Road	89	89
	C - Copthorne Bank South	254	254

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.71	0.4	B
C-AB	0.17	6.04	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	531	0.167	88	0.2	8.917	A
C-AB	79	746	0.105	78	0.2	5.922	A
C-A	175			175			
A-B	22			22			
A-C	146			146			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	518	0.205	106	0.3	9.598	A
C-AB	100	764	0.131	100	0.2	5.964	A
C-A	203			203			
A-B	26			26			
A-C	174			174			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	500	0.260	130	0.4	10.682	B
C-AB	133	789	0.169	133	0.3	6.037	A
C-A	238			238			
A-B	32			32			
A-C	214			214			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	500	0.260	130	0.4	10.706	B
C-AB	134	789	0.169	134	0.3	6.044	A
C-A	238			238			
A-B	32			32			
A-C	214			214			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	518	0.205	106	0.3	9.632	A
C-AB	100	764	0.131	100	0.2	5.974	A
C-A	203			203			
A-B	26			26			
A-C	174			174			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	531	0.167	89	0.2	8.966	A
C-AB	79	747	0.106	79	0.2	5.937	A
C-A	175			175			
A-B	22			22			
A-C	146			146			

2027 OY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		3.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	317	100.000
B - Borers Arms Road		✓	129	100.000
C - Copthorne Bank South		✓	260	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	49	268
	B - Borers Arms Road	35	0	94
	C - Copthorne Bank South	174	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Bank North	239	239
	B - Borers Arms Road	97	97
	C - Copthorne Bank South	196	196
16:45-17:00	A - Copthorne Bank North	285	285
	B - Borers Arms Road	116	116
	C - Copthorne Bank South	234	234
17:00-17:15	A - Copthorne Bank North	349	349
	B - Borers Arms Road	142	142
	C - Copthorne Bank South	286	286
17:15-17:30	A - Copthorne Bank North	349	349
	B - Borers Arms Road	142	142
	C - Copthorne Bank South	286	286
17:30-17:45	A - Copthorne Bank North	285	285
	B - Borers Arms Road	116	116
	C - Copthorne Bank South	234	234
17:45-18:00	A - Copthorne Bank North	239	239
	B - Borers Arms Road	97	97
	C - Copthorne Bank South	196	196

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	10.95	0.4	B
C-AB	0.19	6.93	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	538	0.180	96	0.2	8.939	A
C-AB	80	687	0.116	79	0.2	6.512	A
C-A	116			116			
A-B	37			37			
A-C	202			202			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	524	0.221	116	0.3	9.694	A
C-AB	100	693	0.144	100	0.2	6.673	A
C-A	134			134			
A-B	44			44			
A-C	241			241			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	504	0.282	142	0.4	10.918	B
C-AB	130	702	0.186	130	0.3	6.923	A
C-A	156			156			
A-B	54			54			
A-C	295			295			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	142	504	0.282	142	0.4	10.947	B
C-AB	131	702	0.186	131	0.3	6.930	A
C-A	156			156			
A-B	54			54			
A-C	295			295			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	524	0.221	116	0.3	9.731	A
C-AB	100	693	0.144	100	0.2	6.686	A
C-A	134			134			
A-B	44			44			
A-C	241			241			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	538	0.180	97	0.2	8.991	A
C-AB	80	687	0.117	80	0.2	6.530	A
C-A	116			116			
A-B	37			37			
A-C	202			202			

2030 FY + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		2.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	203	100.000
B - Borers Arms Road		✓	118	100.000
C - Copthorne Bank South		✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	30	173
	B - Borers Arms Road	43	0	75
	C - Copthorne Bank South	259	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Bank North	153	153
	B - Borers Arms Road	89	89
	C - Copthorne Bank South	251	251
07:30-07:45	A - Copthorne Bank North	182	182
	B - Borers Arms Road	106	106
	C - Copthorne Bank South	300	300
07:45-08:00	A - Copthorne Bank North	224	224
	B - Borers Arms Road	130	130
	C - Copthorne Bank South	368	368
08:00-08:15	A - Copthorne Bank North	224	224
	B - Borers Arms Road	130	130
	C - Copthorne Bank South	368	368
08:15-08:30	A - Copthorne Bank North	182	182
	B - Borers Arms Road	106	106
	C - Copthorne Bank South	300	300
08:30-08:45	A - Copthorne Bank North	153	153
	B - Borers Arms Road	89	89
	C - Copthorne Bank South	251	251

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	10.53	0.4	B
C-AB	0.16	5.97	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	535	0.166	88	0.2	8.832	A
C-AB	76	749	0.102	76	0.2	5.876	A
C-A	175			175			
A-B	23			23			
A-C	130			130			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	523	0.203	106	0.3	9.479	A
C-AB	97	768	0.126	97	0.2	5.907	A
C-A	203			203			
A-B	27			27			
A-C	156			156			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	506	0.257	130	0.4	10.504	B
C-AB	129	793	0.163	129	0.3	5.966	A
C-A	238			238			
A-B	33			33			
A-C	190			190			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	130	506	0.257	130	0.4	10.526	B
C-AB	129	793	0.163	129	0.3	5.969	A
C-A	238			238			
A-B	33			33			
A-C	190			190			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	523	0.203	106	0.3	9.511	A
C-AB	97	768	0.127	97	0.2	5.915	A
C-A	203			203			
A-B	27			27			
A-C	156			156			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	535	0.166	89	0.2	8.880	A
C-AB	77	750	0.102	77	0.2	5.893	A
C-A	175			175			
A-B	23			23			
A-C	130			130			

2030 FY + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	316	100.000
B - Borers Arms Road		✓	130	100.000
C - Copthorne Bank South		✓	244	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	51	265
	B - Borers Arms Road	35	0	95
	C - Copthorne Bank South	160	84	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Bank North	238	238
	B - Borers Arms Road	98	98
	C - Copthorne Bank South	184	184
16:45-17:00	A - Copthorne Bank North	284	284
	B - Borers Arms Road	117	117
	C - Copthorne Bank South	219	219
17:00-17:15	A - Copthorne Bank North	348	348
	B - Borers Arms Road	143	143
	C - Copthorne Bank South	269	269
17:15-17:30	A - Copthorne Bank North	348	348
	B - Borers Arms Road	143	143
	C - Copthorne Bank South	269	269
17:30-17:45	A - Copthorne Bank North	284	284
	B - Borers Arms Road	117	117
	C - Copthorne Bank South	219	219
17:45-18:00	A - Copthorne Bank North	238	238
	B - Borers Arms Road	98	98
	C - Copthorne Bank South	184	184

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	10.90	0.4	B
C-AB	0.18	6.98	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	540	0.181	97	0.2	8.920	A
C-AB	77	680	0.113	76	0.2	6.552	A
C-A	107			107			
A-B	38			38			
A-C	200			200			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	526	0.222	117	0.3	9.666	A
C-AB	96	685	0.140	96	0.2	6.719	A
C-A	124			124			
A-B	46			46			
A-C	238			238			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	506	0.283	143	0.4	10.874	B
C-AB	124	692	0.180	124	0.3	6.973	A
C-A	144			144			
A-B	56			56			
A-C	292			292			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	506	0.283	143	0.4	10.903	B
C-AB	124	692	0.180	124	0.3	6.980	A
C-A	144			144			
A-B	56			56			
A-C	292			292			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	526	0.222	117	0.3	9.702	A
C-AB	96	685	0.140	96	0.2	6.730	A
C-A	124			124			
A-B	46			46			
A-C	238			238			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	540	0.181	98	0.2	8.972	A
C-AB	77	680	0.113	77	0.2	6.570	A
C-A	107			107			
A-B	38			38			
A-C	200			200			

2030 FY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	230	100.000
B - Borers Arms Road		✓	122	100.000
C - Copthorne Bank South		✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	30	200
	B - Borers Arms Road	45	0	77
	C - Copthorne Bank South	269	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Copthorne Bank North	173	173
	B - Borers Arms Road	92	92
	C - Copthorne Bank South	262	262
07:30-07:45	A - Copthorne Bank North	207	207
	B - Borers Arms Road	110	110
	C - Copthorne Bank South	313	313
07:45-08:00	A - Copthorne Bank North	253	253
	B - Borers Arms Road	134	134
	C - Copthorne Bank South	383	383
08:00-08:15	A - Copthorne Bank North	253	253
	B - Borers Arms Road	134	134
	C - Copthorne Bank South	383	383
08:15-08:30	A - Copthorne Bank North	207	207
	B - Borers Arms Road	110	110
	C - Copthorne Bank South	313	313
08:30-08:45	A - Copthorne Bank North	173	173
	B - Borers Arms Road	92	92
	C - Copthorne Bank South	262	262

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	10.96	0.4	B
C-AB	0.18	6.05	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	528	0.174	91	0.2	9.036	A
C-AB	81	750	0.109	81	0.2	5.913	A
C-A	181			181			
A-B	23			23			
A-C	151			151			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	515	0.213	109	0.3	9.765	A
C-AB	104	768	0.135	104	0.2	5.961	A
C-A	209			209			
A-B	27			27			
A-C	180			180			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	496	0.271	134	0.4	10.932	B
C-AB	139	794	0.175	139	0.3	6.046	A
C-A	244			244			
A-B	33			33			
A-C	220			220			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	134	496	0.271	134	0.4	10.960	B
C-AB	139	794	0.175	139	0.4	6.053	A
C-A	244			244			
A-B	33			33			
A-C	220			220			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	515	0.213	110	0.3	9.801	A
C-AB	104	768	0.135	104	0.3	5.975	A
C-A	209			209			
A-B	27			27			
A-C	180			180			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	528	0.174	92	0.2	9.090	A
C-AB	82	750	0.109	82	0.2	5.934	A
C-A	180			180			
A-B	23			23			
A-C	151			151			

2030 FY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Copthorne Bank North		✓	328	100.000
B - Borers Arms Road		✓	134	100.000
C - Copthorne Bank South		✓	268	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	0	51	277
	B - Borers Arms Road	36	0	98
	C - Copthorne Bank South	179	89	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Copthorne Bank North	B - Borers Arms Road	C - Copthorne Bank South
From	A - Copthorne Bank North	10	10	10
	B - Borers Arms Road	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Copthorne Bank North	247	247
	B - Borers Arms Road	101	101
	C - Copthorne Bank South	202	202
16:45-17:00	A - Copthorne Bank North	295	295
	B - Borers Arms Road	120	120
	C - Copthorne Bank South	241	241
17:00-17:15	A - Copthorne Bank North	361	361
	B - Borers Arms Road	148	148
	C - Copthorne Bank South	295	295
17:15-17:30	A - Copthorne Bank North	361	361
	B - Borers Arms Road	148	148
	C - Copthorne Bank South	295	295
17:30-17:45	A - Copthorne Bank North	295	295
	B - Borers Arms Road	120	120
	C - Copthorne Bank South	241	241
17:45-18:00	A - Copthorne Bank North	247	247
	B - Borers Arms Road	101	101
	C - Copthorne Bank South	202	202

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	11.21	0.5	B
C-AB	0.19	6.99	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	536	0.188	100	0.3	9.052	A
C-AB	83	688	0.121	83	0.2	6.539	A
C-A	118			118			
A-B	38			38			
A-C	209			209			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	521	0.231	120	0.3	9.861	A
C-AB	104	694	0.150	104	0.2	6.714	A
C-A	137			137			
A-B	46			46			
A-C	249			249			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	501	0.295	147	0.5	11.181	B
C-AB	136	703	0.194	136	0.3	6.984	A
C-A	159			159			
A-B	56			56			
A-C	305			305			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	501	0.295	148	0.5	11.213	B
C-AB	137	703	0.194	137	0.4	6.994	A
C-A	159			159			
A-B	56			56			
A-C	305			305			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	521	0.231	121	0.3	9.902	A
C-AB	104	694	0.151	105	0.3	6.730	A
C-A	136			136			
A-B	46			46			
A-C	249			249			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	536	0.188	101	0.3	9.109	A
C-AB	84	688	0.121	84	0.2	6.561	A
C-A	118			118			
A-B	38			38			
A-C	209			209			

APPENDIX U

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Shipley Bridge Copthorne Bank SPJ.j9
Path: W:\251003 Roundabouts Farm Modelling
Report generation date: 10/3/2025 1:51:45 PM

- »2025 Surveyed, AM
- »2025 Surveyed, PM
- »2027 OY + CD, AM
- »2027 OY + CD, PM
- »2027 OY + CD + DEV, AM
- »2027 OY + CD + DEV, PM
- »2030 FY + CD, AM
- »2030 FY + CD, PM
- »2030 FY + CD + DEV, AM
- »2030 FY + CD + DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 Surveyed										
Stream B-AC	D1	1.4	16.81	0.57	C	D2	2.7	25.29	0.72	D
Stream C-AB		1.6	13.92	0.57	B		1.0	11.99	0.47	B
2027 OY + CD										
Stream B-AC	D5	1.5	17.49	0.59	C	D6	3.0	27.16	0.74	D
Stream C-AB		1.6	14.36	0.58	B		1.1	12.25	0.48	B
2027 OY + CD + DEV										
Stream B-AC	D7	2.0	20.48	0.65	C	D8	3.5	30.62	0.77	D
Stream C-AB		1.8	15.28	0.60	C		1.3	13.33	0.52	B
2030 FY + CD										
Stream B-AC	D11	1.7	18.53	0.61	C	D12	3.5	30.41	0.77	D
Stream C-AB		1.8	15.14	0.60	C		1.2	12.74	0.50	B
2030 FY + CD + DEV										
Stream B-AC	D13	2.2	21.91	0.67	C	D14	4.0	34.71	0.80	D
Stream C-AB		2.0	16.16	0.63	C		1.4	13.86	0.54	B

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

File summary

File Description

Title	Shipleigh Bridge Copthorne SPJ
Location	Copthorne Bank
Site number	SK21784
Date	11/12/2019
Version	
Status	(new file)
Identifier	
Client	FCP
Jobnumber	SK21784
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15
D2	2025 Surveyed	PM	ONE HOUR	16:30	18:00	15
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		12.09	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Shipley Bridge Lane		Major
B	Copthorne Bank		Minor
C	Copthorne Bank South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Copthorne Bank South	6.00			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Copthorne Bank	One lane	3.00	15	10

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	487	0.089	0.224	0.141	0.321
B-C	630	0.097	0.244	-	-
C-B	612	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	110	100.000
B - Copthorne Bank		✓	285	100.000
C - Copthorne Bank South		✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	39	71
	B - Copthorne Bank	41	0	244
	C - Copthorne Bank South	98	281	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Shipley Bridge Lane	83	83
	B - Copthorne Bank	215	215
	C - Copthorne Bank South	285	285
07:30-07:45	A - Shipley Bridge Lane	99	99
	B - Copthorne Bank	256	256
	C - Copthorne Bank South	341	341
07:45-08:00	A - Shipley Bridge Lane	121	121
	B - Copthorne Bank	314	314
	C - Copthorne Bank South	417	417
08:00-08:15	A - Shipley Bridge Lane	121	121
	B - Copthorne Bank	314	314
	C - Copthorne Bank South	417	417
08:15-08:30	A - Shipley Bridge Lane	99	99
	B - Copthorne Bank	256	256
	C - Copthorne Bank South	341	341
08:30-08:45	A - Shipley Bridge Lane	83	83
	B - Copthorne Bank	215	215
	C - Copthorne Bank South	285	285

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	16.81	1.4	C
C-AB	0.57	13.92	1.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	569	0.377	212	0.7	11.019	B
C-AB	239	641	0.373	236	0.7	9.718	A
C-A	46			46			
A-B	29			29			
A-C	53			53			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	256	561	0.457	255	0.9	12.918	B
C-AB	293	648	0.452	292	1.0	11.107	B
C-A	48			48			
A-B	35			35			
A-C	64			64			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	314	549	0.571	312	1.4	16.531	C
C-AB	371	656	0.565	369	1.5	13.719	B
C-A	46			46			
A-B	43			43			
A-C	78			78			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	314	549	0.572	314	1.4	16.808	C
C-AB	371	657	0.566	371	1.6	13.922	B
C-A	46			46			
A-B	43			43			
A-C	78			78			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	256	560	0.457	258	0.9	13.185	B
C-AB	293	648	0.452	295	1.0	11.316	B
C-A	47			47			
A-B	35			35			
A-C	64			64			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	215	568	0.377	216	0.7	11.261	B
C-AB	240	642	0.373	241	0.7	9.912	A
C-A	46			46			
A-B	29			29			
A-C	53			53			

2025 Surveyed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		14.97	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	160	100.000
B - Copthorne Bank		✓	367	100.000
C - Copthorne Bank South		✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	51	109
	B - Copthorne Bank	37	0	330
	C - Copthorne Bank South	69	232	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Shipley Bridge Lane	120	120
	B - Copthorne Bank	276	276
	C - Copthorne Bank South	227	227
16:45-17:00	A - Shipley Bridge Lane	144	144
	B - Copthorne Bank	330	330
	C - Copthorne Bank South	271	271
17:00-17:15	A - Shipley Bridge Lane	176	176
	B - Copthorne Bank	404	404
	C - Copthorne Bank South	331	331
17:15-17:30	A - Shipley Bridge Lane	176	176
	B - Copthorne Bank	404	404
	C - Copthorne Bank South	331	331
17:30-17:45	A - Shipley Bridge Lane	144	144
	B - Copthorne Bank	330	330
	C - Copthorne Bank South	271	271
17:45-18:00	A - Shipley Bridge Lane	120	120
	B - Copthorne Bank	276	276
	C - Copthorne Bank South	227	227

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.72	25.29	2.7	D
C-AB	0.47	11.99	1.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	276	577	0.479	272	1.0	12.843	B
C-AB	191	618	0.308	189	0.5	9.181	A
C-A	36			36			
A-B	38			38			
A-C	82			82			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	330	570	0.579	328	1.5	16.260	C
C-AB	232	620	0.374	231	0.7	10.183	B
C-A	39			39			
A-B	46			46			
A-C	98			98			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	404	559	0.723	399	2.6	24.067	C
C-AB	291	622	0.468	290	1.0	11.901	B
C-A	40			40			
A-B	56			56			
A-C	120			120			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	404	559	0.723	404	2.7	25.291	D
C-AB	292	622	0.469	291	1.0	11.994	B
C-A	40			40			
A-B	56			56			
A-C	120			120			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	330	569	0.579	335	1.6	17.177	C
C-AB	232	620	0.374	233	0.7	10.289	B
C-A	38			38			
A-B	46			46			
A-C	98			98			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	276	577	0.479	278	1.0	13.370	B
C-AB	191	618	0.309	192	0.5	9.304	A
C-A	36			36			
A-B	38			38			
A-C	82			82			

2027 OY + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		12.55	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 OY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	113	100.000
B - Copthorne Bank		✓	292	100.000
C - Copthorne Bank South		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	40	73
	B - Copthorne Bank	42	0	250
	C - Copthorne Bank South	100	287	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Shipley Bridge Lane	85	85
	B - Copthorne Bank	220	220
	C - Copthorne Bank South	291	291
07:30-07:45	A - Shipley Bridge Lane	102	102
	B - Copthorne Bank	263	263
	C - Copthorne Bank South	348	348
07:45-08:00	A - Shipley Bridge Lane	124	124
	B - Copthorne Bank	321	321
	C - Copthorne Bank South	426	426
08:00-08:15	A - Shipley Bridge Lane	124	124
	B - Copthorne Bank	321	321
	C - Copthorne Bank South	426	426
08:15-08:30	A - Shipley Bridge Lane	102	102
	B - Copthorne Bank	263	263
	C - Copthorne Bank South	348	348
08:30-08:45	A - Shipley Bridge Lane	85	85
	B - Copthorne Bank	220	220
	C - Copthorne Bank South	291	291

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.59	17.49	1.5	C
C-AB	0.58	14.36	1.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	568	0.387	217	0.7	11.207	B
C-AB	245	642	0.381	242	0.7	9.840	A
C-A	47			47			
A-B	30			30			
A-C	55			55			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	560	0.469	261	0.9	13.234	B
C-AB	300	648	0.463	299	1.0	11.312	B
C-A	48			48			
A-B	36			36			
A-C	66			66			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	548	0.587	319	1.5	17.167	C
C-AB	380	657	0.579	378	1.6	14.127	B
C-A	46			46			
A-B	44			44			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	547	0.587	321	1.5	17.490	C
C-AB	381	657	0.579	381	1.6	14.359	B
C-A	45			45			
A-B	44			44			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	559	0.469	265	1.0	13.538	B
C-AB	300	649	0.463	303	1.1	11.543	B
C-A	47			47			
A-B	36			36			
A-C	66			66			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	567	0.387	221	0.7	11.469	B
C-AB	245	642	0.382	247	0.8	10.047	B
C-A	46			46			
A-B	30			30			
A-C	55			55			

2027 OY + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		15.92	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 OY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	163	100.000
B - Copthorne Bank		✓	376	100.000
C - Copthorne Bank South		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	52	111
	B - Copthorne Bank	38	0	338
	C - Copthorne Bank South	70	237	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Shipley Bridge Lane	123	123
	B - Copthorne Bank	283	283
	C - Copthorne Bank South	231	231
16:45-17:00	A - Shipley Bridge Lane	147	147
	B - Copthorne Bank	338	338
	C - Copthorne Bank South	276	276
17:00-17:15	A - Shipley Bridge Lane	179	179
	B - Copthorne Bank	414	414
	C - Copthorne Bank South	338	338
17:15-17:30	A - Shipley Bridge Lane	179	179
	B - Copthorne Bank	414	414
	C - Copthorne Bank South	338	338
17:30-17:45	A - Shipley Bridge Lane	147	147
	B - Copthorne Bank	338	338
	C - Copthorne Bank South	276	276
17:45-18:00	A - Shipley Bridge Lane	123	123
	B - Copthorne Bank	283	283
	C - Copthorne Bank South	231	231

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.74	27.16	3.0	D
C-AB	0.48	12.25	1.1	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	576	0.491	279	1.0	13.150	B
C-AB	195	618	0.316	193	0.5	9.272	A
C-A	36			36			
A-B	39			39			
A-C	84			84			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	569	0.594	336	1.5	16.862	C
C-AB	237	620	0.383	237	0.7	10.324	B
C-A	39			39			
A-B	47			47			
A-C	100			100			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	558	0.742	409	2.9	25.619	D
C-AB	298	622	0.479	297	1.1	12.147	B
C-A	40			40			
A-B	57			57			
A-C	122			122			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	414	558	0.742	413	3.0	27.161	D
C-AB	298	622	0.480	298	1.1	12.247	B
C-A	40			40			
A-B	57			57			
A-C	122			122			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	338	568	0.595	343	1.7	17.972	C
C-AB	238	620	0.383	239	0.7	10.440	B
C-A	38			38			
A-B	47			47			
A-C	100			100			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	576	0.491	285	1.1	13.740	B
C-AB	195	618	0.316	196	0.5	9.403	A
C-A	36			36			
A-B	39			39			
A-C	84			84			

2027 OY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		14.28	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	116	100.000
B - Copthorne Bank		✓	322	100.000
C - Copthorne Bank South		✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	43	73
	B - Copthorne Bank	45	0	277
	C - Copthorne Bank South	100	299	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Shipley Bridge Lane	87	87
	B - Copthorne Bank	242	242
	C - Copthorne Bank South	300	300
07:30-07:45	A - Shipley Bridge Lane	104	104
	B - Copthorne Bank	289	289
	C - Copthorne Bank South	359	359
07:45-08:00	A - Shipley Bridge Lane	128	128
	B - Copthorne Bank	355	355
	C - Copthorne Bank South	439	439
08:00-08:15	A - Shipley Bridge Lane	128	128
	B - Copthorne Bank	355	355
	C - Copthorne Bank South	439	439
08:15-08:30	A - Shipley Bridge Lane	104	104
	B - Copthorne Bank	289	289
	C - Copthorne Bank South	359	359
08:30-08:45	A - Shipley Bridge Lane	87	87
	B - Copthorne Bank	242	242
	C - Copthorne Bank South	300	300

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	20.48	2.0	C
C-AB	0.60	15.28	1.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	242	568	0.427	239	0.8	11.934	B
C-AB	255	641	0.398	252	0.8	10.100	B
C-A	45			45			
A-B	32			32			
A-C	55			55			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	559	0.517	288	1.1	14.513	B
C-AB	313	648	0.483	311	1.1	11.748	B
C-A	46			46			
A-B	39			39			
A-C	66			66			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	355	547	0.648	351	1.9	19.896	C
C-AB	396	656	0.604	394	1.8	14.988	B
C-A	43			43			
A-B	47			47			
A-C	80			80			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	355	547	0.648	354	2.0	20.483	C
C-AB	397	657	0.604	397	1.8	15.283	C
C-A	42			42			
A-B	47			47			
A-C	80			80			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	289	559	0.518	292	1.2	15.015	C
C-AB	313	648	0.483	316	1.2	12.032	B
C-A	46			46			
A-B	39			39			
A-C	66			66			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	242	568	0.427	244	0.8	12.293	B
C-AB	256	642	0.398	257	0.8	10.337	B
C-A	45			45			
A-B	32			32			
A-C	55			55			

2027 OY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		17.84	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	167	100.000
B - Copthorne Bank		✓	389	100.000
C - Copthorne Bank South		✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	56	111
	B - Copthorne Bank	40	0	349
	C - Copthorne Bank South	70	257	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Shipley Bridge Lane	126	126
	B - Copthorne Bank	293	293
	C - Copthorne Bank South	246	246
16:45-17:00	A - Shipley Bridge Lane	150	150
	B - Copthorne Bank	350	350
	C - Copthorne Bank South	294	294
17:00-17:15	A - Shipley Bridge Lane	184	184
	B - Copthorne Bank	428	428
	C - Copthorne Bank South	360	360
17:15-17:30	A - Shipley Bridge Lane	184	184
	B - Copthorne Bank	428	428
	C - Copthorne Bank South	360	360
17:30-17:45	A - Shipley Bridge Lane	150	150
	B - Copthorne Bank	350	350
	C - Copthorne Bank South	294	294
17:45-18:00	A - Shipley Bridge Lane	126	126
	B - Copthorne Bank	293	293
	C - Copthorne Bank South	246	246

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.77	30.62	3.5	D
C-AB	0.52	13.33	1.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	574	0.510	288	1.1	13.649	B
C-AB	212	617	0.343	209	0.6	9.649	A
C-A	35			35			
A-B	42			42			
A-C	84			84			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.617	347	1.7	17.878	C
C-AB	257	619	0.416	257	0.8	10.915	B
C-A	37			37			
A-B	50			50			
A-C	100			100			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	428	555	0.772	422	3.3	28.390	D
C-AB	323	621	0.521	322	1.3	13.184	B
C-A	37			37			
A-B	62			62			
A-C	122			122			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	428	555	0.772	428	3.5	30.622	D
C-AB	324	621	0.521	324	1.3	13.331	B
C-A	36			36			
A-B	62			62			
A-C	122			122			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	350	566	0.618	356	1.9	19.385	C
C-AB	258	619	0.416	259	0.9	11.067	B
C-A	36			36			
A-B	50			50			
A-C	100			100			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	574	0.510	296	1.2	14.353	B
C-AB	212	618	0.343	213	0.6	9.809	A
C-A	34			34			
A-B	42			42			
A-C	84			84			

2030 FY + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		13.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2030 FY + CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	117	100.000
B - Copthorne Bank		✓	302	100.000
C - Copthorne Bank South		✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	42	75
	B - Copthorne Bank	43	0	259
	C - Copthorne Bank South	104	297	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Shipley Bridge Lane	88	88
	B - Copthorne Bank	227	227
	C - Copthorne Bank South	302	302
07:30-07:45	A - Shipley Bridge Lane	105	105
	B - Copthorne Bank	271	271
	C - Copthorne Bank South	360	360
07:45-08:00	A - Shipley Bridge Lane	129	129
	B - Copthorne Bank	333	333
	C - Copthorne Bank South	442	442
08:00-08:15	A - Shipley Bridge Lane	129	129
	B - Copthorne Bank	333	333
	C - Copthorne Bank South	442	442
08:15-08:30	A - Shipley Bridge Lane	105	105
	B - Copthorne Bank	271	271
	C - Copthorne Bank South	360	360
08:30-08:45	A - Shipley Bridge Lane	88	88
	B - Copthorne Bank	227	227
	C - Copthorne Bank South	302	302

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.61	18.53	1.7	C
C-AB	0.60	15.14	1.8	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	567	0.401	224	0.7	11.473	B
C-AB	255	643	0.396	252	0.8	10.042	B
C-A	47			47			
A-B	32			32			
A-C	56			56			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	558	0.486	270	1.0	13.694	B
C-AB	312	650	0.481	311	1.1	11.664	B
C-A	48			48			
A-B	38			38			
A-C	67			67			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	546	0.609	330	1.6	18.125	C
C-AB	397	659	0.602	394	1.8	14.850	B
C-A	45			45			
A-B	46			46			
A-C	83			83			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	333	546	0.609	332	1.7	18.530	C
C-AB	397	659	0.602	397	1.8	15.139	C
C-A	44			44			
A-B	46			46			
A-C	83			83			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	558	0.487	274	1.1	14.062	B
C-AB	313	651	0.481	316	1.2	11.941	B
C-A	48			48			
A-B	38			38			
A-C	67			67			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	566	0.401	229	0.8	11.767	B
C-AB	255	644	0.396	257	0.8	10.278	B
C-A	47			47			
A-B	32			32			
A-C	56			56			

2030 FY + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		17.51	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2030 FY + CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	169	100.000
B - Copthorne Bank		✓	389	100.000
C - Copthorne Bank South		✓	319	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	54	115
	B - Copthorne Bank	39	0	350
	C - Copthorne Bank South	73	246	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Shipley Bridge Lane	127	127
	B - Copthorne Bank	293	293
	C - Copthorne Bank South	240	240
16:45-17:00	A - Shipley Bridge Lane	152	152
	B - Copthorne Bank	350	350
	C - Copthorne Bank South	287	287
17:00-17:15	A - Shipley Bridge Lane	186	186
	B - Copthorne Bank	428	428
	C - Copthorne Bank South	351	351
17:15-17:30	A - Shipley Bridge Lane	186	186
	B - Copthorne Bank	428	428
	C - Copthorne Bank South	351	351
17:30-17:45	A - Shipley Bridge Lane	152	152
	B - Copthorne Bank	350	350
	C - Copthorne Bank South	287	287
17:45-18:00	A - Shipley Bridge Lane	127	127
	B - Copthorne Bank	293	293
	C - Copthorne Bank South	240	240

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.77	30.41	3.5	D
C-AB	0.50	12.74	1.2	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	575	0.509	288	1.1	13.620	B
C-AB	203	619	0.329	201	0.6	9.439	A
C-A	37			37			
A-B	41			41			
A-C	87			87			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	350	567	0.617	347	1.7	17.820	C
C-AB	248	620	0.399	247	0.8	10.586	B
C-A	39			39			
A-B	49			49			
A-C	103			103			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	428	556	0.770	422	3.3	28.227	D
C-AB	311	623	0.500	310	1.2	12.618	B
C-A	40			40			
A-B	59			59			
A-C	127			127			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	428	556	0.770	428	3.5	30.414	D
C-AB	312	623	0.500	312	1.2	12.737	B
C-A	40			40			
A-B	59			59			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	350	567	0.617	356	1.9	19.302	C
C-AB	248	621	0.399	249	0.8	10.721	B
C-A	39			39			
A-B	49			49			
A-C	103			103			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	575	0.510	296	1.2	14.317	B
C-AB	204	619	0.329	204	0.6	9.580	A
C-A	37			37			
A-B	41			41			
A-C	87			87			

2030 FY + CD + DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		15.24	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 FY + CD + DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	119	100.000
B - Copthorne Bank		✓	332	100.000
C - Copthorne Bank South		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	44	75
	B - Copthorne Bank	46	0	286
	C - Copthorne Bank South	104	309	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Shipley Bridge Lane	90	90
	B - Cophorne Bank	250	250
	C - Cophorne Bank South	311	311
07:30-07:45	A - Shipley Bridge Lane	107	107
	B - Cophorne Bank	298	298
	C - Cophorne Bank South	371	371
07:45-08:00	A - Shipley Bridge Lane	131	131
	B - Cophorne Bank	366	366
	C - Cophorne Bank South	455	455
08:00-08:15	A - Shipley Bridge Lane	131	131
	B - Cophorne Bank	366	366
	C - Cophorne Bank South	455	455
08:15-08:30	A - Shipley Bridge Lane	107	107
	B - Cophorne Bank	298	298
	C - Cophorne Bank South	371	371
08:30-08:45	A - Shipley Bridge Lane	90	90
	B - Cophorne Bank	250	250
	C - Cophorne Bank South	311	311

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.67	21.91	2.2	C
C-AB	0.63	16.16	2.0	C
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	567	0.441	247	0.8	12.233	B
C-AB	265	643	0.412	262	0.8	10.311	B
C-A	46			46			
A-B	33			33			
A-C	56			56			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	298	558	0.535	297	1.2	15.063	C
C-AB	325	650	0.500	324	1.2	12.121	B
C-A	46			46			
A-B	40			40			
A-C	67			67			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	546	0.670	362	2.1	21.162	C
C-AB	413	659	0.627	410	2.0	15.793	C
C-A	42			42			
A-B	48			48			
A-C	83			83			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	366	545	0.670	365	2.2	21.911	C
C-AB	413	659	0.627	413	2.0	16.163	C
C-A	41			41			
A-B	48			48			
A-C	83			83			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	298	558	0.535	302	1.3	15.670	C
C-AB	326	650	0.501	329	1.2	12.461	B
C-A	46			46			
A-B	40			40			
A-C	67			67			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	567	0.441	252	0.9	12.640	B
C-AB	265	643	0.413	267	0.9	10.580	B
C-A	45			45			
A-B	33			33			
A-C	56			56			

2030 FY + CD + DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Copthorne Bank Borers Arms Road SPJ	T-Junction	Two-way		19.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 FY + CD + DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Shipley Bridge Lane		✓	173	100.000
B - Copthorne Bank		✓	402	100.000
C - Copthorne Bank South		✓	338	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	0	58	115
	B - Copthorne Bank	41	0	361
	C - Copthorne Bank South	73	265	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Shipley Bridge Lane	B - Copthorne Bank	C - Copthorne Bank South
From	A - Shipley Bridge Lane	10	10	10
	B - Copthorne Bank	10	10	10
	C - Copthorne Bank South	10	10	10

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A - Shipley Bridge Lane	130	130
	B - Copthorne Bank	303	303
	C - Copthorne Bank South	254	254
16:45-17:00	A - Shipley Bridge Lane	156	156
	B - Copthorne Bank	361	361
	C - Copthorne Bank South	304	304
17:00-17:15	A - Shipley Bridge Lane	190	190
	B - Copthorne Bank	443	443
	C - Copthorne Bank South	372	372
17:15-17:30	A - Shipley Bridge Lane	190	190
	B - Copthorne Bank	443	443
	C - Copthorne Bank South	372	372
17:30-17:45	A - Shipley Bridge Lane	156	156
	B - Copthorne Bank	361	361
	C - Copthorne Bank South	304	304
17:45-18:00	A - Shipley Bridge Lane	130	130
	B - Copthorne Bank	303	303
	C - Copthorne Bank South	254	254

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.80	34.71	4.0	D
C-AB	0.54	13.86	1.4	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	303	573	0.528	298	1.2	14.154	B
C-AB	219	618	0.354	216	0.6	9.810	A
C-A	35			35			
A-B	44			44			
A-C	87			87			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	565	0.640	359	1.9	18.946	C
C-AB	267	620	0.431	266	0.9	11.174	B
C-A	37			37			
A-B	52			52			
A-C	103			103			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	443	553	0.800	435	3.8	31.499	D
C-AB	336	622	0.540	334	1.4	13.685	B
C-A	37			37			
A-B	64			64			
A-C	127			127			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	443	553	0.800	442	4.0	34.709	D
C-AB	336	622	0.540	336	1.4	13.860	B
C-A	36			36			
A-B	64			64			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	565	0.640	369	2.1	21.000	C
C-AB	267	620	0.431	269	0.9	11.355	B
C-A	37			37			
A-B	52			52			
A-C	103			103			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	303	573	0.528	306	1.3	14.991	B
C-AB	219	618	0.355	220	0.7	9.986	A
C-A	35			35			
A-B	44			44			
A-C	87			87			

APPENDIX V

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.5.2.1013 © Copyright TRL Limited, 2019
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Filename: 251003 Copthorne RA.j9

Path: W:\251003 Roundabouts Farm Modelling

Report generation date: 10/3/2025 6:08:56 PM

-
- »2025 SURVEYED, AM
 - »2025 SURVEYED, PM
 - »2027 OY+CD, AM
 - »2027 OY+CD, PM
 - »2027 OY+CD+DEV, AM
 - »2027 OY+CD+DEV, PM
 - »2030 OY+CD, AM
 - »2030 OY+CD, PM
 - »2030 OY+CD+DEV, AM
 - »2030 OY+CD+DEV, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 SURVEYED										
1 - Brookhill Road	D1	1.3	8.06	0.56	A	D2	1.5	9.47	0.60	A
2 - A264 East		14.1	42.26	0.96	E		6.1	19.90	0.87	C
3 - Hotel Access		0.0	6.45	0.03	A		0.0	5.93	0.01	A
4 - A2220		1.2	5.94	0.54	A		1.2	5.96	0.55	A
5 - A264 West		3.6	10.21	0.79	B		6.9	18.30	0.88	C
2027 OY+CD										
1 - Brookhill Road	D5	1.4	8.55	0.58	A	D6	1.7	10.32	0.63	B
2 - A264 East		19.7	55.93	0.98	F		7.5	24.34	0.89	C
3 - Hotel Access		0.0	6.65	0.03	A		0.0	6.15	0.01	A
4 - A2220		1.2	6.22	0.56	A		1.3	6.30	0.57	A
5 - A264 West		4.0	11.15	0.80	B		8.7	22.52	0.91	C
2027 OY+CD+DEV										
1 - Brookhill Road	D7	1.6	9.55	0.62	A	D8	1.9	11.59	0.66	B
2 - A264 East		30.5	79.97	1.01	F		9.2	29.52	0.92	D
3 - Hotel Access		0.0	6.88	0.03	A		0.0	6.37	0.01	A
4 - A2220		1.3	6.51	0.57	A		1.3	6.33	0.57	A
5 - A264 West		4.6	12.62	0.83	B		12.4	31.47	0.94	D
2030 OY+CD										
1 - Brookhill Road	D11	1.6	9.76	0.62	A	D12	2.0	11.96	0.67	B
2 - A264 East		37.3	93.88	1.03	F		11.2	35.14	0.94	E
3 - Hotel Access		0.0	6.93	0.03	A		0.0	6.50	0.01	A
4 - A2220		1.4	6.69	0.58	A		1.5	6.91	0.60	A
5 - A264 West		5.1	13.95	0.84	B		13.3	33.53	0.95	D
2030 OY+CD+DEV										
1 - Brookhill Road	D13	1.9	11.04	0.66	B	D14	2.2	12.93	0.69	B
2 - A264 East		53.5	126.91	1.06	F		13.5	41.81	0.95	E
3 - Hotel Access		0.0	7.08	0.03	A		0.0	6.65	0.01	A
4 - A2220		1.4	6.93	0.59	A		1.6	7.14	0.61	A
5 - A264 West		6.1	16.18	0.87	C		19.5	46.59	0.98	E

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

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

File summary

File Description

Title	Dukes Head Roundabout
Location	Copthorne
Site number	
Date	11/15/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	Michael-PC\Michael
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

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 SURVEYED	AM	ONE HOUR	07:15	08:45	15
D2	2025 SURVEYED	PM	ONE HOUR	16:30	18:00	15
D5	2027 OY+CD	AM	ONE HOUR	07:15	08:45	15
D6	2027 OY+CD	PM	ONE HOUR	16:30	18:00	15
D7	2027 OY+CD+DEV	AM	ONE HOUR	07:15	08:45	15
D8	2027 OY+CD+DEV	PM	ONE HOUR	16:30	18:00	15
D11	2030 OY+CD	AM	ONE HOUR	07:15	08:45	15
D12	2030 OY+CD	PM	ONE HOUR	16:30	18:00	15
D13	2030 OY+CD+DEV	AM	ONE HOUR	07:15	08:45	15
D14	2030 OY+CD+DEV	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 SURVEYED, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Copthorne RA	Standard Roundabout		1, 2, 3, 4, 5	19.66	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Brookhill Road	
2	A264 East	
3	Hotel Access	
4	A2220	
5	A264 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brookhill Road	3.30	7.40	26.0	20.0	65.0	38.0	
2 - A264 East	4.40	7.10	9.0	17.0	65.0	31.0	
3 - Hotel Access	4.10	6.00	12.0	12.0	65.0	33.0	
4 - A2220	3.70	7.50	35.0	30.0	65.0	24.0	
5 - A264 West	3.80	7.70	30.0	18.0	65.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Brookhill Road	0.535	1775
2 - A264 East	0.532	1729
3 - Hotel Access	0.495	1555
4 - A2220	0.597	2049
5 - A264 West	0.574	1975

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 SURVEYED	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	519	100.000
2 - A264 East		✓	1160	100.000
3 - Hotel Access		✓	15	100.000
4 - A2220		✓	645	100.000
5 - A264 West		✓	1179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	4	39	1	213	262
	2 - A264 East	14	4	7	315	820
	3 - Hotel Access	4	0	0	2	9
	4 - A2220	151	333	6	0	155
	5 - A264 West	237	758	8	170	6

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	0	0	0	0	0
	2 - A264 East	0	0	0	0	0
	3 - Hotel Access	0	0	0	0	0
	4 - A2220	0	0	0	0	0
	5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.56	8.06	1.3	A
2 - A264 East	0.96	42.26	14.1	E
3 - Hotel Access	0.03	6.45	0.0	A
4 - A2220	0.54	5.94	1.2	A
5 - A264 West	0.79	10.21	3.6	B

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	391	963	1259	0.310	389	0.4	4.127	A
2 - A264 East	873	502	1463	0.597	867	1.5	5.994	A
3 - Hotel Access	11	1353	885	0.013	11	0.0	4.121	A
4 - A2220	486	840	1548	0.314	484	0.5	3.378	A
5 - A264 West	888	387	1753	0.506	884	1.0	4.121	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	467	1153	1158	0.403	466	0.7	5.194	A
2 - A264 East	1043	601	1410	0.740	1038	2.7	9.543	A
3 - Hotel Access	13	1619	753	0.018	13	0.0	4.867	A
4 - A2220	580	1005	1449	0.400	579	0.7	4.134	A
5 - A264 West	1060	463	1709	0.620	1058	1.6	5.503	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	571	1408	1022	0.559	569	1.2	7.916	A
2 - A264 East	1277	734	1339	0.954	1242	11.6	29.820	D
3 - Hotel Access	17	1952	588	0.028	16	0.0	6.297	A
4 - A2220	710	1210	1327	0.535	708	1.1	5.797	A
5 - A264 West	1298	566	1650	0.787	1290	3.5	9.800	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	571	1414	1018	0.561	571	1.3	8.058	A
2 - A264 East	1277	738	1337	0.955	1267	14.1	42.265	E
3 - Hotel Access	17	1980	574	0.029	17	0.0	6.455	A
4 - A2220	710	1229	1316	0.540	710	1.2	5.941	A
5 - A264 West	1298	568	1649	0.787	1298	3.6	10.211	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	467	1163	1153	0.405	469	0.7	5.281	A
2 - A264 East	1043	606	1407	0.741	1087	3.0	12.705	B
3 - Hotel Access	13	1673	726	0.019	14	0.0	5.052	A
4 - A2220	580	1043	1427	0.406	582	0.7	4.270	A
5 - A264 West	1060	466	1708	0.621	1068	1.7	5.691	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	391	970	1256	0.311	392	0.5	4.170	A
2 - A264 East	873	506	1461	0.598	879	1.5	6.255	A
3 - Hotel Access	11	1368	877	0.013	11	0.0	4.157	A
4 - A2220	486	850	1542	0.315	487	0.5	3.413	A
5 - A264 West	888	389	1752	0.507	890	1.0	4.189	A

2025 SURVEYED, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	15.09	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	522	100.000
2 - A264 East		✓	1048	100.000
3 - Hotel Access		✓	7	100.000
4 - A2220		✓	682	100.000
5 - A264 West		✓	1303	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	3	28	1	196	294
	2 - A264 East	48	3	3	289	705
	3 - Hotel Access	1	1	0	1	4
	4 - A2220	169	328	0	1	184
	5 - A264 West	242	872	1	188	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.60	9.47	1.5	A
2 - A264 East	0.87	19.90	6.1	C
3 - Hotel Access	0.01	5.93	0.0	A
4 - A2220	0.55	5.96	1.2	A
5 - A264 West	0.88	18.30	6.9	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	393	1044	1216	0.323	391	0.5	4.355	A
2 - A264 East	789	512	1457	0.542	784	1.2	5.316	A
3 - Hotel Access	5	1293	914	0.006	5	0.0	3.959	A
4 - A2220	513	793	1576	0.326	512	0.5	3.376	A
5 - A264 West	981	415	1737	0.565	976	1.3	4.701	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	469	1250	1106	0.424	468	0.7	5.635	A
2 - A264 East	942	613	1403	0.671	939	2.0	7.695	A
3 - Hotel Access	6	1548	788	0.008	6	0.0	4.603	A
4 - A2220	613	949	1483	0.413	612	0.7	4.130	A
5 - A264 West	1171	497	1690	0.693	1168	2.2	6.844	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	575	1520	962	0.598	572	1.4	9.171	A
2 - A264 East	1154	748	1332	0.866	1139	5.7	17.492	C
3 - Hotel Access	8	1882	623	0.012	8	0.0	5.850	A
4 - A2220	751	1154	1361	0.552	749	1.2	5.863	A
5 - A264 West	1435	608	1626	0.882	1417	6.5	16.055	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	575	1533	954	0.602	575	1.5	9.473	A
2 - A264 East	1154	753	1329	0.868	1152	6.1	19.897	C
3 - Hotel Access	8	1899	614	0.013	8	0.0	5.934	A
4 - A2220	751	1165	1354	0.555	751	1.2	5.964	A
5 - A264 West	1435	610	1625	0.883	1433	6.9	18.296	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	469	1269	1096	0.428	472	0.8	5.803	A
2 - A264 East	942	620	1400	0.673	958	2.1	8.427	A
3 - Hotel Access	6	1574	775	0.008	6	0.0	4.682	A
4 - A2220	613	965	1473	0.416	615	0.7	4.205	A
5 - A264 West	1171	500	1688	0.694	1190	2.3	7.482	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	393	1053	1211	0.324	394	0.5	4.411	A
2 - A264 East	789	517	1455	0.542	793	1.2	5.467	A
3 - Hotel Access	5	1305	908	0.006	5	0.0	3.986	A
4 - A2220	513	801	1571	0.327	514	0.5	3.407	A
5 - A264 West	981	418	1735	0.565	985	1.3	4.824	A

2027 OY+CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophthorne RA	Standard Roundabout		1, 2, 3, 4, 5	24.63	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2027 OY+CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	530	100.000
2 - A264 East		✓	1187	100.000
3 - Hotel Access		✓	16	100.000
4 - A2220		✓	661	100.000
5 - A264 West		✓	1199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	4	39	1	218	268
	2 - A264 East	15	4	7	322	839
	3 - Hotel Access	4	0	0	2	10
	4 - A2220	155	341	6	0	159
	5 - A264 West	242	775	8	174	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.58	8.55	1.4	A
2 - A264 East	0.98	55.93	19.7	F
3 - Hotel Access	0.03	6.65	0.0	A
4 - A2220	0.56	6.22	1.2	A
5 - A264 West	0.80	11.15	4.0	B

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	399	980	1250	0.319	397	0.5	4.210	A
2 - A264 East	894	509	1459	0.613	887	1.6	6.233	A
3 - Hotel Access	12	1380	871	0.014	12	0.0	4.188	A
4 - A2220	498	856	1538	0.323	496	0.5	3.447	A
5 - A264 West	903	397	1748	0.517	898	1.1	4.219	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	476	1173	1147	0.415	476	0.7	5.354	A
2 - A264 East	1067	609	1406	0.759	1061	3.0	10.280	B
3 - Hotel Access	14	1651	737	0.020	14	0.0	4.978	A
4 - A2220	594	1024	1438	0.413	593	0.7	4.256	A
5 - A264 West	1078	475	1703	0.633	1075	1.7	5.715	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	584	1432	1009	0.579	581	1.3	8.369	A
2 - A264 East	1307	744	1334	0.980	1260	14.8	35.709	E
3 - Hotel Access	18	1980	575	0.031	18	0.0	6.463	A
4 - A2220	728	1224	1319	0.552	726	1.2	6.050	A
5 - A264 West	1320	580	1642	0.804	1311	3.9	10.609	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	584	1440	1004	0.581	583	1.4	8.550	A
2 - A264 East	1307	747	1332	0.981	1288	19.7	55.929	F
3 - Hotel Access	18	2011	559	0.032	18	0.0	6.648	A
4 - A2220	728	1246	1306	0.557	728	1.2	6.223	A
5 - A264 West	1320	582	1641	0.804	1320	4.0	11.152	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	476	1184	1141	0.418	479	0.7	5.460	A
2 - A264 East	1067	614	1403	0.761	1132	3.4	16.283	C
3 - Hotel Access	14	1726	700	0.021	14	0.0	5.251	A
4 - A2220	594	1077	1406	0.422	596	0.7	4.453	A
5 - A264 West	1078	478	1701	0.634	1087	1.8	5.947	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	399	987	1246	0.320	400	0.5	4.257	A
2 - A264 East	894	513	1457	0.613	901	1.6	6.551	A
3 - Hotel Access	12	1397	863	0.014	12	0.0	4.231	A
4 - A2220	498	867	1532	0.325	499	0.5	3.489	A
5 - A264 West	903	399	1746	0.517	905	1.1	4.297	A

2027 OY+CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophthorne RA	Standard Roundabout		1, 2, 3, 4, 5	18.13	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2027 OY+CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	534	100.000
2 - A264 East		✓	1073	100.000
3 - Hotel Access		✓	7	100.000
4 - A2220		✓	697	100.000
5 - A264 West		✓	1333	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	3	29	1	200	301
	2 - A264 East	49	3	3	296	722
	3 - Hotel Access	1	1	0	1	4
	4 - A2220	173	335	0	1	188
	5 - A264 West	247	893	1	192	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.63	10.32	1.7	B
2 - A264 East	0.89	24.34	7.5	C
3 - Hotel Access	0.01	6.15	0.0	A
4 - A2220	0.57	6.30	1.3	A
5 - A264 West	0.91	22.52	8.7	C

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	402	1068	1203	0.334	400	0.5	4.471	A
2 - A264 East	808	524	1451	0.557	803	1.2	5.512	A
3 - Hotel Access	5	1323	900	0.006	5	0.0	4.024	A
4 - A2220	525	811	1565	0.335	523	0.5	3.449	A
5 - A264 West	1004	424	1732	0.580	998	1.4	4.872	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	1278	1091	0.440	479	0.8	5.872	A
2 - A264 East	965	627	1396	0.691	961	2.2	8.198	A
3 - Hotel Access	6	1583	771	0.008	6	0.0	4.708	A
4 - A2220	627	971	1470	0.426	626	0.7	4.261	A
5 - A264 West	1198	508	1684	0.712	1194	2.4	7.291	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	588	1551	945	0.622	585	1.6	9.906	A
2 - A264 East	1181	763	1324	0.893	1163	6.8	20.366	C
3 - Hotel Access	8	1921	604	0.013	8	0.0	6.039	A
4 - A2220	767	1178	1346	0.570	765	1.3	6.171	A
5 - A264 West	1468	621	1619	0.906	1446	7.9	18.775	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	588	1567	936	0.628	588	1.7	10.324	B
2 - A264 East	1181	769	1321	0.895	1179	7.5	24.337	C
3 - Hotel Access	8	1942	593	0.013	8	0.0	6.149	A
4 - A2220	767	1191	1338	0.573	767	1.3	6.303	A
5 - A264 West	1468	623	1618	0.907	1465	8.7	22.519	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	480	1303	1078	0.446	483	0.8	6.092	A
2 - A264 East	965	635	1392	0.693	985	2.3	9.286	A
3 - Hotel Access	6	1616	755	0.008	6	0.0	4.811	A
4 - A2220	627	991	1458	0.430	629	0.8	4.357	A
5 - A264 West	1198	512	1682	0.713	1223	2.6	8.242	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	402	1078	1198	0.336	403	0.5	4.537	A
2 - A264 East	808	528	1449	0.558	812	1.3	5.692	A
3 - Hotel Access	5	1336	893	0.006	5	0.0	4.056	A
4 - A2220	525	820	1560	0.336	526	0.5	3.486	A
5 - A264 West	1004	427	1730	0.580	1008	1.4	5.017	A

2027 OY+CD+DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	33.21	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2027 OY+CD+DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	558	100.000
2 - A264 East		✓	1212	100.000
3 - Hotel Access		✓	16	100.000
4 - A2220		✓	661	100.000
5 - A264 West		✓	1234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	4	39	1	218	296
	2 - A264 East	15	4	7	322	864
	3 - Hotel Access	4	0	0	2	10
	4 - A2220	155	341	6	0	159
	5 - A264 West	254	798	8	174	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.62	9.55	1.6	A
2 - A264 East	1.01	79.97	30.5	F
3 - Hotel Access	0.03	6.88	0.0	A
4 - A2220	0.57	6.51	1.3	A
5 - A264 West	0.83	12.62	4.6	B

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	420	997	1241	0.338	418	0.5	4.364	A
2 - A264 East	912	530	1448	0.630	906	1.7	6.563	A
3 - Hotel Access	12	1419	852	0.014	12	0.0	4.285	A
4 - A2220	498	895	1515	0.328	496	0.5	3.526	A
5 - A264 West	929	397	1748	0.532	925	1.1	4.351	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	502	1194	1136	0.442	501	0.8	5.656	A
2 - A264 East	1090	634	1392	0.783	1083	3.4	11.372	B
3 - Hotel Access	14	1697	714	0.020	14	0.0	5.142	A
4 - A2220	594	1070	1410	0.421	593	0.7	4.401	A
5 - A264 West	1109	475	1703	0.651	1106	1.8	6.008	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	614	1456	996	0.617	611	1.6	9.285	A
2 - A264 East	1334	774	1318	1.012	1267	20.4	44.979	E
3 - Hotel Access	18	2017	556	0.032	18	0.0	6.684	A
4 - A2220	728	1267	1293	0.563	726	1.3	6.317	A
5 - A264 West	1359	580	1643	0.827	1348	4.5	11.828	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	614	1465	991	0.620	614	1.6	9.546	A
2 - A264 East	1334	778	1316	1.014	1294	30.5	79.971	F
3 - Hotel Access	18	2048	541	0.033	18	0.0	6.883	A
4 - A2220	728	1288	1280	0.568	728	1.3	6.511	A
5 - A264 West	1359	582	1641	0.828	1358	4.6	12.625	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	502	1207	1129	0.444	505	0.8	5.796	A
2 - A264 East	1090	640	1389	0.784	1196	3.9	27.281	D
3 - Hotel Access	14	1815	656	0.022	14	0.0	5.612	A
4 - A2220	594	1155	1360	0.437	596	0.8	4.728	A
5 - A264 West	1109	479	1700	0.652	1120	1.9	6.315	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	420	1005	1237	0.340	421	0.5	4.420	A
2 - A264 East	912	534	1446	0.631	921	1.7	6.977	A
3 - Hotel Access	12	1438	842	0.014	12	0.0	4.335	A
4 - A2220	498	908	1507	0.330	499	0.5	3.573	A
5 - A264 West	929	399	1746	0.532	932	1.1	4.440	A

2027 OY+CD+DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	23.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2027 OY+CD+DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	558	100.000
2 - A264 East		✓	1088	100.000
3 - Hotel Access		✓	7	100.000
4 - A2220		✓	677	100.000
5 - A264 West		✓	1376	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	15	29	1	200	313
	2 - A264 East	49	3	3	296	737
	3 - Hotel Access	1	1	0	1	4
	4 - A2220	173	335	0	1	168
	5 - A264 West	267	916	1	192	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	0	0	0	0	0
	2 - A264 East	0	0	0	0	0
	3 - Hotel Access	0	0	0	0	0
	4 - A2220	0	0	0	0	0
	5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.66	11.59	1.9	B
2 - A264 East	0.92	29.52	9.2	D
3 - Hotel Access	0.01	6.37	0.0	A
4 - A2220	0.57	6.33	1.3	A
5 - A264 West	0.94	31.47	12.4	D

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	420	1085	1194	0.352	418	0.5	4.625	A
2 - A264 East	819	541	1442	0.568	814	1.3	5.689	A
3 - Hotel Access	5	1352	885	0.006	5	0.0	4.089	A
4 - A2220	510	840	1548	0.329	508	0.5	3.456	A
5 - A264 West	1036	433	1726	0.600	1030	1.5	5.127	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	502	1298	1080	0.464	500	0.9	6.195	A
2 - A264 East	978	648	1385	0.706	974	2.3	8.672	A
3 - Hotel Access	6	1618	754	0.008	6	0.0	4.815	A
4 - A2220	609	1006	1449	0.420	608	0.7	4.275	A
5 - A264 West	1237	519	1678	0.737	1232	2.7	7.990	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	614	1569	935	0.657	610	1.8	10.945	B
2 - A264 East	1198	788	1311	0.914	1175	8.1	23.359	C
3 - Hotel Access	8	1957	586	0.013	8	0.0	6.228	A
4 - A2220	745	1217	1323	0.564	743	1.3	6.188	A
5 - A264 West	1515	634	1612	0.940	1483	10.7	23.711	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	614	1590	924	0.665	614	1.9	11.585	B
2 - A264 East	1198	795	1307	0.917	1193	9.2	29.515	D
3 - Hotel Access	8	1983	573	0.013	8	0.0	6.368	A
4 - A2220	745	1233	1313	0.568	745	1.3	6.334	A
5 - A264 West	1515	636	1610	0.941	1508	12.4	31.471	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	502	1334	1061	0.473	506	0.9	6.532	A
2 - A264 East	978	659	1379	0.709	1005	2.5	10.266	B
3 - Hotel Access	6	1659	733	0.009	6	0.0	4.953	A
4 - A2220	609	1031	1434	0.425	611	0.7	4.386	A
5 - A264 West	1237	523	1675	0.738	1275	2.9	9.799	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	420	1096	1188	0.354	422	0.6	4.702	A
2 - A264 East	819	546	1439	0.569	824	1.3	5.896	A
3 - Hotel Access	5	1367	878	0.006	5	0.0	4.124	A
4 - A2220	510	850	1542	0.331	511	0.5	3.492	A
5 - A264 West	1036	436	1725	0.601	1042	1.5	5.311	A

2030 OY+CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	38.35	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2030 OY+CD	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	549	100.000
2 - A264 East		✓	1230	100.000
3 - Hotel Access		✓	16	100.000
4 - A2220		✓	683	100.000
5 - A264 West		✓	1249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	4	41	1	225	278
	2 - A264 East	15	5	8	333	869
	3 - Hotel Access	4	0	0	2	10
	4 - A2220	160	353	6	0	164
	5 - A264 West	251	803	8	180	7

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.62	9.76	1.6	A
2 - A264 East	1.03	93.88	37.3	F
3 - Hotel Access	0.03	6.93	0.0	A
4 - A2220	0.58	6.69	1.4	A
5 - A264 West	0.84	13.95	5.1	B

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	413	1021	1229	0.336	411	0.5	4.394	A
2 - A264 East	926	531	1447	0.640	919	1.7	6.732	A
3 - Hotel Access	12	1433	845	0.014	12	0.0	4.321	A
4 - A2220	514	891	1517	0.339	512	0.5	3.573	A
5 - A264 West	940	410	1740	0.540	936	1.2	4.451	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	494	1221	1121	0.440	492	0.8	5.714	A
2 - A264 East	1106	636	1391	0.795	1098	3.6	11.972	B
3 - Hotel Access	14	1713	706	0.020	14	0.0	5.202	A
4 - A2220	614	1065	1413	0.434	613	0.8	4.492	A
5 - A264 West	1123	491	1694	0.663	1120	1.9	6.240	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	604	1488	978	0.618	601	1.6	9.469	A
2 - A264 East	1354	776	1317	1.028	1274	23.7	50.012	F
3 - Hotel Access	18	2025	552	0.032	18	0.0	6.736	A
4 - A2220	752	1253	1302	0.578	750	1.3	6.495	A
5 - A264 West	1375	599	1631	0.843	1363	4.9	12.881	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	604	1499	973	0.621	604	1.6	9.759	A
2 - A264 East	1354	780	1315	1.030	1300	37.3	93.880	F
3 - Hotel Access	18	2055	537	0.033	18	0.0	6.928	A
4 - A2220	752	1273	1290	0.583	752	1.4	6.692	A
5 - A264 West	1375	601	1630	0.844	1374	5.1	13.945	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	494	1236	1113	0.443	497	0.8	5.867	A
2 - A264 East	1106	642	1388	0.797	1238	4.3	38.356	E
3 - Hotel Access	14	1858	635	0.023	14	0.0	5.805	A
4 - A2220	614	1169	1352	0.454	616	0.8	4.909	A
5 - A264 West	1123	496	1691	0.664	1135	2.0	6.620	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	413	1029	1224	0.338	414	0.5	4.453	A
2 - A264 East	926	535	1445	0.641	936	1.8	7.210	A
3 - Hotel Access	12	1454	835	0.014	12	0.0	4.376	A
4 - A2220	514	905	1509	0.341	515	0.5	3.627	A
5 - A264 West	940	413	1738	0.541	944	1.2	4.550	A

2030 OY+CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	25.70	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2030 OY+CD	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	553	100.000
2 - A264 East		✓	1110	100.000
3 - Hotel Access		✓	7	100.000
4 - A2220		✓	722	100.000
5 - A264 West		✓	1380	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	3	30	1	207	312
	2 - A264 East	51	3	3	306	747
	3 - Hotel Access	1	1	0	1	4
	4 - A2220	179	347	0	1	195
	5 - A264 West	256	924	1	199	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.67	11.96	2.0	B
2 - A264 East	0.94	35.14	11.2	E
3 - Hotel Access	0.01	6.50	0.0	A
4 - A2220	0.60	6.91	1.5	A
5 - A264 West	0.95	33.53	13.3	D

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	416	1105	1183	0.352	414	0.5	4.667	A
2 - A264 East	836	542	1441	0.580	830	1.4	5.842	A
3 - Hotel Access	5	1369	877	0.006	5	0.0	4.129	A
4 - A2220	544	840	1548	0.351	541	0.5	3.568	A
5 - A264 West	1039	439	1723	0.603	1033	1.5	5.173	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	497	1322	1067	0.466	496	0.9	6.286	A
2 - A264 East	998	649	1384	0.721	993	2.5	9.099	A
3 - Hotel Access	6	1638	744	0.008	6	0.0	4.881	A
4 - A2220	649	1005	1450	0.448	648	0.8	4.485	A
5 - A264 West	1241	526	1673	0.741	1235	2.8	8.124	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	609	1596	921	0.661	605	1.9	11.251	B
2 - A264 East	1222	788	1310	0.933	1194	9.5	26.304	D
3 - Hotel Access	8	1977	576	0.013	8	0.0	6.336	A
4 - A2220	795	1213	1325	0.600	792	1.5	6.718	A
5 - A264 West	1519	642	1607	0.946	1485	11.3	24.728	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	609	1618	909	0.670	608	2.0	11.962	B
2 - A264 East	1222	796	1306	0.935	1215	11.2	35.143	E
3 - Hotel Access	8	2006	562	0.014	8	0.0	6.497	A
4 - A2220	795	1230	1315	0.604	795	1.5	6.915	A
5 - A264 West	1519	645	1605	0.947	1511	13.3	33.534	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	497	1362	1046	0.475	501	0.9	6.661	A
2 - A264 East	998	661	1378	0.724	1032	2.7	11.337	B
3 - Hotel Access	6	1688	719	0.009	6	0.0	5.053	A
4 - A2220	649	1035	1431	0.453	652	0.8	4.633	A
5 - A264 West	1241	530	1671	0.743	1282	3.0	10.178	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	416	1116	1177	0.354	418	0.6	4.748	A
2 - A264 East	836	547	1438	0.581	841	1.4	6.078	A
3 - Hotel Access	5	1384	869	0.006	5	0.0	4.167	A
4 - A2220	544	849	1542	0.352	545	0.5	3.614	A
5 - A264 West	1039	442	1721	0.604	1045	1.5	5.364	A

2030 OY+CD+DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	50.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 OY+CD+DEV	AM	ONE HOUR	07:15	08:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	576	100.000
2 - A264 East		✓	1254	100.000
3 - Hotel Access		✓	16	100.000
4 - A2220		✓	683	100.000
5 - A264 West		✓	1283	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	4	41	1	225	305
	2 - A264 East	15	5	8	333	893
	3 - Hotel Access	4	0	0	2	10
	4 - A2220	160	353	6	0	164
	5 - A264 West	262	826	8	180	7

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.66	11.04	1.9	B
2 - A264 East	1.06	126.91	53.5	F
3 - Hotel Access	0.03	7.08	0.0	A
4 - A2220	0.59	6.93	1.4	A
5 - A264 West	0.87	16.18	6.1	C

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	434	1038	1220	0.356	431	0.5	4.555	A
2 - A264 East	944	551	1436	0.657	937	1.9	7.100	A
3 - Hotel Access	12	1471	826	0.015	12	0.0	4.419	A
4 - A2220	514	929	1495	0.344	512	0.5	3.656	A
5 - A264 West	966	410	1740	0.555	961	1.2	4.594	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	518	1242	1110	0.466	517	0.9	6.051	A
2 - A264 East	1127	660	1379	0.818	1118	4.2	13.371	B
3 - Hotel Access	14	1758	684	0.021	14	0.0	5.372	A
4 - A2220	614	1110	1387	0.443	613	0.8	4.645	A
5 - A264 West	1153	491	1694	0.681	1150	2.1	6.580	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	634	1512	966	0.657	630	1.8	10.600	B
2 - A264 East	1381	804	1302	1.061	1272	31.3	61.710	F
3 - Hotel Access	18	2052	539	0.033	18	0.0	6.908	A
4 - A2220	752	1287	1281	0.587	750	1.4	6.742	A
5 - A264 West	1413	599	1632	0.866	1398	5.8	14.565	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	634	1523	960	0.661	634	1.9	11.039	B
2 - A264 East	1381	810	1299	1.063	1292	53.5	126.911	F
3 - Hotel Access	18	2077	526	0.033	18	0.0	7.076	A
4 - A2220	752	1304	1271	0.592	752	1.4	6.929	A
5 - A264 West	1413	601	1630	0.866	1411	6.1	16.183	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	518	1259	1101	0.470	522	0.9	6.260	A
2 - A264 East	1127	668	1374	0.820	1318	5.8	77.136	F
3 - Hotel Access	14	1964	582	0.025	14	0.0	6.340	A
4 - A2220	614	1259	1298	0.473	616	0.9	5.296	A
5 - A264 West	1153	496	1690	0.682	1169	2.2	7.103	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	434	1047	1215	0.357	435	0.6	4.624	A
2 - A264 East	944	556	1434	0.658	959	2.0	7.815	A
3 - Hotel Access	12	1498	813	0.015	12	0.0	4.494	A
4 - A2220	514	948	1484	0.347	516	0.5	3.723	A
5 - A264 West	966	413	1738	0.556	970	1.3	4.708	A

2030 OY+CD+DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - A2220 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cophorne RA	Standard Roundabout		1, 2, 3, 4, 5	32.75	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 OY+CD+DEV	PM	ONE HOUR	16:30	18:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Brookhill Road		✓	565	100.000
2 - A264 East		✓	1125	100.000
3 - Hotel Access		✓	7	100.000
4 - A2220		✓	722	100.000
5 - A264 West		✓	1422	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
From	1 - Brookhill Road	3	30	1	207	324
	2 - A264 East	51	3	3	306	762
	3 - Hotel Access	1	1	0	1	4
	4 - A2220	179	347	0	1	195
	5 - A264 West	275	947	1	199	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
	1 - Brookhill Road	2 - A264 East	3 - Hotel Access	4 - A2220	5 - A264 West
1 - Brookhill Road	0	0	0	0	0
2 - A264 East	0	0	0	0	0
3 - Hotel Access	0	0	0	0	0
4 - A2220	0	0	0	0	0
5 - A264 West	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Brookhill Road	0.69	12.93	2.2	B
2 - A264 East	0.95	41.81	13.5	E
3 - Hotel Access	0.01	6.65	0.0	A
4 - A2220	0.61	7.14	1.6	A
5 - A264 West	0.98	46.59	19.5	E

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	425	1122	1174	0.362	423	0.6	4.778	A
2 - A264 East	847	551	1436	0.590	841	1.4	5.993	A
3 - Hotel Access	5	1389	867	0.006	5	0.0	4.176	A
4 - A2220	544	860	1536	0.354	541	0.5	3.611	A
5 - A264 West	1071	439	1723	0.621	1064	1.6	5.412	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	508	1342	1057	0.481	507	0.9	6.527	A
2 - A264 East	1011	659	1379	0.733	1006	2.6	9.539	A
3 - Hotel Access	6	1661	732	0.009	6	0.0	4.959	A
4 - A2220	649	1029	1435	0.452	648	0.8	4.565	A
5 - A264 West	1278	526	1673	0.764	1272	3.1	8.843	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	622	1610	913	0.681	618	2.1	11.997	B
2 - A264 East	1239	799	1305	0.950	1205	11.0	29.477	D
3 - Hotel Access	8	1999	565	0.014	8	0.0	6.460	A
4 - A2220	795	1238	1310	0.607	792	1.5	6.909	A
5 - A264 West	1566	642	1607	0.974	1518	15.1	30.575	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	622	1636	899	0.692	622	2.2	12.927	B
2 - A264 East	1239	807	1300	0.953	1229	13.5	41.808	E
3 - Hotel Access	8	2031	549	0.014	8	0.0	6.646	A
4 - A2220	795	1257	1299	0.612	795	1.6	7.137	A
5 - A264 West	1566	645	1605	0.975	1548	19.5	46.594	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	508	1401	1025	0.495	513	1.0	7.088	A
2 - A264 East	1011	675	1371	0.738	1054	2.9	12.781	B
3 - Hotel Access	6	1724	701	0.009	6	0.0	5.184	A
4 - A2220	649	1066	1413	0.459	652	0.9	4.747	A
5 - A264 West	1278	531	1671	0.765	1343	3.4	13.009	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brookhill Road	425	1135	1168	0.364	427	0.6	4.871	A
2 - A264 East	847	557	1433	0.591	853	1.5	6.260	A
3 - Hotel Access	5	1406	859	0.006	5	0.0	4.220	A
4 - A2220	544	870	1530	0.355	545	0.6	3.661	A
5 - A264 West	1071	442	1721	0.622	1078	1.7	5.650	A