



Proposed Residential Development  
Land at Chichele Road, Oxted

**Transport Assessment**

For

CALA Homes

## Document Control Sheet

Proposed Residential Development

Land at Chichele Road, Oxted

CALA Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
05/10/2023	1 <sup>st</sup> Draft	EU/MS	AW
20/10/2023	Final	EU/MS	AW



Motion  
84 North Street  
Guildford  
GU1 4AU  
T 01483 531300  
F 01483 531333  
E [info@motion.co.uk](mailto:info@motion.co.uk)  
W [www.motion.co.uk](http://www.motion.co.uk)

## Contents

1.0	Introduction .....	1
2.0	Policy Context .....	3
3.0	Existing Conditions .....	9
4.0	Proposed Development .....	23
5.0	Trip Generation and Distribution .....	29
6.0	Highway Impact Assessment.....	35
7.0	Summary and Conclusion .....	38

## Figures

Figure 3.1:	Strategic Site Location Plan .....	9
Figure 3.2:	Site Location Plan .....	10
Figure 3.3:	ATC Results - 85th Percentile Speeds .....	11
Figure 3.4:	Chichele Road/Silkham Road Parking Zones .....	12
Figure 3.5:	Crashmap Extract.....	14
Figure 3.6:	Active Travel.....	16
Figure 3.7:	PRoW Map Provided by Surrey County Council.....	17
Figure 3.8:	Chichele Road/Silkham Road Pedestrian Movements.....	17
Figure 3.9:	Local Amenities Plan .....	20
Figure 5.1:	Key Routes to/from the Site .....	32

TF1: 2023 Baseline Traffic Survey – AM Peak

TF2: 2023 Baseline Traffic Survey – PM Peak

TF3: 2028 Uplifted Traffic - AM Peak

TF4: 2028 Uplifted Traffic - PM Peak

TF5: Development Traffic - AM Peak

TF6: Development Traffic - PM Peak

TF7: 2028 Baseline plus Development Traffic - AM Peak

TF8: 2028 Baseline plus Development Traffic - PM Peak

## Appendices

- A SCC Pre-Application Response
- B Survey Results
- C Crashmap Reports
- D Site Layout Plan
- E Proposed Access Arrangements
- F Station Road East Zebra Crossing
- G 20mph Speed Limit Scheme
- H Stage 1 Road Safety Audit
- I Swept Path Analysis
- J TRICS Output – Private Houses
- K TRICS Output – Private Flats
- L Census Data Distribution
- M Junctions 9 Outputs



## 1.0 Introduction

- 1.1 This Transport Assessment has been prepared on behalf of CALA Homes to accompany a planning application for a proposed residential development at the land north-east of Chichele Road, Oxted (herein referred to as 'the site'). This report considers highway and transport matters in respect to the proposed development.
- 1.2 The site is located approximately 500 metres north of Oxted town centre, to the north-east of Chichele Road. The site benefits from close proximity to the A25 and the M25, as well as a number of bus stops and Oxted railway station. The site falls within the administrative boundaries of Tandridge District Council (Local Authority) and Surrey County Council (County Highway Authority).
- 1.3 The site currently comprises undeveloped land with gated accesses located on Chichele Road at the north-western boundary of the site and Bluehouse Lane at the southern boundary of the site. The proposals seek planning permission for the construction of 116 residential dwellings. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via a new vehicular access taken from Chichele Road, with an additional pedestrian/cycle access provided from Bluehouse Lane to the south of the site. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 The application proposals have been subject to pre-application discussions with Surrey County Council (SCC). The pre-application dialogue has been a key part in developing the proposals for the site and ensuring the assessment of the proposals is appropriate in view of the current planning context. SCC's pre-application response is included at **Appendix A**.
- 1.5 This Transport Assessment has been prepared having regard to advice received at pre-application stage as well as relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a real choice of more sustainable modes;
  - ▶ Safe and suitable access to the site can be achieved for all users;
  - ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
  - ▶ Each residential dwelling benefits from secure cycle parking;
  - ▶ The proposals include appropriate provision for servicing activity; and,
  - ▶ Modelling of nearby junctions indicates that the proposed redevelopment will result in no severe impact on the surrounding highway network.

1.6 Following this introduction, the Transport Statement is split into 6 sections as follows:

- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- ▶ Section 3 provides information on the site and planning background, reviews the accessibility of the site by all modes of transport and assess existing traffic and road safety conditions;
- ▶ Section 4 provides an overview of the proposed development, including details of the proposed access, parking and servicing arrangements;
- ▶ Section 5 considers the trip generating potential of the proposals by all modes;
- ▶ Section 6 assesses the likely traffic impact associated with the proposals upon the local highway network; and
- ▶ Section 7 summarises the key findings and conclusions of this report.

## 2.0 Policy Context

### Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:
- ▶ National Planning Policy Framework – September 2023;
  - ▶ Tandridge District Council's 'Core Strategy' – October 2008;
  - ▶ Tandridge District Council's 'Local Plan Part 2 – Detailed Policies' – July 2014;
  - ▶ Tandridge District Council's emerging 'Local Plan 2033' – January 2019;
  - ▶ Tandridge District Council's 'Parking Standards – Supplementary Planning Document' – September 2012; and,
  - ▶ Surrey County Council's 'Vehicular and Cycle Parking Guidance' – February 2023.

### National Policy

#### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 104 stating:
- "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) The potential impacts of development on transport networks can be addressed;
  - b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
  - c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
  - d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
  - e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Paragraph 105 emphasises the need for significant developments to be situated within sustainable locations, stating:

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

2.5 Paragraph 106 states that planning policies should:

- a) "Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
  - b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
  - c) Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
  - d) Provide for attractive and well- designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
  - e) Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- 2.6 Off- street parking provision is referred to by Paragraph 107 which states that local planning authorities should take into account the following if setting local parking standards for development:
- a) The accessibility of the development;
  - b) The type, mix and use of the development;
  - c) The availability of and opportunities for public transport;
  - d) Local car ownership levels; and
  - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."
- 2.7 Paragraph 108 states:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other location that are well served by public transport."
- 2.8 Paragraph 110 addresses the relationship between development and sustainable transport as follows:
- "In assessing sites that may be allocated for development and sustainable transport as follows:
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - b) Safe and suitable access to the site can be achieved for all users;
  - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
  - d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"
- 2.9 Furthermore, paragraph 111 states that:

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

2.10 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug- in and other ultra- low emission vehicles, stating:

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

2.11 Paragraph 113 states:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

### **Local Policy**

#### **Core Strategy**

2.12 The Tandridge District Core Strategy was adopted in October 2008. It sets out key planning policies for the district. Policy TSP 12 relates to managing travel demand and states that:

“The Council will require new development to:

- ▶ Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.
- ▶ Have regard to adopted highway design standards and vehicle and other parking standards.”

2.13 The proposal will provide a vehicular access onto Chichele Road in accordance with relevant design guidance. Parking is dealt with in Section 4, where it is shown that an appropriate number of parking spaces will be provided per dwelling.

#### **Local Plan Part 2**

2.14 Tandridge District Council adopted the ‘Local Plan Part 2 – Detailed Policies’ in July 2014. Of particular relevance is policy DP5, which relates to Highway Safety & Design:

“Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies and where the proposal:

- (1) Complies with the relevant Highway Authority’s and any other highways design guidance;
- (2) Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;
- (3) Retains or enhances existing footpaths and cycleway links;
- (4) Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and

- (5) Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.

In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application,"

### **Emerging Local Plan 2033**

2.15 Tandridge District Council release their emerging 'Local Plan 2033' in January 2019 the council submitted the local plan to the Planning Inspectorate for examination. Chapter 31 'Sustainable Transport and Travel' of the Local Plan sets out transport related policies relevant to the proposed development.

2.16 Policy TLP50 'Sustainable Transport and Travel' states;

"The Council is committed to developing well integrated communities with sustainable transport which connects people to jobs, services and community facilities, while recognising that Tandridge is a rural District. This will be achieved by taking the following steps:

- ▶ Proposals will need to demonstrate how they will ensure that the principal objectives and overall vision of the Surrey Local Transport Plan are met, particularly in relation to active travel and air quality.
- ▶ Locating most new development in the Tier 1 and 2 settlements close to services, services, served by a range of sustainable travel options, such as public transport, walking and cycling, to minimise the need to travel and distance travelled.
- ▶ Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of traffic and other environmental and safety impacts (direct or cumulative).
- ▶ Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures."

### **Cycling and Walking**

"The council will support development that includes integrated comprehensive cycle and walking routes. Development proposals shall demonstrate how safe and accessible pedestrian access and cycle routes will be delivered and how they will connect to the wider travel network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot and active travel.

Developments will provide cycle parking in accordance with the Parking Standards set out in the Surrey Local Transport Plan or updated guidance. Planning applications must include full details of the proposed cycle parking."

### **Electric Vehicles**

"The provision of charging points for electric vehicles on all developments that result in additional units, both residential and business, will be required in line with the Surrey Local Transport Plan. Developers will be strongly encouraged to go further in order to help the district transition towards the Government's target year of 2040. The installation of electric vehicle charging points at public car parks, supermarket car parks, petrol filling stations and Clacket Lane Services will be supported where it is safe to do so and the visual impact is appropriately mitigated for."

## Parking Standards

### Tandridge Parking Standards SPD

- 2.17 Car parking standards for new developments are contained within the 'Tandridge Parking Standards' Supplementary Planning Document (SPD) dated September 2012. The residential required car and cycle parking standards are summarised in Table 2.1 below.

Size of Dwelling	Requirement Car Parking Standards	Minimum Cycling Parking Standards
1- and 2-bedroom flats	1.5 spaces unallocated OR 2 spaces allocated	1 space per unit
1 bed houses	1.5 spaces unallocated OR 1 space allocated PLUS 1 space unallocated per 2 dwellings as a 'legible space'	1 space per unit
2 bed houses	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space' OR 1.5 spaces unallocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'	1 space per unit
3-bedroom houses	2 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'	2 spaces per unit
4+ bedroom houses	3 spaces allocated PLUS 1 space unallocated per 4 dwellings as a 'legible space'	2 spaces per unit

Table 2.1: Tandridge Residential Parking Standards (2012)

### Surrey County Council's 'Vehicular and Cycle Parking Guidance'

- 2.18 Surrey County Council published further guidance in February 2023 with respect to parking entitled 'Vehicular and Cycle Parking Guidance'. This latest guidance places emphasis on the need to adopt a more flexible approach towards applying car parking standards, having regard to the location of a site, the availability of land and the number of allocated/ unallocated spaces that are provided. A summary of the recommended car and cycle parking levels for residential developments on the edge of the town centre are outlined within Table 2.2.

Land Use	Recommended Car Parking Standards	Minimum Cycle Parking Standards
1- and 2-bedroom flats	1 space per unit	1 space per unit
1- and 2-bedroom houses	1 space per unit	1 space per unit
3-bedroom houses	1+ space per unit	2 spaces per unit
4+ bedroom houses	2+ space per unit	2 spaces per unit

Table 2.2: Surrey County Council's Vehicular and Cycle Parking Guidance (2023)

- 2.19 The guidance states the following in terms of e-bikes:

---

*"To provide facilities for the charging of e-bikes, standard three-point plug sockets should be provided in cycle storage areas, in accordance with the following:*

- ▶ *e-Bike Charging Point: 1 per dwelling*
- ▶ *e-Bike Charging Point: 20% of all available cycles (including disabled and adaptive cycles) should be able to be charged at any one time in communal cycle storage."*

### **Summary**

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



### 3.0 Existing Conditions

#### Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with of the accessibility of the site by different modes of transport.

#### The site

3.2 The site is located approximately 500 metres north of Oxted town centre, to the north-east of Chichele Road. The site benefits from close proximity to the A25 and the M25, as well as a number of bus stops and Oxted railway station. The site falls within the administrative boundaries of Tandridge District Council and Surrey County council. The site in relation to the strategic transport network link is shown in Figure 3.1 below.

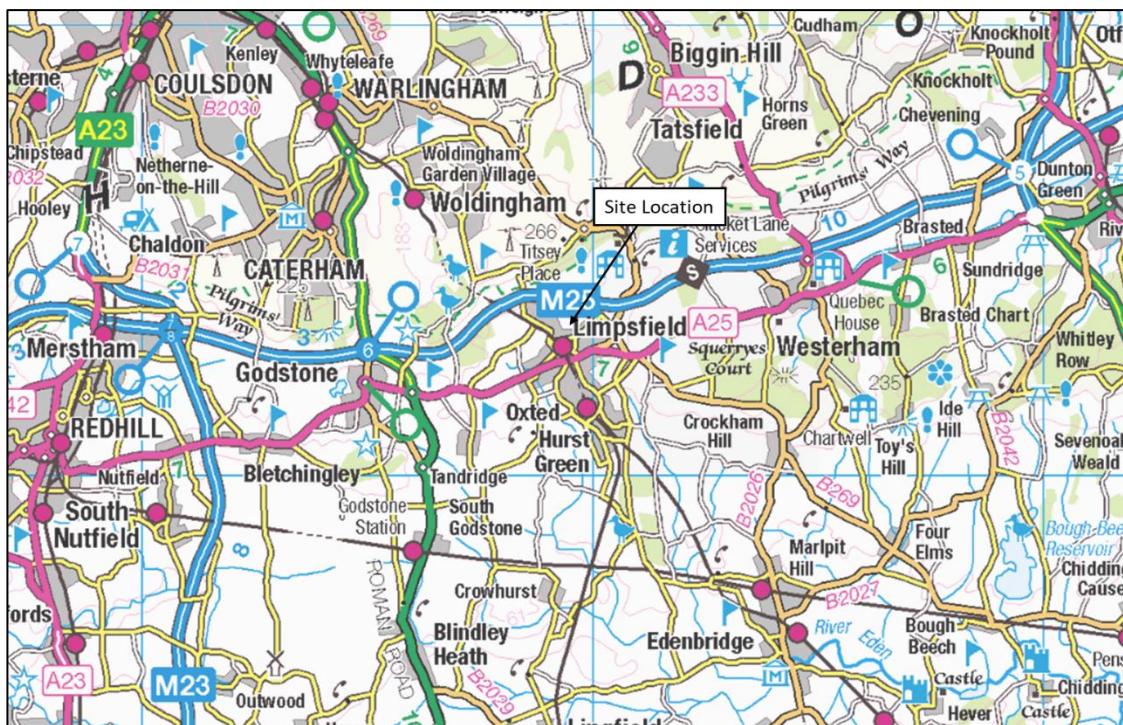


Figure 3.1: Strategic Site Location Plan

3.3 The surrounding area is predominantly residential in nature, with a number of commercial and retail uses located within Oxted town centre. The site currently comprises undeveloped land with gated accesses located on Chichele Road at the north-western boundary of the site and Bluehouse Lane at the southern boundary of the site. The site in relation to the surrounding area is shown in Figure 3.2.

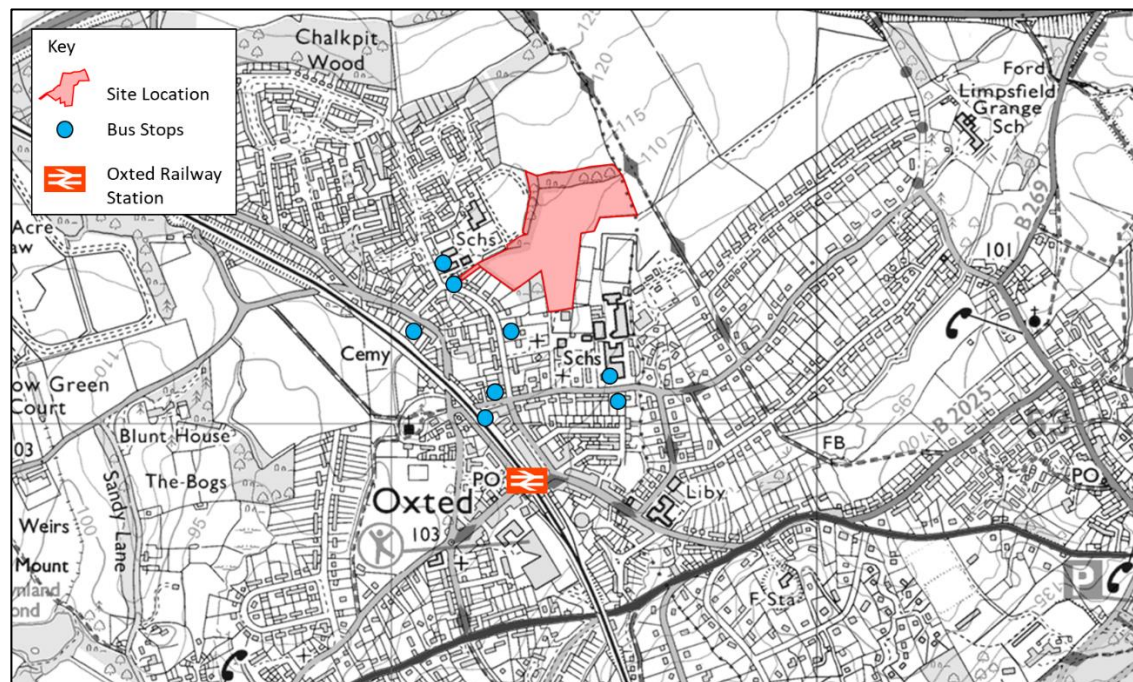


Figure 3.2: Site Location Plan

## Highway Network

### Overview

- 3.4 Vehicular access to the site will be achieved via the Chichele Road, a two-way single carriageway subject to a 30 mph speed limit. Pedestrian and cycle access will be achievable from Bluehouse Lane, a private residential street, which takes access from the main road which runs through the centre of Oxted also called Bluehouse Lane. Chichele Road is predominantly residential in nature and connects with Silkham Road to the north which provides access to St Mary's C of E Primary School adjacent to the site.
- 3.5 Chichele Road connects with Barrow Green Road to the west of the site and forms a roundabout junction with Bluehouse Lane and Station Road East to the south of the site. Station Road East provides access to the centre of Oxted and continues to the A25 East Hill to the south. Barrow Green Road provides access to the A25 to the west of the site and to the south of the site via Church Lane. The A25 provides access to Godstone to the west and Westerham to the east. Junction 6 of the M25 can be accessed via the A25 and the A22 to the west of the site.

### Speed Surveys

- 3.6 Speed surveys were undertaken along local roads by means of Automatic Traffic Counters (ATC's). The results provided 85<sup>th</sup> percentile speeds in both directions. The speeds were recorded on the following roads:
- ▶ Chichele Road (adjacent to the site access) – 20<sup>th</sup> February 2023 to 26<sup>th</sup> February 2023
  - ▶ Chichele Road (south of the site access) – 10<sup>th</sup> July 2023 to 16<sup>th</sup> July 2023
  - ▶ Silkham Road – 10<sup>th</sup> July 2023 to 16<sup>th</sup> July 2023
  - ▶ Central Way – 10<sup>th</sup> July 2023 to 16<sup>th</sup> July 2023
  - ▶ Bluehouse Lane – 3<sup>rd</sup> August 2023 to 9<sup>th</sup> August 2023



- 3.7 It is acknowledged that the Bluehouse Lane ATC was undertaken outside of school term time. However, the ATC was placed between 10<sup>th</sup> July 2023 to 16<sup>th</sup> July 2023 and recorded two days worth of data before it was damaged. The results from the two days of data within term time have been compared to the results for the full week recorded outside of term time. The results demonstrate that the 85<sup>th</sup> percentile speeds were higher outside of term time than within term time. As such, the results of the ATC placed outside of term time along Bluehouse Lane have been summarised below.
- 3.8 Figure 3.3 below summarises the 85<sup>th</sup> percentile speeds on the above roads in both directions and the full ATC results are attached for reference at **Appendix B**.



Figure 3.3: ATC Results - 85th Percentile Speeds

**Traffic Flows**

- 3.9 Existing traffic flows along Chichele Road adjacent to the site access have been taken from the ATC data attached at **Appendix B**. Observed traffic movements for the busiest weekday are summarised in Table 3.1 below. Figures in brackets relate to heavy goods vehicles (HGVs).

Time Period	Northbound	Southbound
Morning Peak Hour (08:00-09:00)	129 (0)	151 (3)
Evening Peak hour (17:00-18:00)	125 (0)	89 (1)
Weekday Daily (24 hours)	1,025 (3)	950 (9)

Table 3.1: Traffic Flows on Chichele Road (February 2023)

### On-Street Parking

- 3.10 Parking occurs along Chichele Road within designated parking bays which are restricted to a maximum stay of 2 hours Monday to Friday between 08:30 hours and 18:30 hours. Silkham Road restricts parking adjacent to the primary school although further north parking is largely unrestricted.
- 3.11 Parking surveys were undertaken on a neutral week (Tuesday 11<sup>th</sup> July 2023) between 07:00 and 19:00 hours within the vicinity of the site access on Chichele Road and Silkham Road. The parking locations on Chichele Road and Silkham Road have been split into zones as illustrated in Figure 3.4 below. The survey results are included in **Appendix B**.

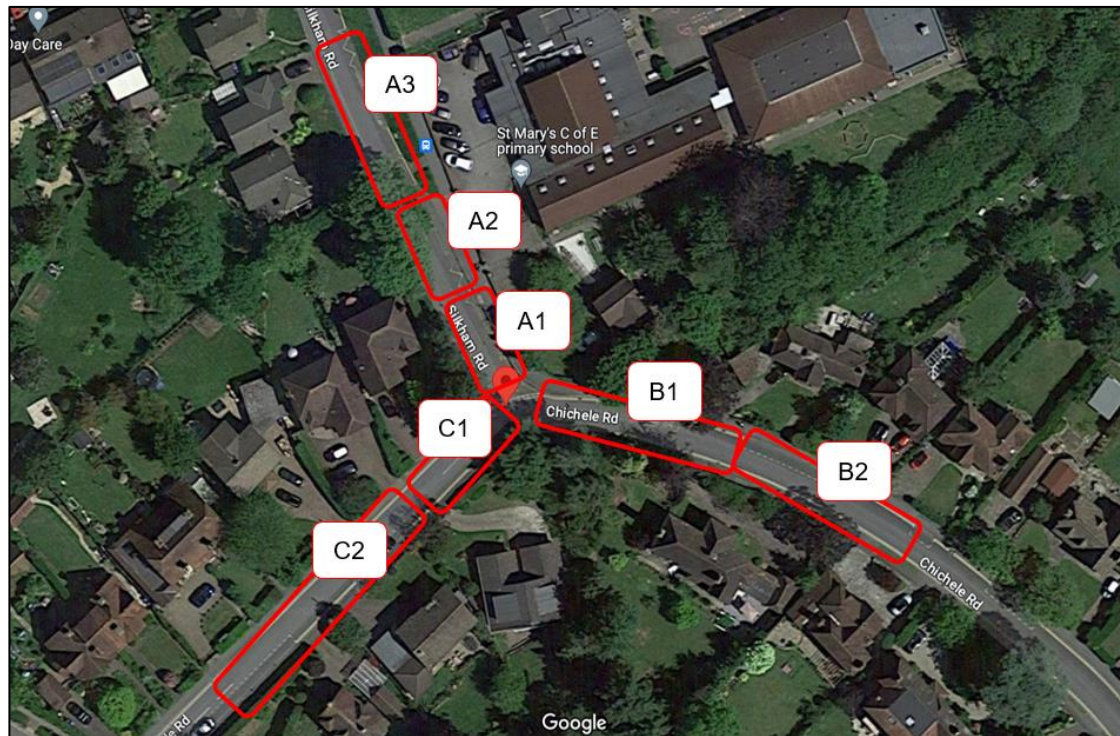


Figure 3.4: Chichele Road/Silkham Road Parking Zones

- 3.12 Table 3.2 summarises the results for the 12 hour period surveyed.

Zone	Car			
	Drop-off	Parked	Pick-up	Waiting
Zone A1	-	-	-	-
Zone A2	3	-	-	-
Zone A3	15	4	38	10
Zone B1	12	-	1	1
Zone B2	16	1	14	-
Zone C1	5	-	1	-
Zone C2	13	9	9	-
Total	64	14	63	11

Table 3.2: Parking Survey Results

- 3.13 Table 3.2 demonstrates that 14 cars either drop-off, pick-up or wait within Zone B1 where the site access is located. 12 vehicles were associated with drop-off at St Mary’s C of E Primary School occurring between 08:15 and 08:40 hours. Additionally, two coaches and two LGVs were recorded stopping in Zone B1 within this time period.

**School Traffic**

- 3.14 Traffic surveys were undertaken on Tuesday 21<sup>st</sup> February 2023 surrounding St Mary’s C of E Primary School in order to establish the current traffic condition associated with the school. Video footage has been analysed at the beginning and the end of a school day to assess the peak periods. It is clear that between 08:30 and 08:45 hours there is congestion at the junction between Chichele Road and Silkham Road when parents are picking up and dropping off their children. It should be noted that this is a short duration of time and commonly occurs within the vicinity of schools.

**Road Safety Review**

- 3.15 Consideration has been given to Crashmap.com to identify any incidents that have occurred on the road network surrounding the site over the last 5 years (up to the end of 2021). The study area includes Chichele Road and sections of Bluehouse Lane and Station Road East. The full crashmap report are attached at **Appendix C**.





Figure 3.5: Crashmap Extract

- 3.16 As demonstrated on Figure 3.5 four incidents have occurred within the study area, none of which occurred along Chichele Road. The four incidents occurred due to the following reasons:
- ▶ One slight incident occurred at the Chichele Road/Bluehouse Lane/Station Road East mini-roundabout. This involved a car colliding with a pedestrian who was stationary within the carriageway. The incident took place in daylight and dry conditions.
  - ▶ A serious incident took place along Bluehouse Lane adjacent to Oxted School. This involved a car colliding with a cyclist. The car was turning right whilst the cyclist was travelling normally along the carriageway. The incident took place in daylight and dry conditions.
  - ▶ A slight incident took place along Bluehouse Lane approximately 50 metres from a pedestrian crossing. This involved an electric motorcycle colliding with a pedestrian crossing the carriageway. The incident took place in darkness and dry conditions.
  - ▶ One slight incident took place at the zebra crossing across Station Road East to the south of Bluehouse Lane. This involved a car colliding with a pedestrian who was crossing the carriageway. The incident took place in daylight and dry conditions.
- 3.17 The above collision record is not considered abnormal over a five-year period. It is not considered that the incidents occurred as a result of an unsafe highway network, but due to driver error.

## Sustainability Transport Accessibility

### Walking and Cycling

- 3.18 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot... but beyond that distance cars are the dominant modes" (Planning for Walking, 2015)
  - ▶ "Majority of cycling trips are used for shorter distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)
- 3.19 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortable on foot"*.

### Accessibility on Foot and by Cycle

- 3.20 The site is accessible on foot via footways provided along both sides of Chichele Road. Continuous lit footways are provided between the site and Oxted town centre. Tactile paving and dropped kerbs are provided at crossing points to aid accessibility. An informal crossing point in the form of dropped kerbs and tactile paving is provided adjacent to St Mary's C of E Primary School on Silkham Road, along with guard railing situated on the eastern side of the Chichele Road/Silkham Road junction.
- 3.21 The Chichele Road/Bluehouse Lane/Station Road East mini-roundabout includes dropped kerbs and tactile paving on the Chichele Road arm. The Bluehouse Lane (east) and Station Road East arms are provided with dropped kerbs, tactile paving and zebra crossings. This provides safe access to Oxted town centre and local amenities. The private section of Bluehouse Lane is provided with a footway on the western side of the carriageway for circa 100 metres before becoming a shared surface. The footway connects with the footways located on the northern side of Bluehouse Lane.
- 3.22 Figure 3.6 illustrates pedestrian crossing points along key pedestrian routes from the site to Oxted town centre.



Figure 3.6: Active Travel

- 3.23 While there are no designated cycle facilities provided in the vicinity of the site, the local highway network including Chichele Road, Barrow Green Road, Station Road East and Bluehouse Lane are considered suitable for cyclists due to the low-speed limit and relatively flat topography. Cycle lanes are provided on both sides of the carriageway along the A25 to the south of the site and provide a direct link to Godstone to the west of the site and towards Westerham to the east of the site.
- 3.24 A number of Public Rights of Way (PRoW) are accessible within close proximity of the site. These footpaths and bridleways provide off-road routes towards local facilities. Figure 3.7 illustrates the location of the site in relation to PRoWs. Footpath 75 runs along the eastern boundary of the site and provides access to Oxted Secondary School to the east of the site.



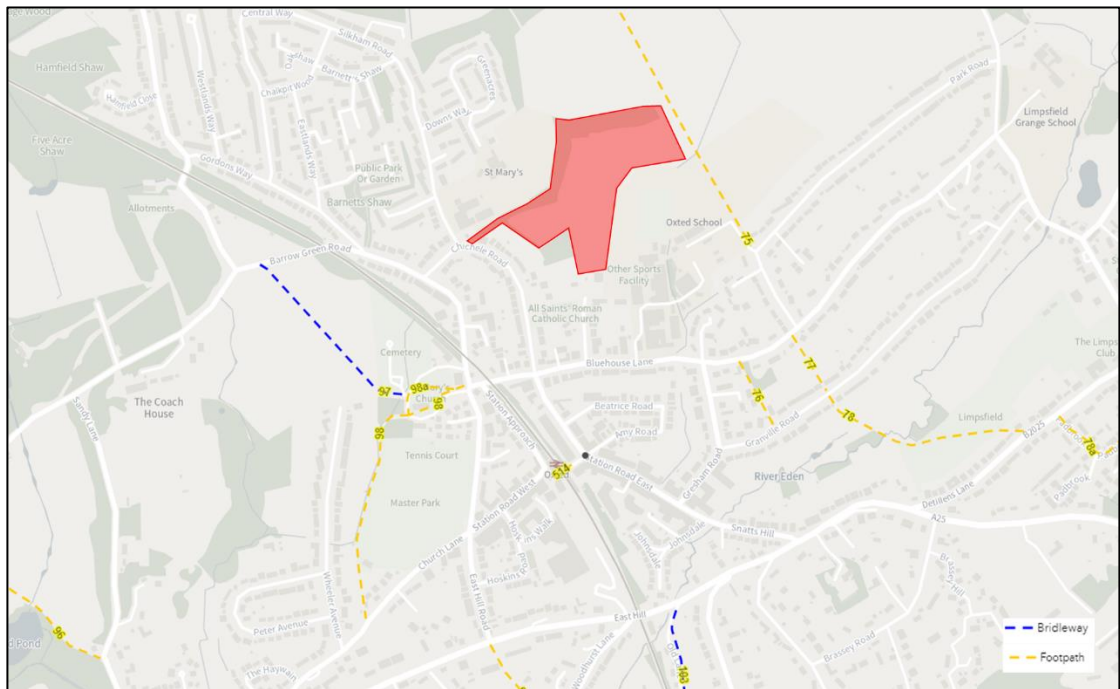


Figure 3.7: PRoW Map Provided by Surrey County Council

**Existing Pedestrian Movements**

3.25 Pedestrian surveys were undertaken on a neutral week (Tuesday 11<sup>th</sup> July 2023) between 07:00 and 19:00 hours within the vicinity of the site access on Chichele Road and Silkham Road. The key locations where pedestrians cross Chichele Road and Silkham Road are illustrated in Figure 3.8 below. The survey results are included in **Appendix B**.



Figure 3.8: Chichele Road/Silkham Road Pedestrian Movements

3.26 Table 3.3 summarises the results for the 12 hour period surveyed.

Zone	Total Pedestrian Flows
A1-A2	451
A3-A4	71
A5-A6	30
B1-B2	58
B3-B4	31
C1-C2	131
C3-C4	309

Table 3.3: Pedestrian Survey Results

3.27 Table 3.3 demonstrates that the majority of pedestrians use the existing dropped kerbs and tactile paving to cross Silkham Road. A large proportion of pedestrians cross Chichele Road where the access to the site is located.

#### Accessibility by Bus

3.28 As illustrated on Figure 3.2 above, the nearest bus stops are located along Chichele Road and Silkham. These stops serve bus routes 594 and 595. These stops are provided with bus flags and service information. Further stops, which serve a wider variety of services, are available on Bluehouse Lane, approximately 400 metres south of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.4.

Service	Route	Approx. Frequency Mon - Fri	Approx. Frequency Saturday	Approx. Frequency Sunday
Chichele Road/Silkham Road				
594	Oxted – Limpsfield – Moorhouse – Limpsfield - Westerham	Every 2 hours	Every 2 hours	No service
595	Oxted – Hookwood – Tatsfield - Westerham	Every 2 hours	Every 2 hours	No service
Bluehouse Lane				
236	Oxted – Westerham – Edenbridge – Lingfield – East Grinstead	Every 2 hours	No service	No service
410	Domewood – Newchapel – Blindley Heath – South Godstone – Broadham Green - Holland – Hurst Green – Oxted – Godstone – Bletchingley – Nutfield - Redhill	Every 30 minutes	Hourly	Hourly

Table 3.4: Local Bus Services

#### Access by Rail

3.29 The site is located approximately 600 metres north of Oxted railway station. The station can be accessed via an 8-minute walk or 2-minute cycle. Oxted railway station benefits from 30 cycle parking spaces which are covered by CCTV. Details of the services operating from Oxted station are shown in Table 3.5 below.

Destination	Route	Approx. Frequency Weekday AM Peak	Approx. Frequency Weekday PM Peak	Approx. Frequency Saturday Daytime
London Bridge	Oxted – East Croydon – London Bridge	4 every hour	2 every hour	Every 30 minutes
London Victoria	Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	Every 30 minutes	Every 30 minutes	No direct service
Uckfield	Oxted – Hurst Green – Edenbridge Town – Hever – Cowden (Kent) – Ashurst (Kent) – Eridge – Crowborough – Buxted – Uckfield	Hourly	Hourly	Hourly
East Grinstead	Oxted – Hurst Green – Lingfield – Dormans – East Grinstead	2 every hour	2 – 4 every hour	Every 30 minutes

Table 3.5: Services from Oxted Railway Station

### Access to Local Amenities

- 3.30 Due to the site’s proximity to Oxted town centre, there are a variety of amenities within walking distance of the site. The town centre accommodates a number of chain and independent shops, cafes and restaurants as well as a larger food stores. A doctor’s surgery, pharmacy, dentist and opticians, as well as a number of schools are also available within walking distance of the site. The local amenities within 1 kilometre are shown on Figure 3.9 below.



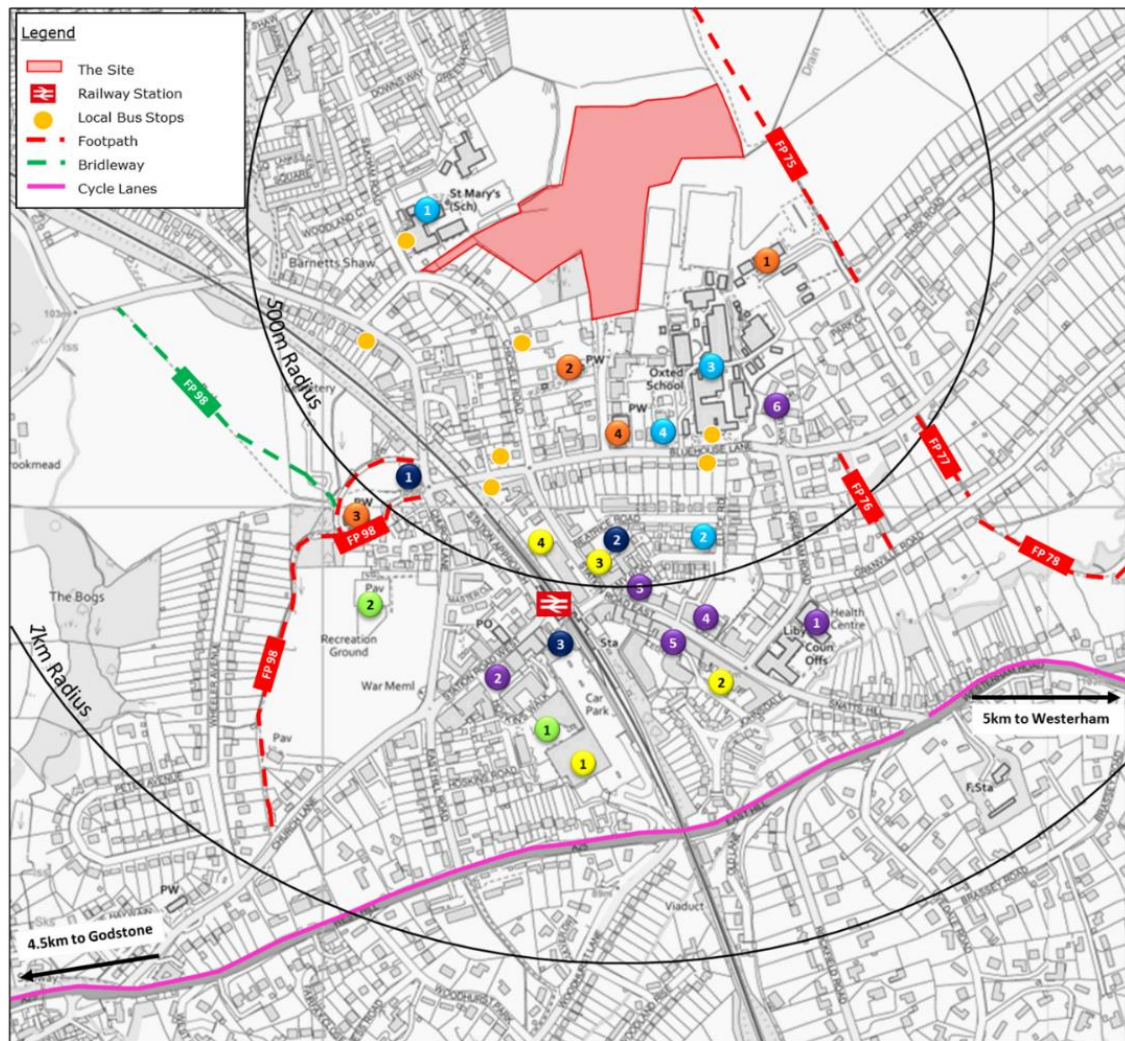


Figure 3.9: Local Amenities Plan

3.31 The educational facilities located within 1 kilometre of the site are detailed within Table 3.6 below.

Amenity	Distance from Site (metres)	Light Blue No.
St Mary's C of E Primary School	64	1
Fennies Nursery	700	2
Oxted School	550	3
Little Barn Preschool	500	4

Table 3.6: Educational Facilities

3.32 Table 3.6 demonstrates that there are many educational facilities located within an acceptable walk distance of the site. Within a kilometre radius future residents would have access to local pre-school, primary school and secondary school facilities.

3.33 The medical facilities that are located within a kilometre of the site are detailed within Table 3.7 below.

Amenity	Distance from Site (metres)	Purple No.
Oxted Health Centre	900	1
Oxted Podiatry and Foot Health Centre	570	2
Bayfields Opticians and Audiologists	490	3
Paydens Pharmacy	700	4
Priory House Dental Centre	600	5
New Lodge Dental Practice	750	6

Table 3.7: Medical Facilities

3.34 Table 3.7 indicates that the development site is within an acceptable walking distance from various health centres, dentists and pharmacies.

3.35 The retail facilities within the local area of the site are detailed within Table 3.8 below.

Amenity	Distance from Site (metres)	Yellow No.
Morrisons	730	1
Co- Operative	750	2
Sainsbury's Local	50	3
Little Waitrose & Partner's	450	4

Table 3.8: Food Retail Facilities

3.36 Table 3.8 demonstrates that various food retail premises are within walking distance of the site.

3.37 Other facilities within the local area of the site are detailed within Table 3.9 below.

Amenity	Distance from Site (metres)	No.
Tandridge Leisure Centre	850 metres	Green 1
Oxted Recreation Ground	500 metres	Green 2
King's Church	700 metres	Orange 1
All Saints Church Oxted	160 metres	Orange 2
St Mary's Church	500 metres	Orange 3
Oxted United Reformed Church	450 metres	Orange 4
Oxted Community Hall	400 metres	Dark Blue 1
The Ginistry	500 metres	Dark Blue 2
The Oxted Inn	600 metres	Dark Blue 3

Table 3.9: Other Facilities

### Active Travel Assessment

3.38 It is acknowledged that the proposals do not reach the threshold to be considered by Active Travel England (ATE). However, the location of the development accords with the principles set out by ATE, these include the following:

- ▶ Mix of local amenities within 800 metres walking distance
- ▶ High-quality walking connections from the site to a primary school and food shops
- ▶ Walking routes accessible to all users
- ▶ Crossing points located on pedestrian desire lines

- ▶ Streets, footways and cycle routes are adequately lit
- ▶ High-quality walking connections from the site to a bus stops and Oxted railway station

### **Summary of Baseline Conditions**

- 3.39 The above review demonstrates that the site is accessible by transport modes that have the potential to reduce reliance upon private car. In this regard, it is considered that the location of the site accords with paragraphs 105 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a genuine choice about how they travel.

## 4.0 Proposed Development

### Overview

- 4.1 The following section provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy. The proposals seek planning permission for the construction of circa 120 dwellings. The table below provides a summary of the proposed schedule of accommodation. The site layout plan is included at [Appendix D](#).

Dwelling Type	Tenure	Size	No. Units
Flats	Affordable	1-bed	18
		2-bed	12
Houses	Affordable	2-bed	7
		3-bed	9
	Private	2-bed	20
		3-bed	27
		4-bed	13
		5-bed	10
<b>Total</b>			<b>116</b>

Table 4.1: Schedule of Accommodation

### Access Arrangements

#### Vehicular Access

- 4.2 Access to the development site is proposed via a new junction at the western extent of the site onto Chichele Road. The drawing included at [Appendix E](#) illustrates the proposed access arrangements.
- 4.3 The provision of a simple priority junction is considered appropriate when taking into account the quantum of development proposed. The access road has been designed with a 5.5 metre wide carriageway to enable a car to pass a HGV or refuse vehicle. Due to tree constraints and adjacent boundaries, the access road includes a pinch point of a 3.7 metre width for circa 11 metres to avoid trees located on the northern side of the access road. As such, vehicles entering the site will be required to give-way to vehicles exiting the site. After this pinch point, the main access road continues at 5.5 metres, whilst the arms which provide access to residential areas narrow to between 4.1 metres and 5 metres dependent on location.
- 4.4 A bus stop is currently located where the sites access will form a junction with Chichele Road, this will be removed as part of the development. The bus stop located approximately 60 metres north of the site access, adjacent to St Mary's of E Primary School, serves the same bus routes as the bus stop proposed to be removed. As such, the removal of the bus stop situated where the access to the site is proposed will not result in a detrimental impact for passengers using the bus services in the local area.

#### Visibility Splays

- 4.5 Chichele Road is subject to a 30 miles per hour speed limit. To ascertain the required visibility splays an automatic traffic counter (ATC) was placed along Chichele Road between 20<sup>th</sup> February 2023 and 26<sup>th</sup> February 2023. The ATC results are attached for reference at [Appendix B](#).
- 4.6 The ATC recorded 85<sup>th</sup> percentile speeds below the 30 miles per hour speed limit both northbound and southbound. Therefore, visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2). The 85<sup>th</sup> percentile speeds and applicable visibility splays calculated using the formula are provided within Table 4.2 below.

Direction	Dry Speed	Dry Speed	SSD
Northbound	25.5mph	41kph	34.2 metres
Southbound	23.6mph	38kph	30.8 metres

Table 4.2: Stopping Site Distance Calculation

- 4.7 In accordance with the MfS calculation, the access is shown to the required 2.4 metres by 30.8 metre visibility to the north (for southbound vehicles). To the south (for northbound vehicles) the required visibility splay is shown to 2.4 metres by 34.2 metres. The above visibility splays are shown on the drawing included at **Appendix E**. The drawing includes the highway boundary extent along Chichele Road, obtained from SCC.

### Pedestrian/Cycle Access

- 4.8 Dropped kerbs and tactile paving will be provided at the access to accommodate passing pedestrian movements, whilst 2 metre footways will be accommodated along the southern side of the access road providing pedestrians with safe access into the site. It is acknowledged that SCC requested a Copenhagen crossing at the site access. This has been reviewed in detail and due to the limited site frontage along Chichele Road the provision of a Copenhagen crossing is not feasible. The visibility is significantly reduced when providing a Copenhagen crossing and could lead to road safety issues.
- 4.9 An additional pedestrian/cycle access will be provided at the southern boundary of the site onto Bluehouse Lane. The surface along the private road (Bluehouse Lane) will be upgraded to allow access by all modes of travel. Additionally, the applicant will seek obtain the relevant permissions in order to provide a pedestrian link between the site and Footpath 75 at the eastern extent of the site.
- 4.10 Footways measuring 2 metres are provided throughout the site with a number of areas which provide access to a small number of dwellings operating as shared surfaces. The proposed internal spine road network would be formed of low speed and lightly trafficked residential streets with carriageway widths of 5.5 metres which render them suitable for on-carriageway cycling. This is outlined in LTN 1/20 which states that:

*"...in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds"*

- 4.11 Section 11.3 'Cycling infrastructure design considerations' of Surreys Healthy Streets, sets out appropriate level of protection required for cyclists based on traffic volumes and speed limits. This demonstrates that streets with a speed limit of 20mph and less than 2,000 PCUs per day are suitable for cyclists to be mixed with traffic. Considering the quantum of development and the predicted vehicular flows likely to use the proposed access road, cyclist will be expected to cycle on the carriageway within the site.

### Highway Network Improvements

- 4.12 As requested by SCC, the proposals include three separate raised tables, one directly west of the junction where Chichele Road meets Silkham Road, one directly east of the junction where the site access meets Chichele Road and one outside of St Mary's C of E Primary School. The raised table outside of St Mary's C of E Primary School will include a zebra crossing with tactile paving. The zebra crossing is located where the existing dropped kerbs and tactile paving are currently situated, and the existing guard railing will be removed as required to facilitate the crossing. This is illustrated on the drawing included at **Appendix E**. The raised tables are located such that they will assist existing pedestrian movements on the local highway network as set out within Section 3.



- 4.13 Additionally, the proposals include relocating the zebra crossing on Station Road East approximately 25 metres north towards the Chichele Road/Bluehouse Lane/Station Road East junction, as suggested by SCC. This includes removing the guard railing by the roundabout on the eastern side of Station Road East. The both the new zebra crossing and the zebra crossing on the Bluehouse Lane (east) arm will be provided with updated belisha beacons with zebrite LEDs. This is illustrated on the drawing included at **Appendix F**.

### **Indicative 20mph Zone**

- 4.14 At the request of SCC, a potential 20mph speed limit scheme has been designed which includes local roads near to the site access, consisting of a new 20mph zone with traffic calming measures on Chichele Road, Silkham Road and Central Way. It should be noted that this is put forward in outline for consideration at the request of SCC and will be subject to amendment and approval of SCC following consultation.
- 4.15 An overview of the scheme extent is shown at **Appendix G**. ATC speed surveys have been carried out on these roads which show that the current 85th percentile traffic speeds vary from 22.2mph and 31.5mph (as summarised in Section 3), indicating that traffic calming measures would be required to achieve greater compliance with a new 20mph speed limit.
- 4.16 The potential traffic calming measures consist of 20mph zone signage with carriageway roundels at the entry points and speed humps along each road. It is anticipated that some of the speed humps could also serve as pedestrian crossing points, particularly the speed hump located near the school, on which a new zebra crossing is proposed. Speed humps serving as pedestrian crossing points will be constructed as flat top humps, whereas the remainder will be constructed as sinusoidal humps; all including shallow gradient ramps suitable for bus routes. It is acknowledged that the SCC Healthy Streets guidance indicates that horizontal deflections should be considered before proposing vertical deflections; however, it is considered that on these lightly trafficked residential roads, vertical deflections will have a greater impact on traffic speeds, rather than narrowings and build-outs which rely on frequent two-way traffic movements to be effective.
- 4.17 Consideration has been given to extending the 20mph zone from the southern end of Chichele Road eastwards along Bluehouse Lane to the proposed pedestrian / cycle site access, which would result in a short 20mph section approximately 130 metres in length on Bluehouse lane. However, it is noted that SCC guidance 'Setting Local Speed Limits' recommends that the length of road over which a speed limit change is considered should be at least 600 metres, to avoid confusing to the motorists with too many speed limit changes within a short space of road; therefore this section is not included within this proposal.

### **Stage 1 Road Safety Audit**

- 4.18 The access arrangements and the proposed highway improvements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA is included at **Appendix H** along with the designer's response. The proposed access arrangements and highway works have been updated in order to address the various concerns raised.

### **Impact on School Traffic**

- 4.19 It is acknowledged that to accommodate the proposed access arrangements, an area where parents currently drop-off and pick-up their children to/from St Mary's C of E Primary School will no longer be available. It should be noted that vehicles associated with drop-off and pick-up for St Mary's C of E Primary School are stopped for a short duration of time which does not last the entirety of the morning peak hour.

- 4.20 As set out in Section 3, it is clear the area adjacent to the site access is largely used for drop-off purposes in the morning peak period and not for pick-up in the afternoon peak period. In terms of distribution of vehicles on the local highway network, drop-off is largely spread evenly across the different zones identified within the survey. Whilst pick-up tends to take place on Silkham Road to the north of St Mary’s C of E Primary School.
- 4.21 Considering the highway arrangement surrounding the site, it is likely that the circa 12 vehicles plus 2 coaches which currently stop at the proposed site access will use the area to the north of St Mary’s C of E Primary School for drop-off purposes in the future. As such, if an additional 14 vehicles were to stop to the north of St Mary’s C of E Primary School on Silkham Road in the morning peak, a total of 27 vehicles could use this area for drop-off purposes. Currently circa 38 vehicles use the area north of St Mary’s C of E Primary School for pick-up purposes within the afternoon peak period. Therefore, as this area can accommodate 38 vehicles within the evening peak hour, the additional vehicles at this location in the morning peak hour is deemed appropriate.

### Parking Provision

- 4.22 Car parking will be provided on site to ensure that it is well located to the housing that it serves, and to ensure that on- street parking does not occur to any significant degree. This means that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse truck and delivery vehicles) and for emergency services. This approach recognises that need to provide sufficient parking spaces to avoid parking that would adversely affect the operation of surrounding streets, but not providing parking to a level that would overly encourage car usage. This is a balanced approach that is consistent with local and national policies.
- 4.23 In accordance with Tandridge Parking Standards SPD set out within Section 2, a total of 276 parking spaces is provided within the site both as standard spaces and within garages, 39 of which are visitor spaces. Table 4.3 provides a summary of the car and cycle parking spaces provided per unit.

Units	Car Parking	Cycle Parking
Flats (1- bed and 2- bed)	1 space per unit	1 space per unit
1 bed houses	1 space per unit	1 space per unit
2 bed houses	1+ space per unit	2 spaces per unit
3 bed houses	2+ space per unit	2 spaces per unit
4 bed houses	2+ space per unit	2 spaces per unit
5 bed houses	2+ space per unit	2 spaces per unit

Table 4.3: Proposed Parking Provision

- 4.24 The above car parking provision is accommodated within garages and standards parking spaces. All garages measure 7 metres by 3 metres or 5.5 metres by 3.6 metres in accordance with Tandridge’s guidance and therefore count towards the overall parking provision. All dwellings (including flats) will be provided with a fast-charge electric vehicle charging point in accordance with the current minimum requirements; 7kw Mode 3 with Type 2 connector – 230v AC 32 Amp single phase dedicated supply.
- 4.25 Covered and secure cycle stores will be provided for the flats. The houses will be provided with gardens and garages, and cycle parking can therefore be accommodated within the curtilage of each house.

### Car Club

- 4.26 In line with pre- application guidance the proposals will include a car club space within the development. The exact location of the vehicle will be confirmed as part of a planning condition.

### Servicing Arrangements

- 4.27 It is intended that refuse collection will occur from the internal access road within the site. Communal bin stores will be provided for the proposed flats adjacent to the internal access road. Whilst residents occupying the houses will be required to wheel their bins to the carriageway or designated bin stores on the appropriate bin collect days. All bin stores are located within an acceptable distance for both residents and bin collection personnel to access.
- 4.28 In order to ensure the proposed access can facilitate the refuse vehicle manoeuvres without interfering with the free flow of traffic or leading to an adverse effect upon the safety levels of the adjoining highway network, swept path analysis of the access and internal layout has been undertaken. Swept path analysis included at **Appendix I**, demonstrates the refuse vehicle entering the site in forward gear, navigating the internal access road, and exiting the site in forward gear. Additional swept path analysis for a delivery vehicle is also provided in **Appendix I**.

### Emergency Arrangements

- 4.29 Emergency access to the site will be taken from Chichele Road via both the proposed access. Swept path analysis, attached at **Appendix I**, demonstrates a fire appliance accessing the site in forward gear, navigating the internal access road and exiting the site in forward gear via both the proposed access.

### Public Transport Improvements

- 4.30 Within the pre-application advice, SCC stated that the following bus stop improvements may be required at the bus stop located adjacent to St Mary's C of E Primary School on Silkham Road:
- ▶ Accessibility kerbing
  - ▶ Bus shelter and seating
  - ▶ Lighting
  - ▶ Real Time Passenger Information display
- 4.31 SCC have also requested a contribution to Digital Demand Responsive Transport (DDRT) of £50,000 per year to cover the build out period and then 5 years after full build out (7 years in total). The RTPI will be dealt with at the detailed design stage, whilst contributions towards DDRT in the local area will be discussed as part of the Section 106 agreement.

### Travel Demand Management

- 4.32 During pre- application discussions, it was agreed that a Travel Plan (TP) for the proposed development would accompany the planning application. A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel plan can offer substantial gains towards the sustainable transport objectives of central and local government. The TP will be prepared in line with SCC's good practice guidance and will have the following objectives:
- ▶ To reduce journeys to and from the site in single occupancy vehicles;
  - ▶ To promote walking and cycling as a health benefit to residents;
  - ▶ To reduce the perceived safety risk associated with the alternatives of walking and cycling; and,
  - ▶ To promote awareness of sustainable travel choices.

### Summary

- 4.33 This section demonstrates that the proposal makes provision for safe and suitable access for private cars, emergency vehicles, pedestrians and cyclists and integrate with the existing highway network. In addition, appropriate provision will be made for parking and servicing in accordance with relevant standards and guidance. The site is currently accessible by sustainable modes of transport.

## 5.0 Trip Generation and Distribution

### Overview

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08.00 – 09.00) and weekday evenings (17.00 – 18.00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07.00 – 19.00).

### Proposed Trip Generation

5.2 The trip generation potential for the 116 residential units proposed has been assessed based on trip rates derived from the TRICS database. The units have been sub-divided into private houses, affordable houses and affordable flats. The following criteria has been used to select sites similar to the proposed development:

- ▶ Sites located within England, excluding Greater London;
- ▶ Sites with up to 150 units; and,
- ▶ Sites in areas classed as Suburban and Edge of Town.

5.3 The following paragraphs provided a summary of the peak hour total person and vehicular trip rates and resultant trips based on 86 houses and 30 flats. All dwellings have been assessed as privately owned this provides a worst-case scenario as privately owned dwellings tend to have a higher proportion of vehicular trips in comparison to affordable.

### Houses

5.4 Table 5.1 provides a summary of the peak hour total person and vehicular trip rates for 86 private houses and the full TRICS output included at [Appendix J](#).

Mode of Travel	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.199	0.831	0.609	0.316	4.041	4.251
Total Person Trips	17	71	52	27	348	366
Vehicular Trip Rates	0.133	0.378	0.349	0.181	2.259	2.337
Vehicular Trips	11	33	30	16	194	201

Table 5.1: Trip Rates and Trip Generation for 86 Private Houses

5.5 Table 5.1 indicates that the proposed houses could generate 88 total person trips in the weekday morning peak hour, of which 44 could be vehicular. In the evening peak hour, the proposed houses could generate 79 total person trips, of which 46 could be vehicular trips. Over an average weekday, the proposed private houses could generate 714 two-way total person trips, of which 395 could be vehicular.

### Flats

5.6 Table 5.2 provides a summary of the peak hour total person and vehicular trip rates for 30 private flats and the full TRICS output included at [Appendix K](#).

Mode of Travel	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.110	0.580	0.430	0.213	2.541	2.755
Total Person Trips	3	17	13	6	76	83
Vehicular Trip Rates	0.054	0.193	0.158	0.084	1.034	1.092
Vehicular Trips	2	6	5	3	31	33

Table 5.2: Trip Rates and Trip Generation for 30 Private Flats

- 5.7 Table 5.2 indicates that the proposed flats could generate 20 total person trips in the weekday morning peak hour, of which 8 could be vehicular. In the evening peak hour, the proposed flats could generate 19 total person trips, of which 8 could be vehicular trips. Over an average weekday, the proposed private houses could generate 159 two-way total person trips, of which 64 could be vehicular.

#### Total Proposed Trip Generation

- 5.8 Table 5.3 shows the total approximate number of total person and vehicle movements that the proposed development comprising 86 houses and 30 flats could generate.

Mode of Travel	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trips	20	88	65	33	424	449
Vehicular Trips	13	39	35	19	225	234

Table 5.3: Total Trip Generation for the Proposed Development

- 5.9 Table 5.3 indicates that the proposed development could generate 108 total person trips in the weekday morning peak hour, of which 52 could be vehicular. In the evening peak hour, the development could generate 98 total person trips, of which 54 could be vehicular trips. Over an average weekday, the proposed residential site use could generate 873 two-way total person trips, of which 459 could be vehicular.

#### Census Data Modal Split

- 5.10 To support the above trip attraction, typical travel modes of the existing resident population have been established with reference to Census data for 'Method to Travel to Work' for the resident population (2011 output) for the Tandridge 006 super output area.
- 5.11 The census modal split of travel is summarised in Table 5.4 below. The total person trips identified in Table 5.3 for both the weekday morning and evening peak hours have been assigned based on the census modal split percentages and are also summarised in Table 5.4 below.

Mode of Travel	Census Modal Split	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	53.4%	11	47	35	18	227	240
Train	28.9%	6	25	19	10	122	130
On Foot	11.2%	2	10	7	4	47	50
Car Passenger	2.7%	1	2	2	1	11	12
Other	1.0%	0	1	1	0	4	4
Bicycle	0.8%	0	1	1	0	3	4
Bus	0.8%	0	1	0	0	3	3
Motorcycle	0.6%	0	1	0	0	3	3
Underground	0.4%	0	0	0	0	2	2
Taxi	0.3%	0	0	0	0	1	1
<b>TOTAL</b>	<b>100%</b>	<b>20</b>	<b>88</b>	<b>65</b>	<b>33</b>	<b>424</b>	<b>449</b>

Table 5.4: Census Modal Split (Tandridge 006 super output area)

5.12 The Tandridge 006 super output area experiences a similar proportion of car driver trips than the average trip rate taken from the TRICS surveyed sites, with 58 two-way movements in the morning peak hour and 53 two-way movements in the evening peak hour.

5.13 However, the above does also serve to highlight how a large percentage of residents in the surrounding area commute via rail services. As shown within Section 3 of this report, Oxted railway station is located within a suitable walk distance of the site and provides regular services towards central London.

### Traffic Distribution

5.14 Development related traffic has been distributed on the network with reference to relevant census data (2011 output) for 'Location of Usual Residence and Place of Work by Method of Travel to Work'. Car driver is selected as the method of travel to work, with the location of usual residence restricted to the 'Tandridge 006 super output area- middle layer' within the Tandridge district. This is the most detailed level of census data available for assessing travel patterns.

5.15 The above census output enables an understanding of all output areas that residents within Tandridge 006 travel to for their place of work. A summary of all key destinations (those that attract less than 10 vehicle movements have been excluded for the purposes of this assessment) is shown within [Appendix L](#).

5.16 The census data suggests that 37% of residents within the Tandridge 006 output area travel to work to output areas located within Tandridge district (including those that start and end their journey within Tandridge 006), this includes areas such as Reigate, Banstead, Sevenoaks, Croydon, Bromley, Crawley, Sutton, Mid Sussex, Mole Valley and Tonbridge and Malling.

5.17 Analysis of the census data provides an understanding of the likely directions the local population currently take in order to access their place of work. This has been verified via Google Maps journey times during peak periods. The key routes to/from the site are demonstrated below in Figure 5.1.

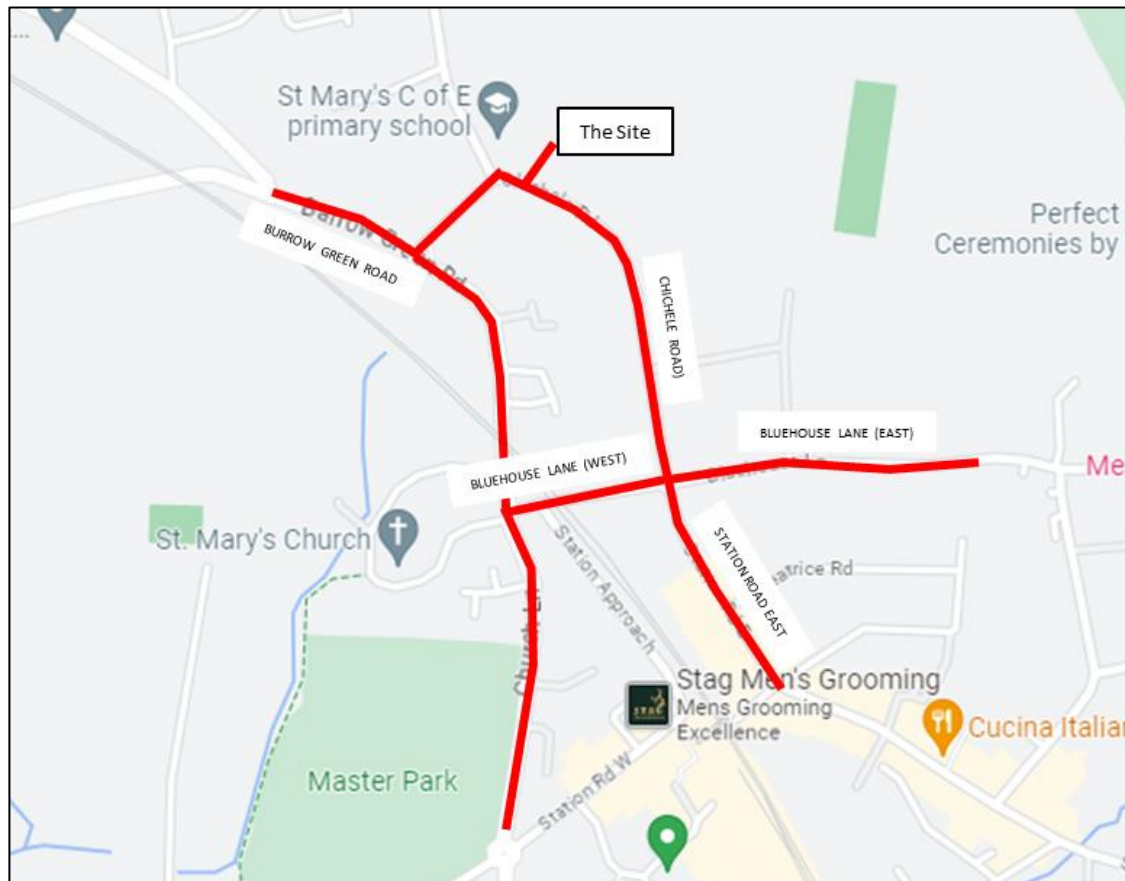


Figure 5.1: Key Routes to/from the Site

5.18 Table 5.5 below summarises the routes out of the network taken by the workforce population of the output area, as well as the percentage split of vehicular trips based on the aforementioned census data. This accounts for those destinations that attract more than 10 vehicles from the residential population of the aforementioned output area. Considering the level of development traffic associated with the development site, this is considered an appropriate methodology.

Direction of Travel	Percentage Split of Vehicular Trips
Chichele Road (north)	73%
Chichele Road (south)	27%
Silkham Road	1%
Barrow Green Road (north)	72%
Bluehouse Lane (east)	5%
Bluehouse Lane (west)	8%
Station Road East	14%

Table 5.5: Census Data – 'Location of Usual Residence and Place of Work by Method of Travel to Work'

5.19 Table 5.6 below summarises the distribution of vehicular trips associated with the proposed development. To be robust the vehicular trips are based on the census modal split summarised in Table 5.5.



Direction of Travel	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	Arr	Dep	Arr	Dep
Chichele Road (north)	8	34	26	13
Chichele Road (south)	3	13	9	5
Silkham Road	0	0	0	0
Barrow Green Road (west)	8	34	25	13
Bluehouse Lane (east)	1	2	2	1
Bluehouse Lane (west)	1	4	3	1
Station Road East	2	7	5	3

Table 5.6: Development Traffic Distribution

- 5.20 Table 5.6 demonstrates that circa 38-42 vehicles associated with the proposals could travel through the Chichele Road/Barrow Green Road junction within the peak hours. Whilst circa 14-16 vehicles associated with the proposals could travel through the Chichele Road/Bluehouse Lane/Station Road East junction.

### Impact on Junction 6 of the M25

- 5.21 The following paragraphs determine the impact of the development proposals on the Godstone Interchange at Junction 6 of the M25.
- 5.22 The most direct route to/from the site to Junction 6 of the M25 would be to travel north along Chichele Road and then west along Barrow Green Road, before joining the A22 westbound. As such, the distribution for 'Barrow Green Road (west)' set out within Table 5.5 above, has been interrogated further using census data to determine what proportion of trips will reach Junction 6 of the M25.
- 5.23 Table 5.8 provides a summary of the distribution of trips for the routes west along Barrow Green Road.

Direction of Travel	Percentage Split of Vehicular Trips
North along Chalkpit Lane	16%
South along Tandridge Lane	5%
West along A25	5%
West along A25 and south along the A22	1%
West along A25 and north along A22 to the M25	45%
<b>TOTAL along Barrow Green Road</b>	<b>72%</b>

Table 5.7: Census Data – West along Barrow Green Road

- 5.24 The above analysis indicates 45% of the potential working population at the site would travel west along Barrow Green Road and reach the Junction 6 of the M25. Table 5.8 below summarises the number of vehicle trips which will travel west along Barrow Green Road along the potential routes set out within Table 5.7.

Direction of Travel	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)	
	Arr	Dep	Arr	Dep
North along Chalkpit Lane	2	8	6	3
South along Tandridge Lane	1	2	2	1
West along A25	1	2	2	1
West along A25 and south along the A22	0	0	0	0
West along A25 and north along A22 to the M25	5	21	16	8

Table 5.8: Development Traffic Distribution

- 5.25 Table 5.8 highlights that approximately that approximately 26 vehicles (arrivals and departures) will pass through Junction 6 of the M25 within the peak hours. This equates to one vehicles every 2-3 minutes travelling through the Godstone Interchange of the M25 within the peak hours. The above serves to show that only a small proportion of future residents who travel by car will use Junction 6 of the M25.
- 5.26 The above should be weighed against the evidence set out in Table 5.4, where it is shown that the site attracts a higher percentage of non-car trips. On this basis the site is considered to be located in a suitable location not only to promote non-car trips, but also to minimise the impact of additional traffic flow via the M25/A22 junction.

### Summary

- 5.27 The proposals would likely result in a slight increase in traffic generation on the surrounding road network in the weekday peak hours and over a typical weekday. The proposals are likely to result in an additional vehicle every 2-3 minutes travelling through the Godstone Interchange at Junction 6 of the M25 within the peak periods. As such, the development proposals will have a negligible impact on the operation at this junction.
- 5.28 Based on the above trip generation and distribution associated with the proposed development, and as requested by SCC, the following section considers the traffic impact of the above development trips on the surrounding road network.

## 6.0 Highway Impact Assessment

### Overview

- 6.1 As part of the pre-application consultation with SCC, it was requested that consideration be given to traffic impact associated with the scheme surrounding road network. This includes an assessment of the proposed access junction and the following junctions:
- ▶ Proposed access junction/ Chichele Road
  - ▶ Chichele Road/ Silkham Road
  - ▶ Chichele Road/ Barrow Green Road
  - ▶ Chichele Road/ Bluehouse Lane east and west / Station Road East mini roundabout
- 6.2 The above junctions have been modelled five years following submission of the planning application (2028) using the Junction 9 (PICADY and ARCADY) software.

### Baseline Traffic Conditions

- 6.3 To assess the impact of development traffic on the surrounding road network, traffic data has been obtained for the Barrow Green Road, Chichele Road in two locations, Bluehouse Lane and Silkham Road. The observed peak hour traffic flows along the site access are provided on **Figures TF1** and **TF2** for the weekday morning and evening peak hours respectively.

### Assessment Years

- 6.4 The impact of the proposed development is to be tested five years following submission of the planning application, i.e. 2028.
- 6.5 Traffic growth figures have been obtained from TEMPro version 8.0 for the Tandridge 006 middle layer super output area (MSOA). The TEMPro growth factors for the 2023 to 2028 weekday morning and evening peak periods are provided within Table 6.1 below.

Time Period	Weekday Morning Growth Factor	Weekday Evening Growth Factor
2023-2028	1.029	1.029

Table 6.1: TEMPro Growth Factors

- 6.6 The future year traffic flows are provided within **Figures TF3** and **TF4** for the 2028 weekday morning peak hour and weekday evening peak hour respectively.

### Proposed Trip Generation and Assignment

- 6.7 The increase in development traffic based on the trip generation and distribution in Table 5.6 are shown within **Figures TF5** and **TF6** for the weekday morning peak hour and the weekday evening peak hour respectively. This has been added to the 2028 uplifted flows within **Figures TF7** and **TF8** for weekday morning and evening peak hours respectively.

### Site Access Road / Chichele Road Modelling

- 6.8 The 2028 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.2 below summarises the priority junction operation during the 2028 weekday peak with development. The detailed model outputs are included for reference at **Appendix M**.

Movements	2028 AM Peak with Development			2028 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Site – Chichele Road	0.09	0.1	7.17	0.03	0.0	6.52
Chichele Road - Site	0.01	0.0	5.68	0.02	0.0	5.79

Table 6.2: 2028 Weekday Morning and Evening Site Access Results Summary

- 6.9 Table 6.2 demonstrates that site access priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

### Chichele Road/ Silkham Road

- 6.10 The 2028 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.3 below summarises the priority junction operation during the 2028 weekday peak with development. The detailed model outputs are included for reference at [Appendix M](#).

Movements	2028 AM Peak with Development			2028 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Silkham Road – Chichele Road	0.48	0.9	11.88	0.28	0.4	8.47
Chichele Road - Silkham Road	0.19	0.3	6.81	0.08	0.1	6.11

Table 6.3: 2028 Weekday Morning and Evening Chichele Road/Silkham Road

- 6.11 Table 6.3 demonstrates that Silkham Road/Chichele Road priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

### Chichele Road/ Barrow Green Road

- 6.12 The 2028 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.4 below summarises the priority junction operation during the 2028 weekday peak with development. The detailed model outputs are included for reference at [Appendix M](#).

Movements	2028 AM Peak with Development			2028 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Chichele Road – Barrow Green Road	0.44	0.8	13.01	0.23	0.3	9.78
Barrow Green Road – Chichele Road	0.30	0.5	7.48	0.05	0.1	5.70

Table 6.4: 2028 Weekday Morning and Evening Chichele Road/Barrow Green Road

- 6.13 Table 6.4 demonstrates that Chichele Road/Barrow Green Road priority junction would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

### Chichele Road/ Bluehouse Lane / Station Road East - Mini Roundabout

6.14 The 2028 scenario has been modelled for the weekday morning peak hour and the weekday evening peak hour. Table 6.5 below summarises the priority junction operation during the 2028 weekday peak with development. The detailed model outputs are included for reference at [Appendix M](#).

Movements	2028 AM Peak with Development			2028 PM Peak with Development		
	RFC	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)
Chichele Road	0.54	1.1	11.00	0.19	0.2	5.86
Bluehouse Lane (East)	0.46	0.9	8.91	0.32	0.5	6.18
Station Road East	0.44	0.8	8.16	0.45	0.8	7.59
Bluehouse Lane (West)	0.42	0.7	6.97	0.38	0.6	6.31

Table 6.5: 2027 Weekday Morning and Evening Mini Roundabout

6.15 Table 6.5 demonstrates that the mini roundabout consisting of Chichele Road, Bluehouse Lane (East), Station Road East and Bluehouse Lane (West) would operate well within its theoretical capacity. The driver delay is shown to be negligible with minimal queuing.

### Summary

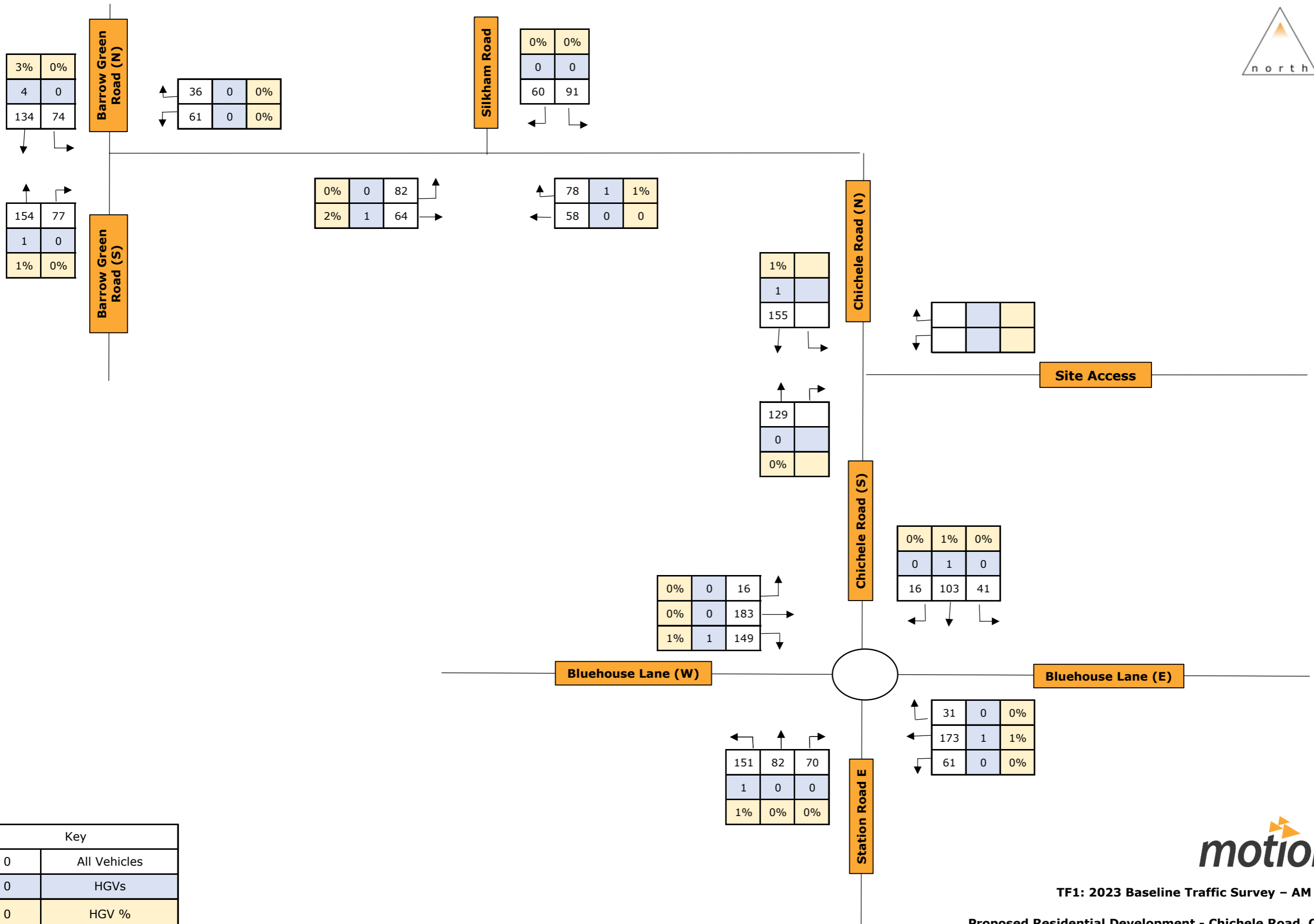
6.16 On this basis, the traffic flows identified above can be accommodated onto Chichele Road and the surrounding network without material impact on the operational capacity of the road. Modelling of the proposed site access junction, Chichele Road/Silkham Road junction, Chichele Road/Barrow Green Road and Chichele Road/Bluehouse Lane/Station Road East mini roundabout indicates that the proposed development will not result in a severe impact to the operation of the local highway network.

## 7.0 Summary and Conclusion

- 7.1 This Transport Assessment has been prepared on behalf of CALA Homes to accompany a planning application for a proposed residential development at the land north-east of Chichele Road, Oxted. The site is located approximately 500 metres north of Oxted town centre, to the north-east of Chichele Road. The site benefits from close proximity to the A25 and the M25, as well as a number of bus stops and Oxted railway station.
- 7.2 The site currently comprises undeveloped land with gated accesses located on Chichele Road at the north-western boundary of the site and Bluehouse Lane at the southern boundary of the site. The proposals seek planning permission for the construction of 116 residential dwellings. The proposals include a mix of flats and houses, which will be both private and affordable. Access to the site will be achieved via a new vehicular access taken from Chichele Road, with an additional pedestrian/cycle access provided from Bluehouse Lane to the south of the site.
- 7.3 This Transport Assessment has been prepared having regard to advice received at pre- application stage as well as relevant guidance. In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
  - ▶ The site is accessible by public transport, walking and cycling. This offers future residents a genuine choice of travel modes'
  - ▶ Safe and suitable access to the site can be achieved for all users;
  - ▶ Appropriate provision is made for car parking having regard to the relevant guidance;
  - ▶ Each residential dwelling benefits from secure cycle parking;
  - ▶ The proposals include appropriate provision for servicing activity; and
  - ▶ Modelling of nearby junctions indicates that the proposed redevelopment will not result in a severe impact on the surrounding highway network.
- 7.4 In view of the above, the proposed development is acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.



## Traffic Flow Figures

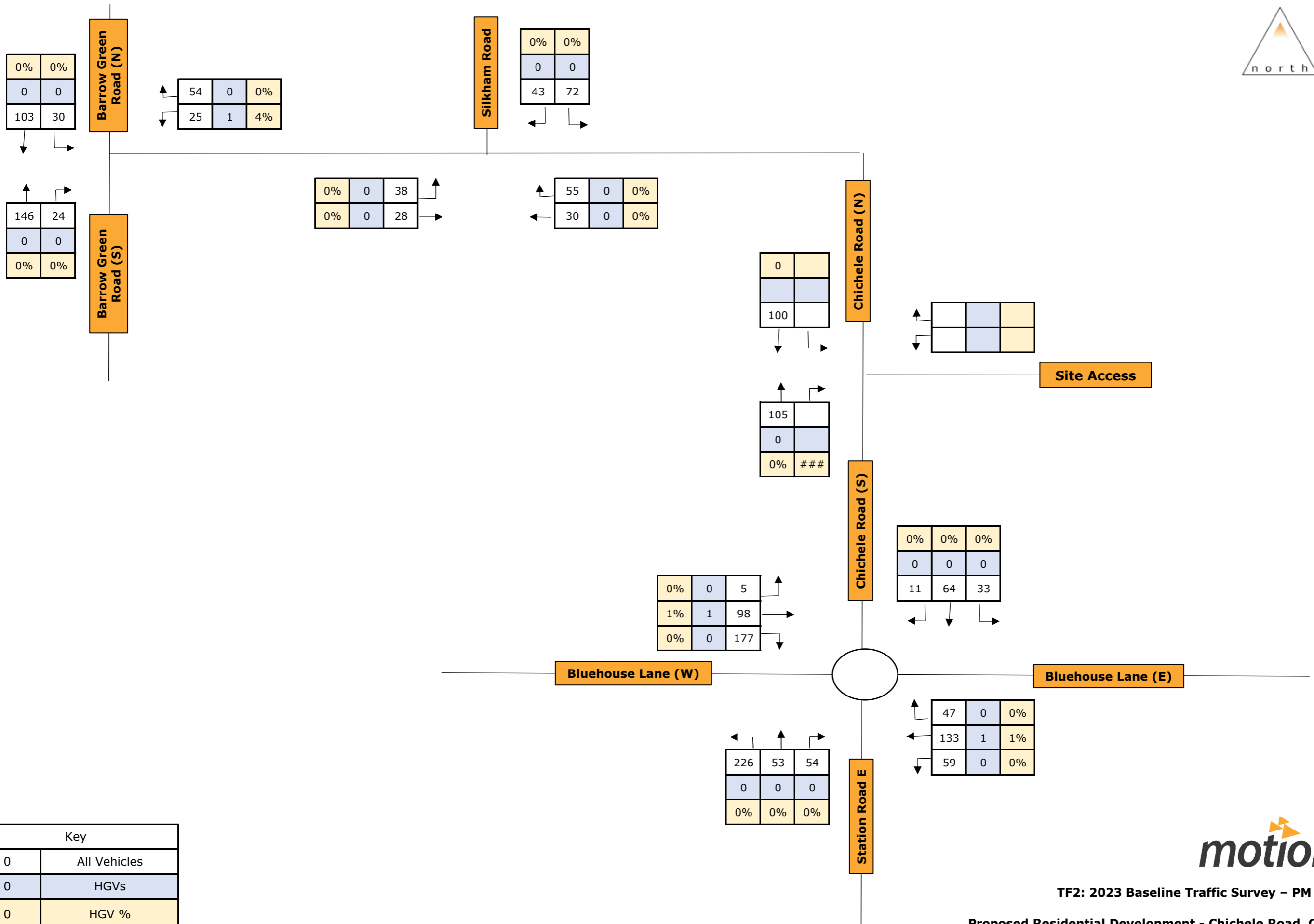


Key	
0	All Vehicles
0	HGVs
0	HGV %



TF1: 2023 Baseline Traffic Survey – AM Peak

Proposed Residential Development - Chichele Road, Oxted

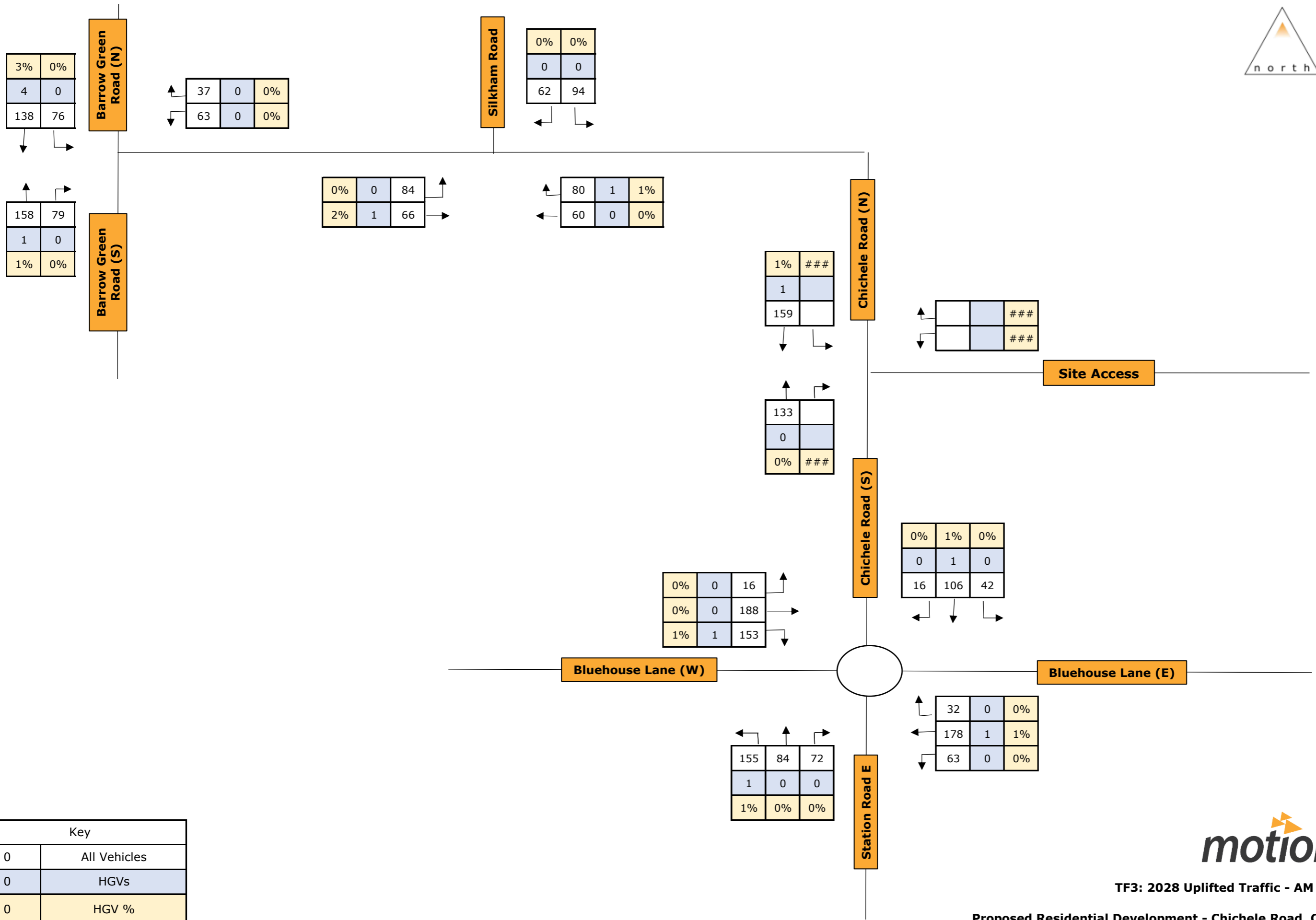


Key	
0	All Vehicles
0	HGVs
0	HGV %



TF2: 2023 Baseline Traffic Survey – PM Peak

Proposed Residential Development - Chichele Road, Oxted

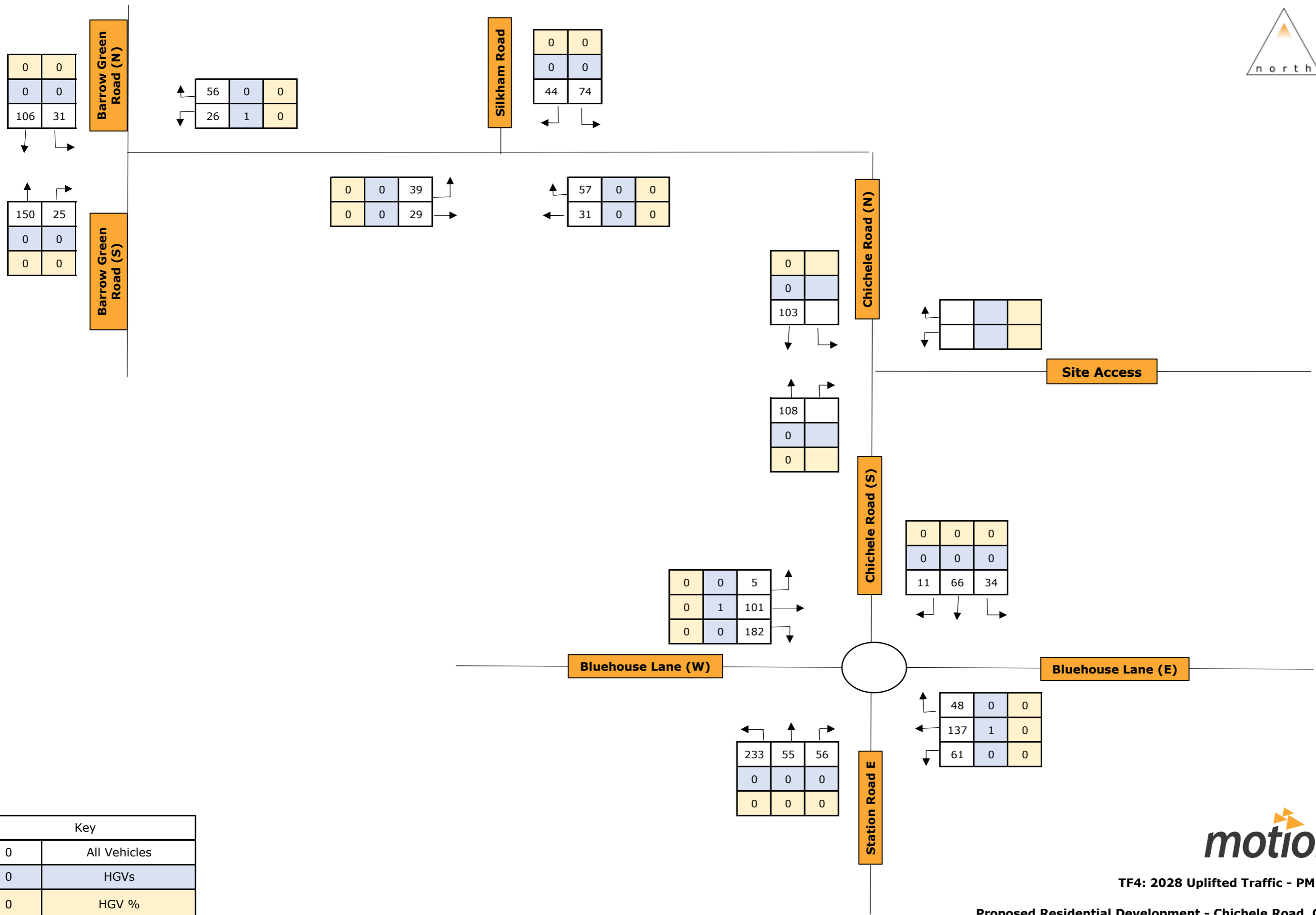


Key	
0	All Vehicles
0	HGVs
0	HGV %



TF3: 2028 Uplifted Traffic - AM Peak

Proposed Residential Development - Chichele Road, Oxted

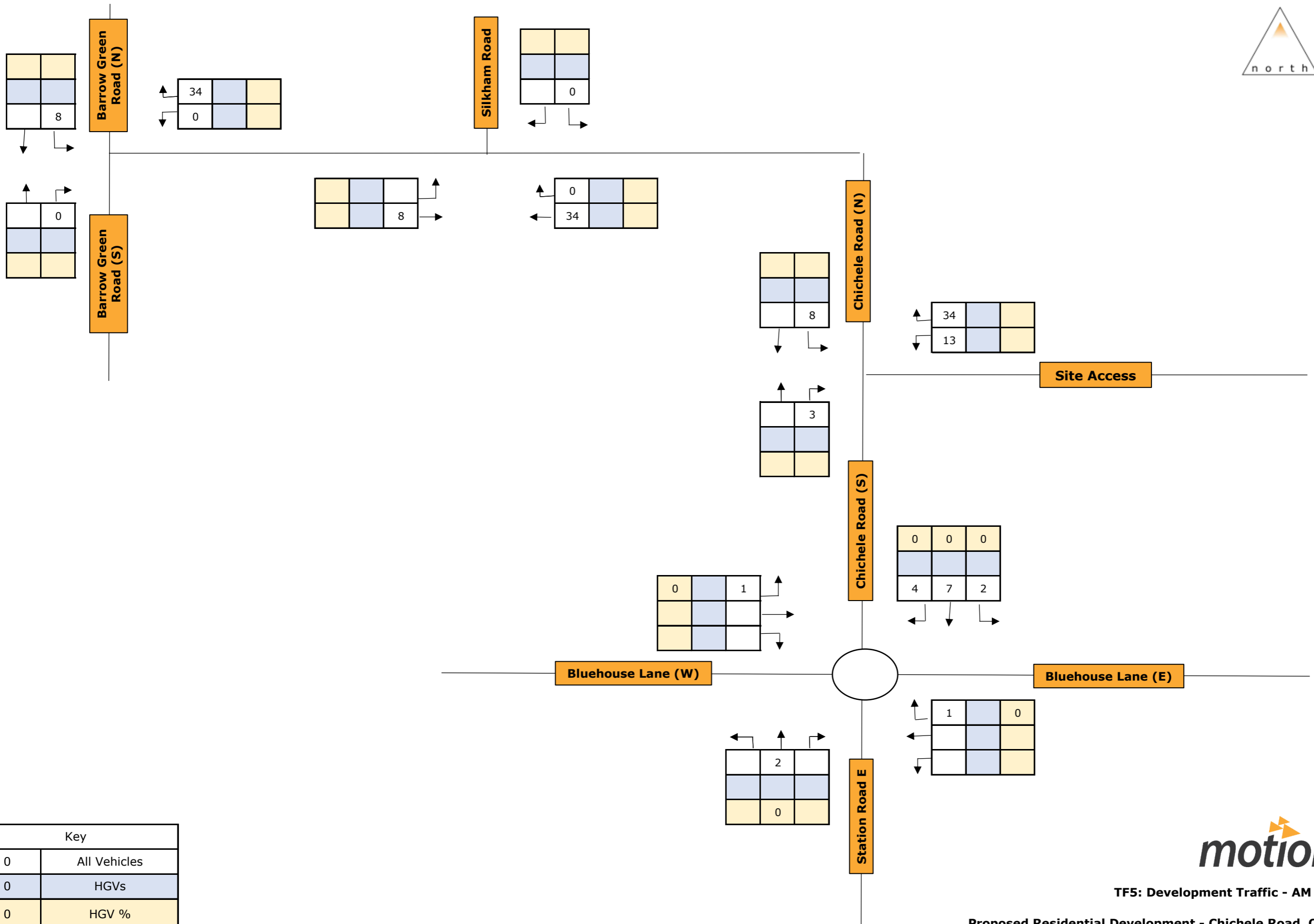


Key	
0	All Vehicles
0	HGVs
0	HGV %



TF4: 2028 Uplifted Traffic - PM Peak

Proposed Residential Development - Chichele Road, Oxted



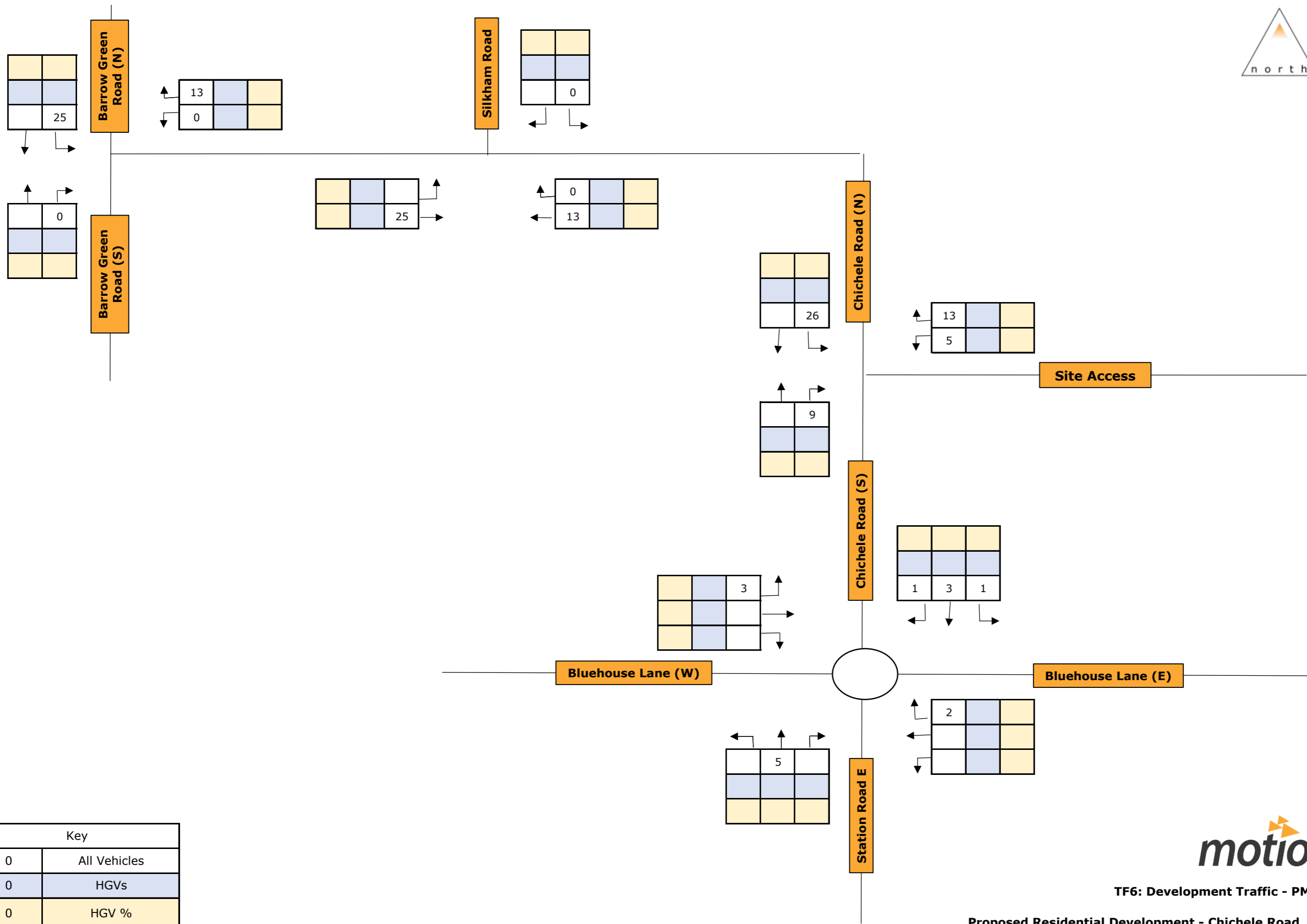
Key	
0	All Vehicles
0	HGVs
0	HGV %



TF5: Development Traffic - AM Peak

Proposed Residential Development - Chichele Road, Oxted



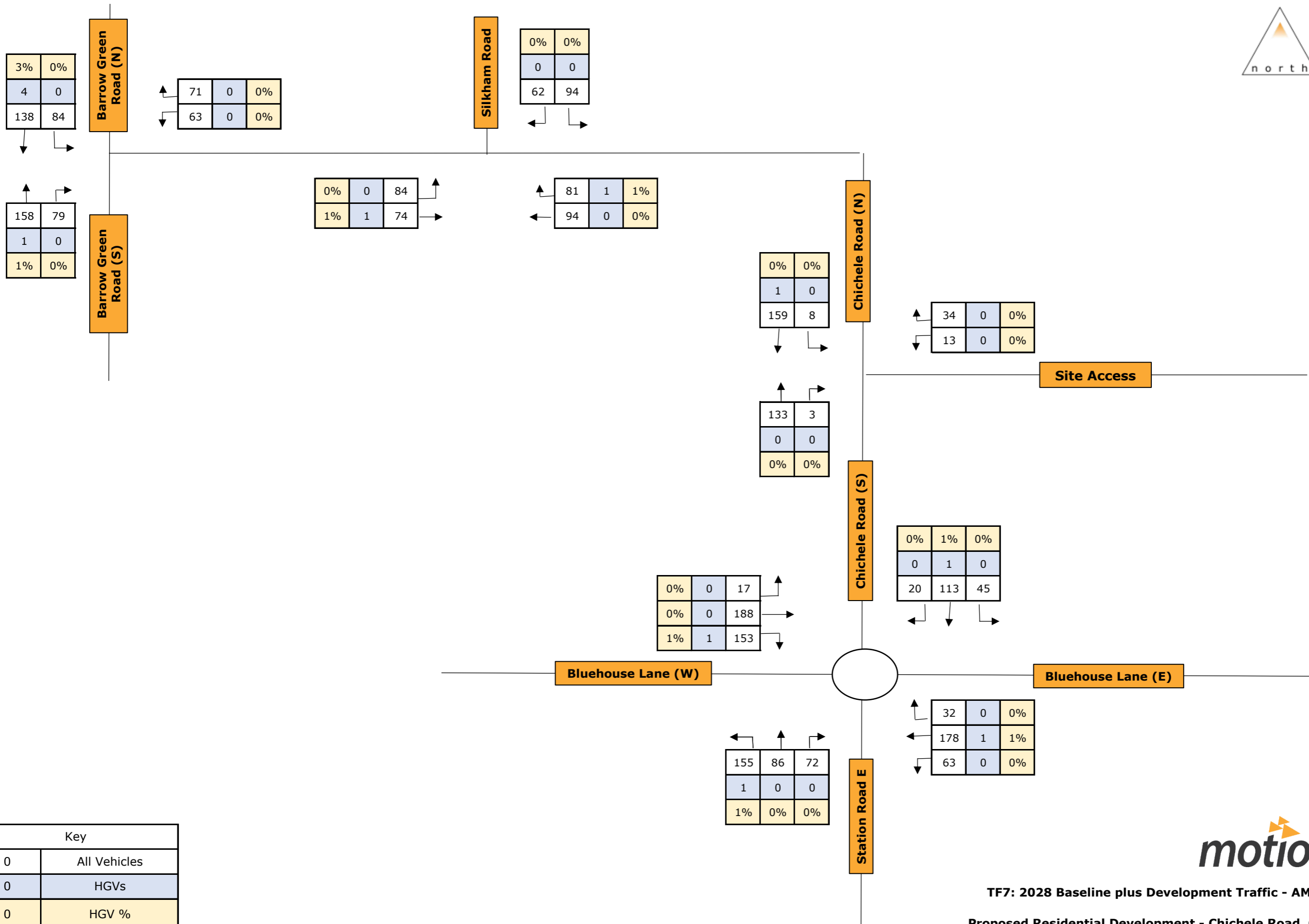


Key	
0	All Vehicles
0	HGVs
0	HGV %



TF6: Development Traffic - PM Peak

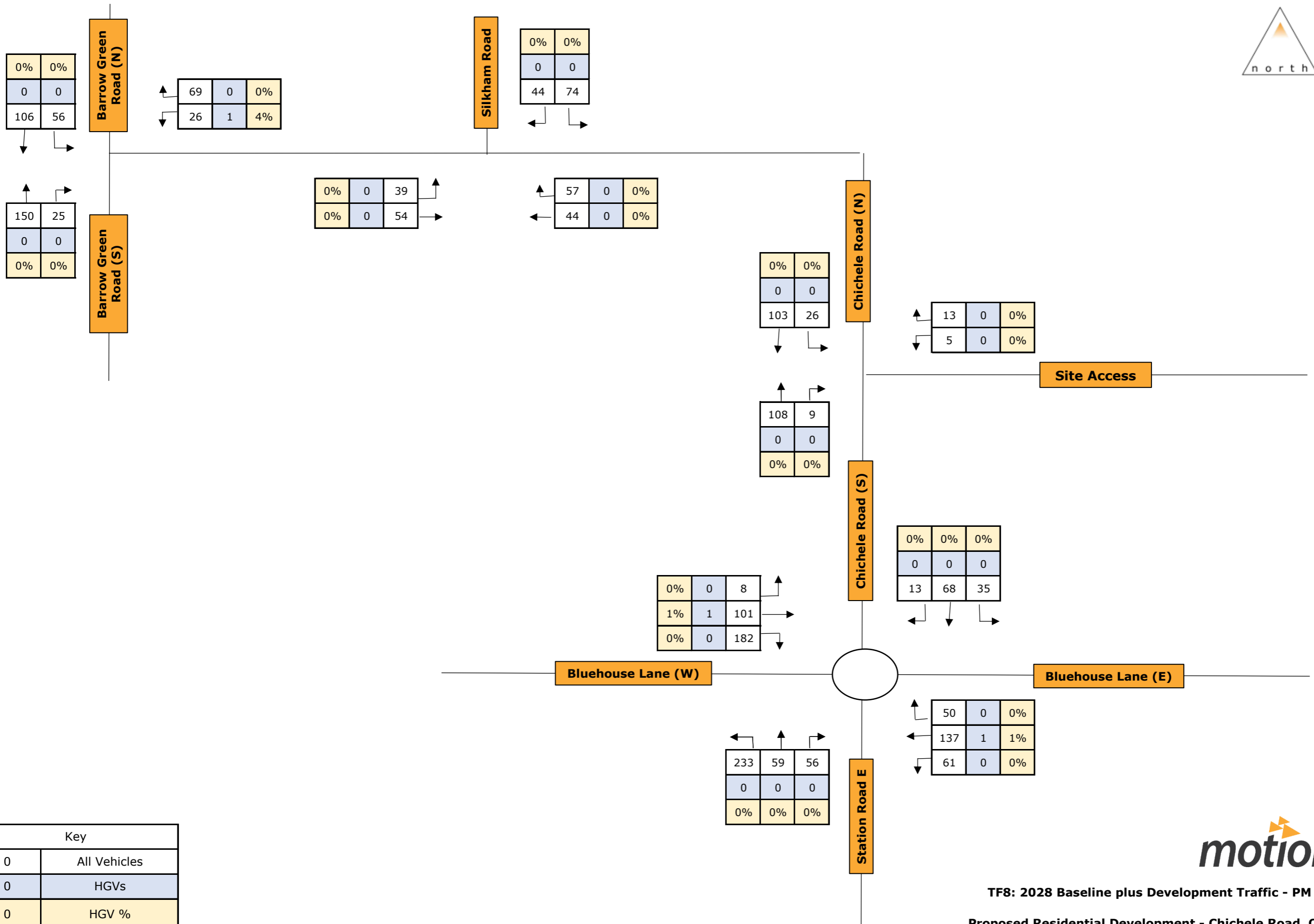
Proposed Residential Development - Chichele Road, Oxted



Key	
0	All Vehicles
0	HGVs
0	HGV %



TF7: 2028 Baseline plus Development Traffic - AM Peak  
 Proposed Residential Development - Chichele Road, Oxted



Key	
0	All Vehicles
0	HGVs
0	HGV %



TF8: 2028 Baseline plus Development Traffic - PM Peak  
 Proposed Residential Development - Chichele Road, Oxted

## **Appendix A**

SCC Pre-Application Response

# Highway Authority Pre-Planning Advice



## Land at Chichele Road, Oxted Proposed Development of 120 Dwellings

09 May 2023

### Introduction

The following advice is offered to Motion following a request for pre-planning application advice and further to a site meeting held on 27<sup>th</sup> March 2023. The advice is offered without prejudice to any future planning application submitted and any advice or recommendations provided by the Local Planning Authority.

The advice is offered following a review of the information provided by Motion and the meeting referred to above.

### Proposed development

You sought advice on a development proposal at the site to the west of Chichele Road to provide circa 120 dwellings.

### Access

The proposed development will be accessed via a new priority junction with Chichele Road, with a pedestrian/cyclist only access provided to the southern boundary of the site leading onto Bluehouse Lane. A bus stop is currently located where the proposed access is located onto Chichele Road and the Passenger Transport comments on the following page should be referred to. A raised table has been proposed at the access junction, which also stretches across the junction where Chichele Road meets Silkham Road – the Highway Improvements section on the following page should be referred to.

Chichele Road is a D class road, the D442, and is subject to a 30mph speed limit. A speed survey has been carried out which demonstrates that to be in accordance with the 85<sup>th</sup> percentile speeds, splays with an 'x' distance of 2.4m and a 'y' distance of 30.8m to the north and 34.2m to the south are required and this has been shown on the visibility plan, Drawing No. 1907029-01.

To be in accordance with LTP4 and to further promote sustainable modes of travel, where the site access meets Chichele Road, a Copenhagen crossing should be provided. A 3m wide pedestrian/cycle route should be provided along the access to/from the site. This route should run the entire length within the site and connect to the pedestrian/cyclist access onto Bluehouse Lane. Bluehouse Lane will need to be resurfaced and levels looked at. Details regarding the links shown on the masterplan into the neighbouring Ancient Woodland will need to be provided. The site should be highly permeable with tactile paving and dropped kerbs provided at key crossing points within the site.

A Road Safety Audit (RSA) should be submitted at the planning stage - Stage 1 RSAs can be undertaken externally, or internally by SCC. If this is to be undertaken externally, the CVs of the auditors should be submitted alongside the RSA.

## **Parking Provision**

The site should be provided with parking in line with parking guidance. Sufficient space should be available within the site for all vehicles to park and turn in order for them to enter and leave in forward gear. Tracking plans should be provided for the largest vehicle expected to use the site. Visitor parking spaces, both for vehicles and cycles, should be provided within the site.

## **Highway Improvements**

- Remove the guard rail by the roundabout on the eastern side of Station Road East. Relocate the zebra crossing on Station Road East further north so it is closer to the roundabout, both zebra crossings here should be provided with updated belisha beacons with zebrite LEDs.
- Rather than providing one large, raised table by the site access and the junction of Silkham Road. Three separate raised tables should be provided, one directly west of the junction where Chichele Road meets Silkham Road, one directly east of the junction where the site access meets Chichele Road and one outside of St Mary's C of E Primary School where a zebra crossing on a raised table should be provided. The zebra crossing should be located where the existing dropped kerbs and tactile paving are currently situated - the existing guardrailling should be removed.
- Provide a 20mph speed limit on within the vicinity of the site, to include Chichele Road, Silkham Road, Central Way and part of Bluehouse Lane where the pedestrian/cyclist route meets the highway. Existing speeds will need to be measured and further speed calming devices in the form of raised tables may be required.

## **Junction Impacts**

The key junctions within the vicinity will need to be looked at and the impact of the development assessed for these. Mitigation measures may be required as a result.

## **Sustainable Travel**

Each of the proposed dwellings and 50% of all available visitor parking spaces should be provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply). The remaining visitor parking spaces should be provided with cabling for the future provision of charging points.

Secure, covered storage for the parking of cycles should be provided which also include the provision for charging facilities for e-bikes. The proposal currently proposes 2 cycle spaces for staff, with further short stay spaces elsewhere in the site, and this number should be increased.

## **Car Club**

The provision of an Electric Vehicle Car Club space and vehicle within the site should be explored.

## **Travel Plan**

A Travel Plan should be submitted alongside any future planning application.



### **Passenger Transport**

The proposed access to Chichele Road will require the removal/relocation of the existing bus stop, this will need to be subject to consultation.

To encourage sustainable modes of travel to/from the site, the following measures would be required as part of any future planning application:

- The bus stop outside of the school should be improved, with accessibility kerbing, bus shelter, lighting, seating, RTPI display – this will need to be discussed with the school.
- A DDRT contribution of £50,000 per year to cover the build out period and then 5 years after full build out (7 years in total).

### **Rights of Way**

Public Footpath Number 75 runs to the north-east of the site. Whilst this does not directly adjoin the site, a link to the Public Footpath from the site, with the relevant land agreement in place, should be explored.

### **Additional Advice**

A Construction Transport Management Plan (CTMP) will need to be provided prior to the commencement of any approved works. This would be secured through a suitably worded planning condition.

In addition to the above advice, I also refer you to guidance which is contained on our website, and the following link will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning>

There are also references on that web site to other documentation and advice which may assist you in formulating a viable proposal.

### **Summary**

Having considered the proposals, and subject to all of the above, it is unlikely that the Highway Authority would raise any objections to the proposed development.

Yours sincerely,

Matthew Strong

**Principal Transport Development Planning Officer – South Area Team**

**Planning & Development**

**Surrey County Council**

-----  
E: [matthew.strong@surreycc.gov.uk](mailto:matthew.strong@surreycc.gov.uk)

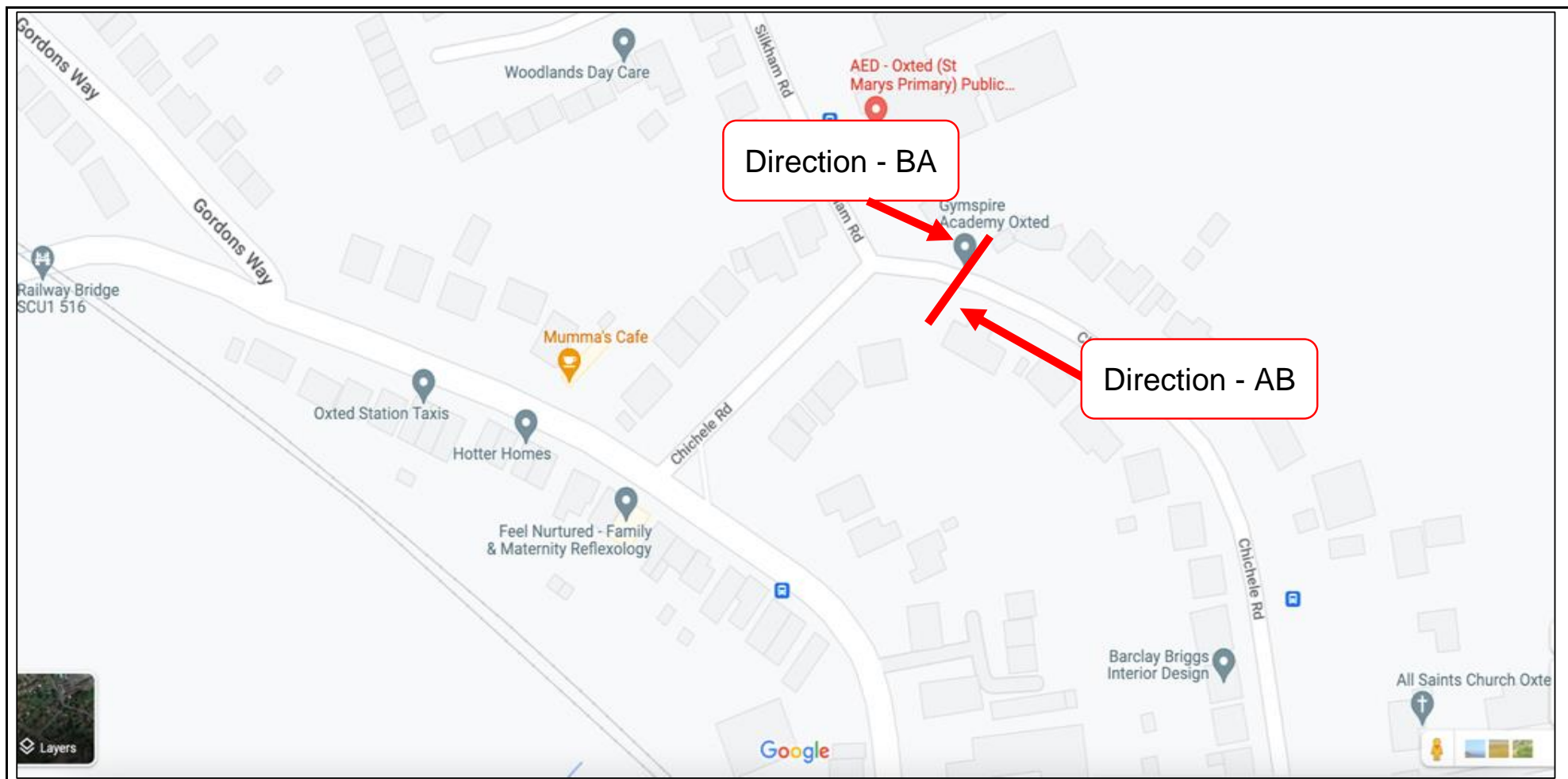
T: 07968 832583

Web: [www.surreycc.gov.uk/tdp](http://www.surreycc.gov.uk/tdp)

## **Appendix B**

Survey Results

Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0103	Oxted, Surrey	Chichele Road	51.262037, -0.007014	20/02/2023 - 26/02/2023	Monday-Sunday	0000-0000hrs on each day









Project ID and Name: **INNOVISE**  
 Site No: **INNOVISE**  
 Location Name: **Chichele Road**  
 Direction: **AB (Northbound)**

22 February 2023

Time	Total	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Mean	Vpp	V95	V90	V85	V80	V75	V70	V65	V60	V55	V50	V45	V40	V35	V30	V25	V20	V15	V10	V5	Number vehicles exceeding PSL				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0115	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	23.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	24.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	20	19	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	23.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	26	24	2	0	0	0	0	0	0	0	0	0	0	0	0	20.6	22.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	50	54	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	22.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	50	54	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	18	16	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	18	16	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	24.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	22.1	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015	10	13	0	2	0	0	0	0	0	0	0	0	0	0	0	21.9	23.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	22.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	24.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23.8	0	0	0	0																				









Project ID and Name: **INNOVISE**  
 Site No: **00000000**  
 Location Name: **Chichele Road**  
 Direction: **AB (Northbound)**

25 February 2023

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	Mean	Vpp	V90	V95	V99	V10	V15	V20	V25	V30	V35	V40	V45	V50	V55	V60	V65	V70	V75	V80	Number of vehicles exceeding PSL		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0760	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0775	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0790	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0805	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0820	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0835	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0850	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0905	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0920	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0935	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0950	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1005	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1020	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1035	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1050	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	14	13	1	0	0	0	0	0																															











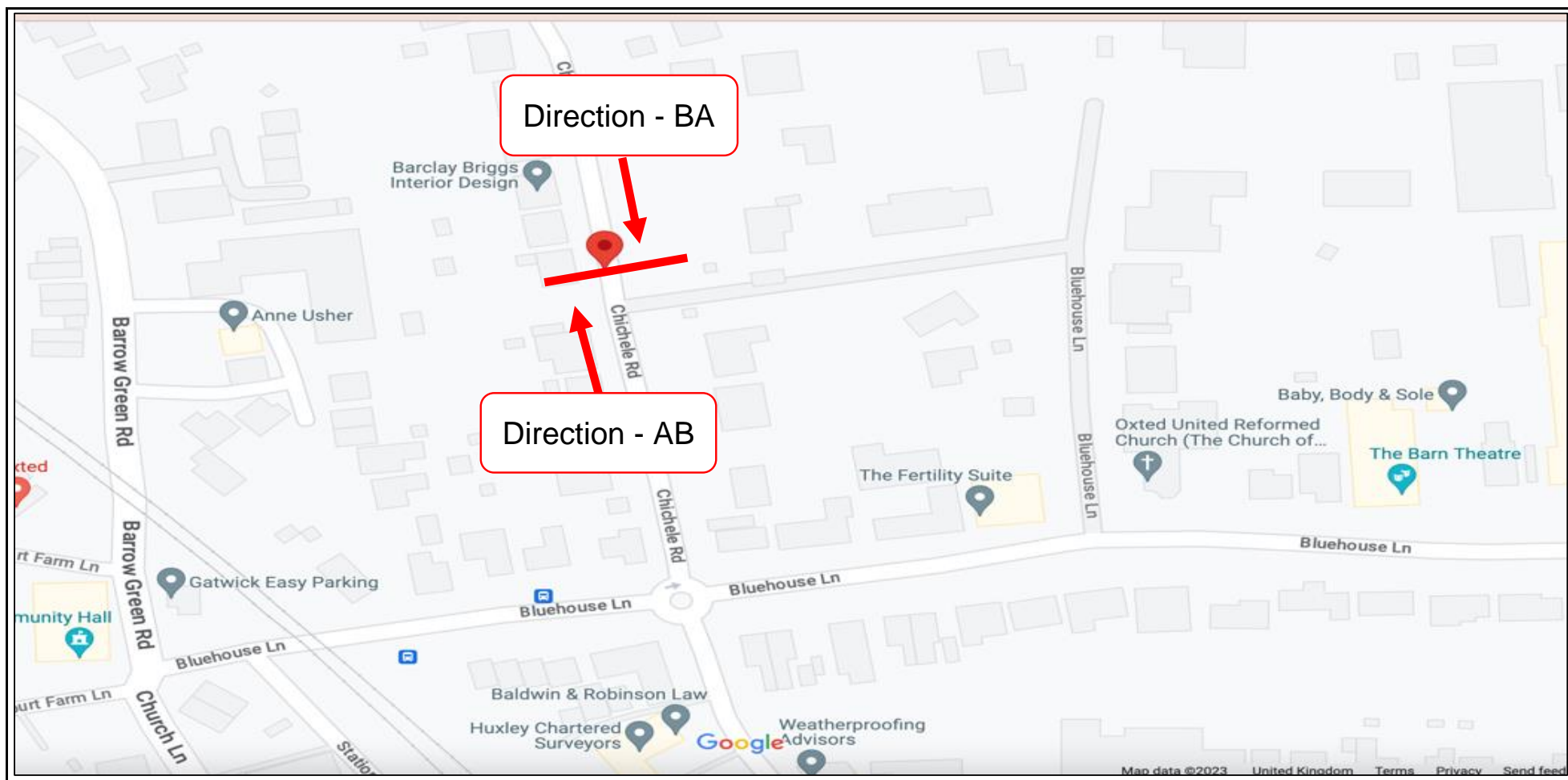








Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0154	Oxted	Chichele Road	51.260669, -0.005503	10/07/2023 - 16/07/2023	Monday - Sunday	0000-0000hrs on each day















Project ID and Name: 80254 Osted  
 Site No: Chichele Road  
 Location Name: AS (Northbound)  
 Direction:

14 July 2022

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	Vin	Vin 5	Vin 10	Vin 15	Vin 20	Vin 25	Vin 30	Vin 35	Vin 40	Vin 45	Vin 50	Vin 55	Vin 60	Vin 65	Vin 70	Vin 75	Vin 80	Number of vehicles exceeding PSL 20
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	17	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	23	22	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	43	37	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	39	33	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	13	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	10	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	11	9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	20	18	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	11	10	0	0	1	0	0	0																												









Project ID and Name: 80254 Osted  
 Site No: Chichele Road  
 Location Name: Chichele Road  
 Direction: SA (Southbound)

11 July 2022

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	Vsn	Vsn 5	Vsn 10	Vsn 15	Vsn 20	Vsn 25	Vsn 30	Vsn 35	Vsn 40	Vsn 45	Vsn 50	Vsn 55	Vsn 60	Vsn 65	Vsn 70	Vsn 75	Vsn 80	Number of vehicles exceeding PSL 20	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	15	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	24	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	24	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015	18	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115	14	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215	17	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245	9	7	0	0	0																																















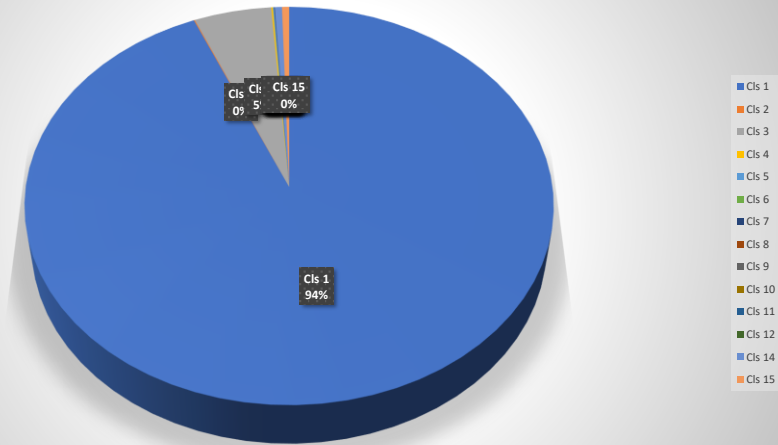
Project ID and Name: IW0154 Oxted  
 Site No: 1  
 Location Name: Chichele Road  
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	6473	1477	23%
Direction BA - Southbound	5587	955	17%

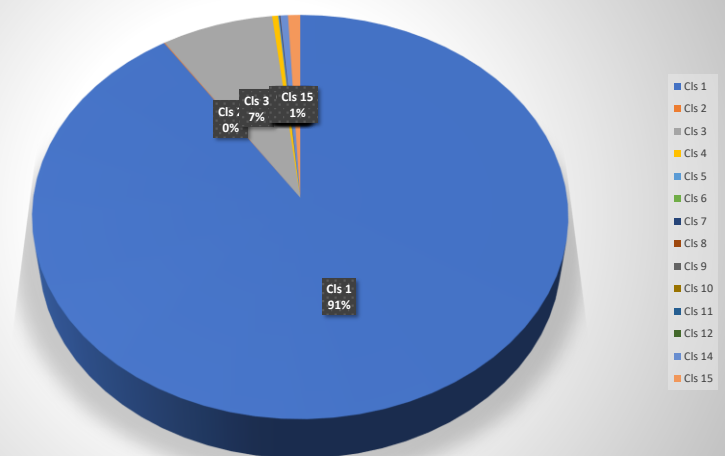
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	6056	4	336	7	5	0	2	0	1	0	0	0	31	31
Vehicle Proportion - %	93.6%	0.1%	5.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	5068	3	413	22	4	0	3	1	0	0	0	0	28	45
Vehicle Proportion - %	90.7%	0.1%	7.4%	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.8%

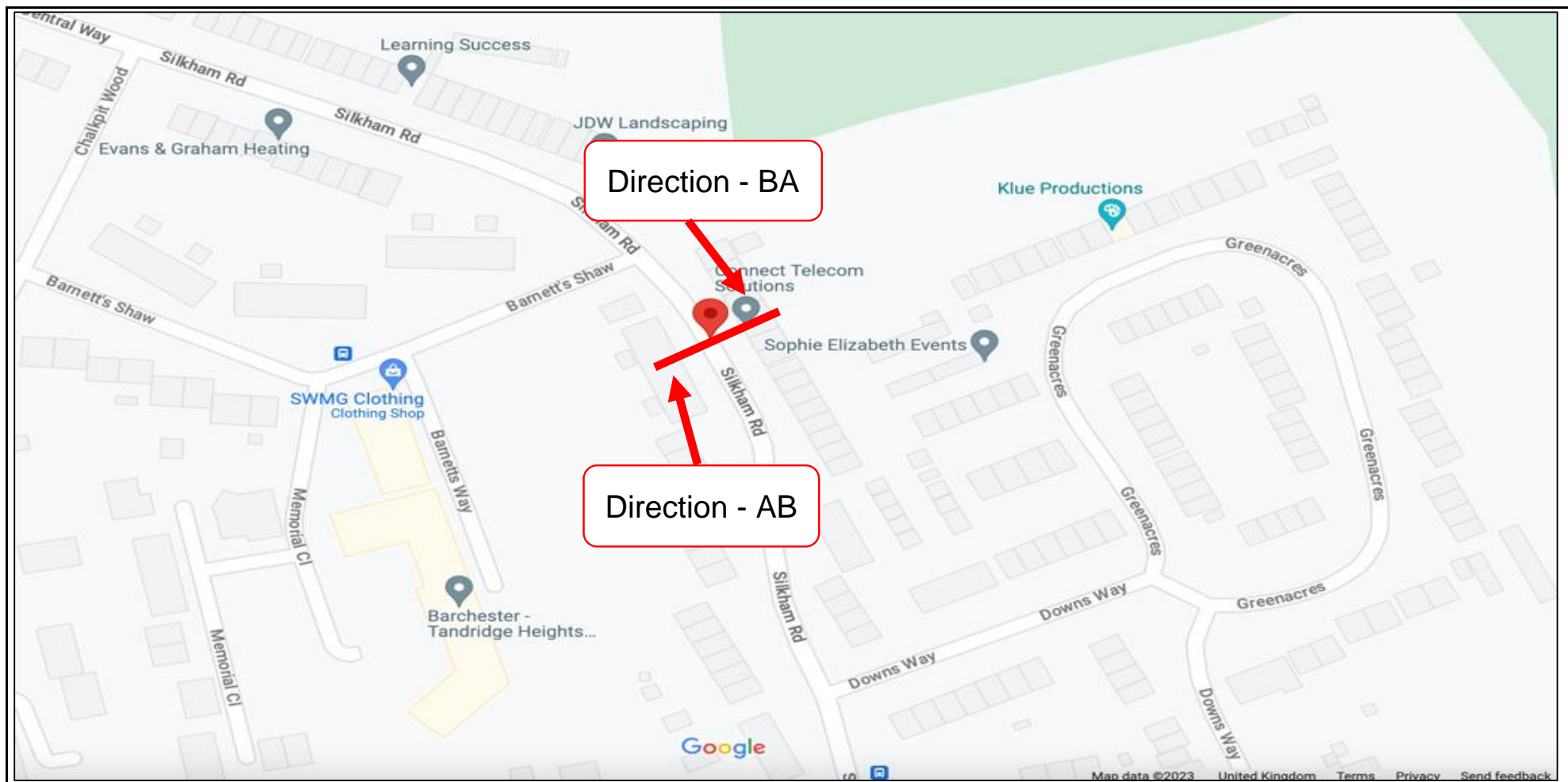
Direction AB - Northbound



Direction BA - Southbound



Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0154	Oxted	Silkham Road	51.265332, -0.008844	10/07/2023 - 16/07/2023	Monday - Sunday	0000-0000hrs on each day































Project ID and Name: **FR054 Osted**  
 Site No: **2**  
 Location Name: **Sikham Road**  
 Direction: **SA (Southbound)**

14 July 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean	Vpp	V90	V50	V10	V5	V1	V0	V1	V5	V10	V20	V30	V40	V50	V60	V70	V80	V90	V95	V99	Number vehicles exceeding PSL %		
0000	1	1														22.7																							
0015	0																																						
0030	0																																						
0045	1	1														20.7																							
0100	0																																						
0115	0																																						
0130	0																																						
0145	0																																						
0200	0																																						
0215	1	1														21.3																							
0230	1	1																																					
0245	0																																						
0300	0																																						
0315	0																																						
0330	0																																						
0345	0																																						
0400	1	1														21.5																							
0415	0																																						
0430	0																																						
0445	1	1														21.6																							
0500	1	1														24.3																							
0515	2	2														19.9																							
0530	1	1														20.4																							
0545	1	1														20.1																							
0600	2	2														19.9																							
0615	2	2														19.9																							
0630	0																																						
0645	5	4														18.9																							
0700	1	1														20.6																							
0715	4	4														21.3																							
0730	4	4														21.6																							
0745	4	4														19.1																							
0800	10	8														19.2																							
0815	10	10														19.2																							
0830	10	10														19.2																							
0845	10	9														18.9																							
0900	10	9														20.4																							
0915	9	8														17.9																							
0930	9	8														19.1																							
0945	9	8														19.1																							
1000	11	10														22.2																							
1015	9	8														18.6																							
1030	7	6														15.6																							
1045	9	8														18.1																							
1100	2	1														19																							
1115	6	6														18.8																							
1130	9	8														18.1																							
1145	9	8														15.6																							
1200	9	8														18.1																							
1215	9	8														17.8																							
1230	4	3														17.7																							
1245	10	10														20.2																							
1300	5	3														18.1																							
1315	3	3														16.6																							
1330	1	1														20.5																							
1345	2	2														17.9																							
1400	3	3														17.7																							
1415	5	4														15.1																							
1430	5	4														18.2																							
1445	9	8														17.7																							
1460	11	9														18.3																							
1500	14	12														17.5																							
1515	4	4														18.1																							
1530	17	17														16.5																							
1545	4	4														19.7																							
1600	11	11														19																							
1615	8	8														20.8																							
1630	7	7														18.1																							
1645	9	8																																					





Project ID and Name: **FR054 Osted**  
 Site No: **2**  
 Location Name: **Sikhani Road**  
 Direction: **SA (Southbound)**

16 July 2022

Time	Total	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Cs	Mean	Vpp	V90	V50	V10	V5	V1	V0	V1	V5	V10	V15	V20	V25	V30	V35	V40	V45	V50	V55	V60	V65	V70	V75	V80	V85	V90	V95	V99	Number of vehicles exceeding PSL 20									
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0015	1	0	0	0	0	0	0	0	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0259	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0359	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	2	2	0																																																		



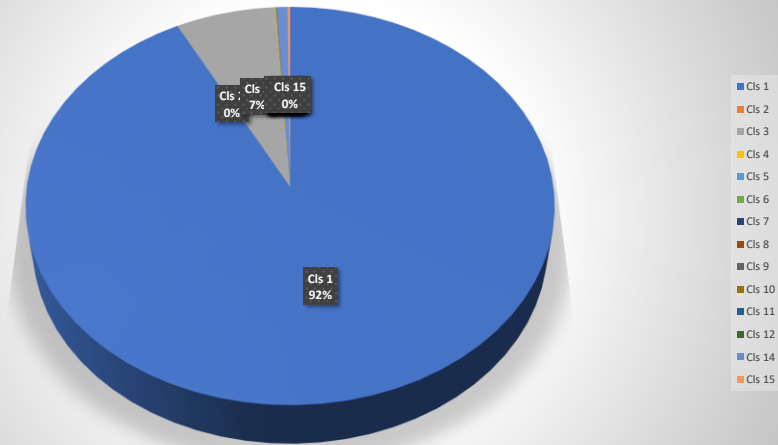
Project ID and Name: IW0154 Oxted  
 Site No: 2  
 Location Name: Silkham Road  
 Direction: AB (Northbound) + BA (Southbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	2924	13	0%
Direction BA - Southbound	2517	7	0%

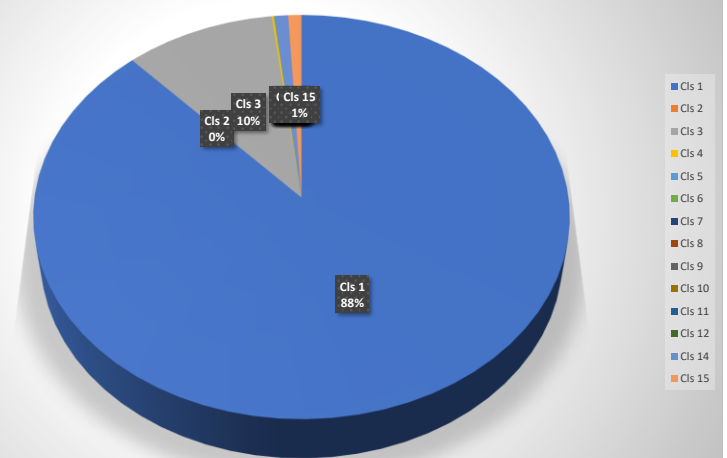
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	2699	0	195	2	0	0	1	0	0	0	0	0	22	5
Vehicle Proportion - %	92.3%	0.0%	6.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.2%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	2218	0	250	3	0	1	0	0	0	0	0	0	23	22
Vehicle Proportion - %	88.1%	0.0%	9.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.9%

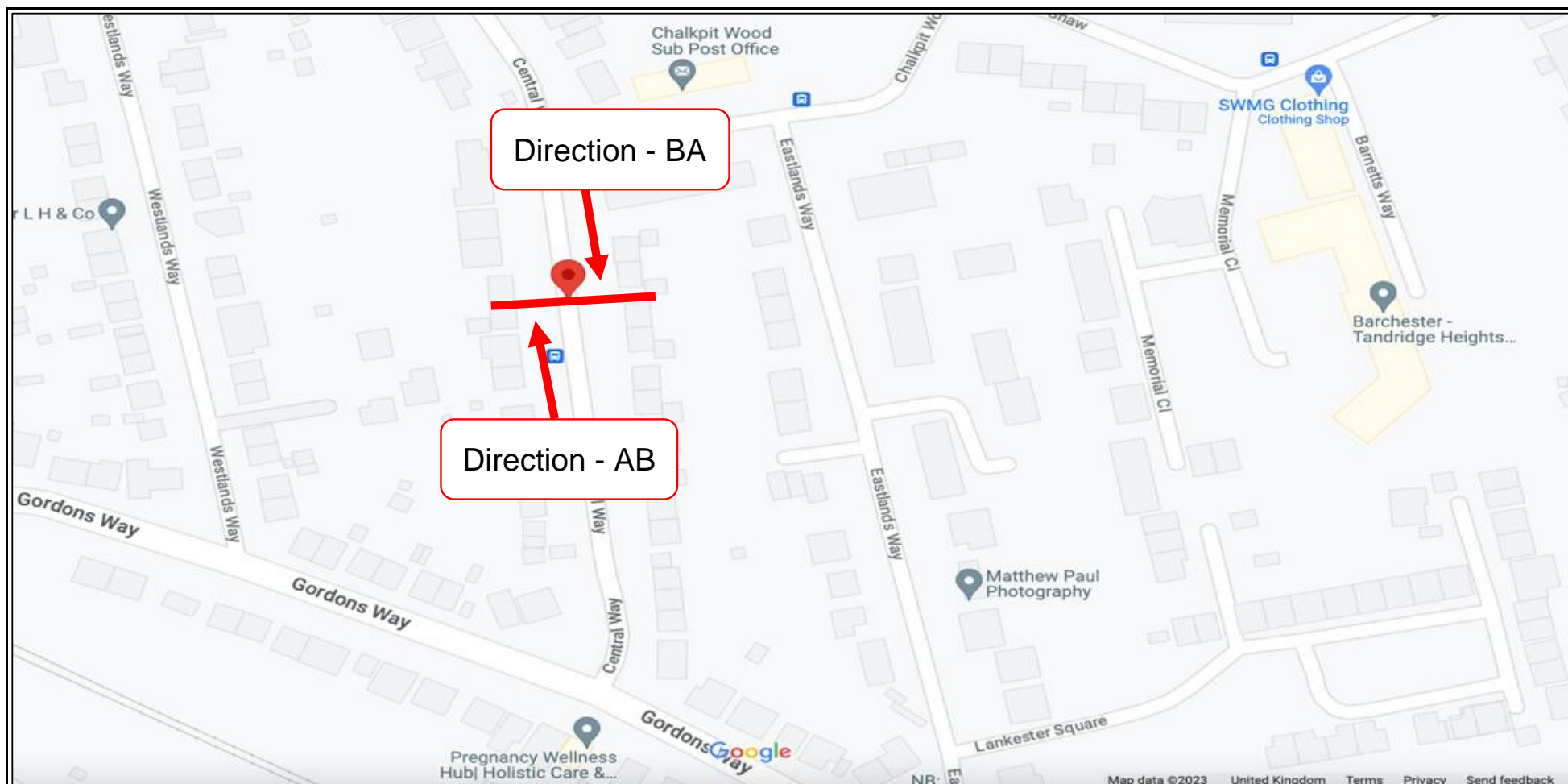
Direction AB - Northbound



Direction BA - Southbound



Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0154	Oxted	Central Way	51.264554, -0.013101	10/07/2023 - 16/07/2023	Monday - Sunday	0000-0000hrs on each day











Project ID and Name: 80254 Osted  
 Site No: Central Way  
 Location Name: AS (Northbound)  
 Direction:

12 July 2022

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	Vin	Vin 5	Vin 10	Vin 15	Vin 20	Vin 25	Vin 30	Vin 35	Vin 40	Vin 45	Vin 50	Vin 55	Vin 60	Vin 65	Vin 70	Vin 75	Vin 80	Number of vehicles exceeding PSL 20	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	0	0	0	0																



Project ID and Name: 80254 Osted  
 Site No: Central Way  
 Location Name: AS (Northbound)  
 Direction:

13 July 2022

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	Vpn	Vpn 5	Vpn 10	Vpn 15	Vpn 20	Vpn 25	Vpn 30	Vpn 35	Vpn 40	Vpn 45	Vpn 50	Vpn 55	Vpn 60	Vpn 65	Vpn 70	Vpn 75	Vpn 80	Number of vehicles exceeding PSL 20	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	28.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	0	0	0	0																







Project ID and Name: 80254 Osted  
 Site No: 3  
 Location Name: Central Way  
 Direction: AS (Northbound)

16 July 2022

Time Period	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Cls 14	Cls 15	Mean	Vpp	Vpn	Vpn 5	Vpn 10	Vpn 15	Vpn 20	Vpn 25	Vpn 30	Vpn 35	Vpn 40	Vpn 45	Vpn 50	Vpn 55	Vpn 60	Vpn 65	Vpn 70	Vpn 75	Vpn 80	Number of vehicles exceeding PSL 20	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.6	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	..	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.0	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.0	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.5	..	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	..	0	0	0																

















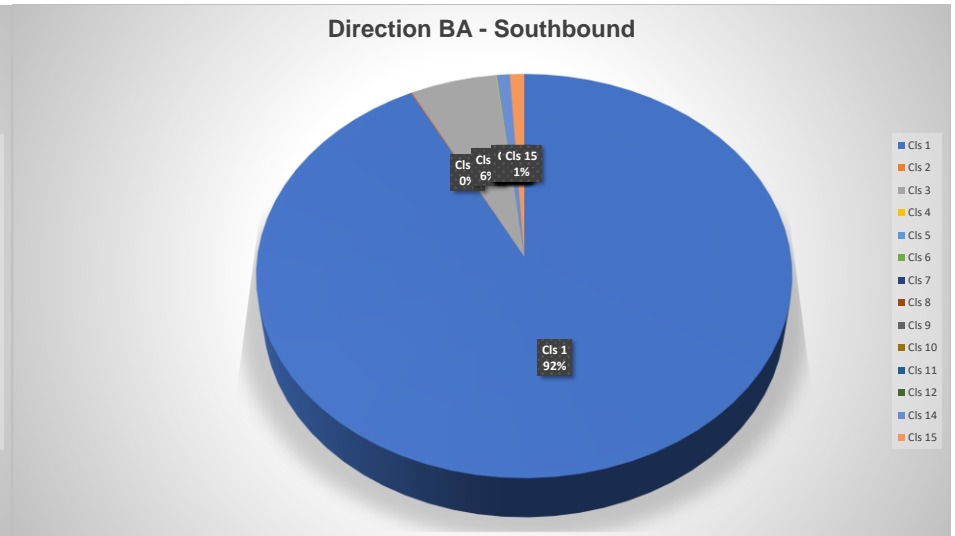
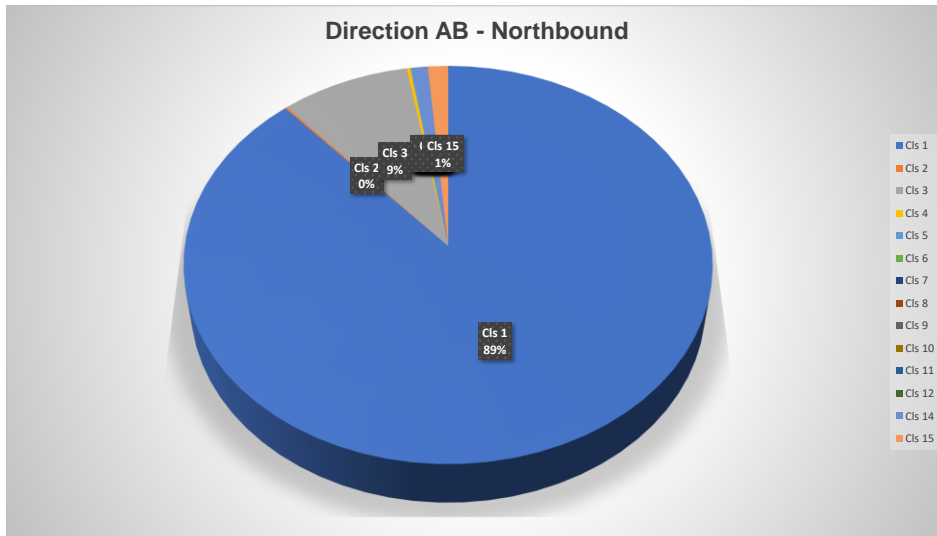


Project ID and Name: IW0154 Oxted  
 Site No: 3  
 Location Name: Central Way  
 Direction: AB (Northbound) + BA (Southbound)

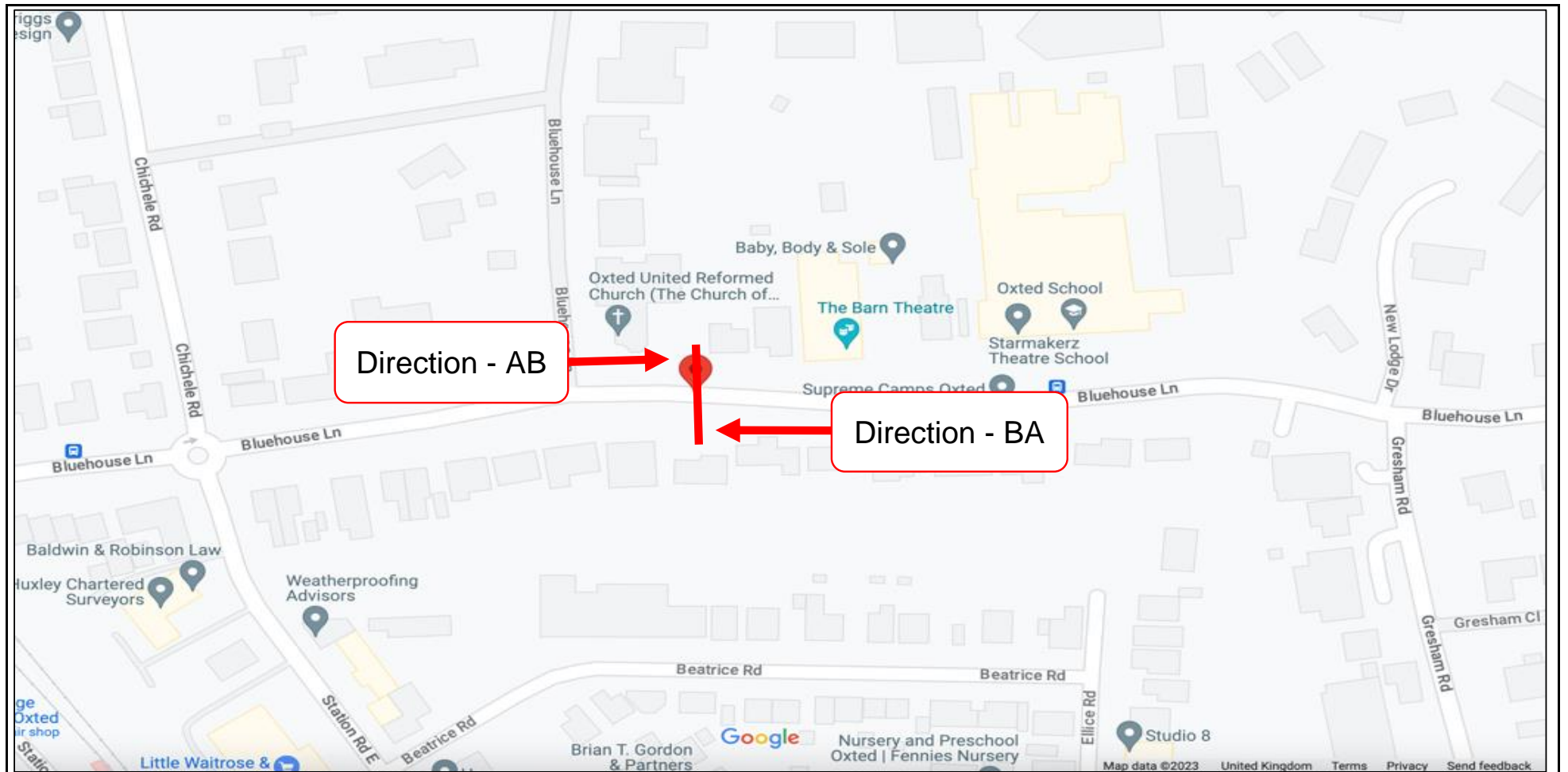
Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Northbound	2140	266	12%
Direction BA - Southbound	2527	294	12%

Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	1893	3	185	5	2	0	0	0	0	0	0	0	23	29
Vehicle Proportion - %	88.5%	0.1%	8.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.4%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	2335	2	143	1	3	0	0	0	0	0	0	0	19	24
Vehicle Proportion - %	92.4%	0.1%	5.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.9%



Job ID	Project Name	Site Location	Google Coordinates	Survey Dates	Survey Day	Survey Timings
IW0154	Oxted	Bluehouse Lane	51.259828, -0.003129	03/08/2023 - 09/08/2023	Thursday - Wednesday	0000-0000hrs on each day

















Project ID and Name: 80254 Osted  
 Site No: 4  
 Location Name: Bluehouse Lane  
 Direction: AS (Eastbound)

08 August 2023

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	V90	V95	V99	V99.5	V99.9	V99.95	V99.99	V99.995	V99.999	V99.9995	V99.9999	V99.99995	V99.99999	V99.999995	V99.999999	V99.9999995	V99.9999999	V99.99999995	V99.99999999	V99.999999995	V99.999999999	Number of vehicles exceeding PSL 20		
0000	1	1															242	25	5	19	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	0			
0015	1																263																								0	
0030	0																242																									0
0045	1																242																								0	
0100	0																																								0	
0115	0																																								0	
0130	0																																								0	
0145	1																154																								0	
0200	0																																								0	
0215	0																																								0	
0230	0																																								0	
0245	0																																								0	
0300	1																248																								0	
0315	0																																								0	
0330	0																																								0	
0345	0																																								0	
0400	1																282																								0	
0415	0																																								0	
0430	0																																								0	
0445	0																																								0	
0500	0																																								0	
0515	0																																								0	
0530	2																244																								0	
0545	2																244																								0	
0600	0																																								0	
0615	0																																								0	
0630	0																																								0	
0645	4																276																								0	
0700	6																286																								0	
0715	13																275	366																							0	
0730	19																275	322																							0	
0745	19																286	341																							0	
0800	13																246	296																							0	
0815	19																263	286																							0	
0830	23																242	213																							0	
0845	29																242	294																							0	
0900	29																242	294																							0	
0915	26																242	294																							0	
0930	28																242	294																							0	
0945	19																244	291																							0	
1000	20																244	291																							0	
1015	23																237	272																							0	
1030	22																228	278																							0	
1045	21																251	293																							0	
1100	15																229	311																							0	
1115	23																238	288																							0	
1130	18																244	278																							0	
1145	25																217	278																							0	
1200	26																244	278																							0	
1215	18																235	267																							0	
1230	27																239	297																							0	
1245	34																219	257																							0	
1300	27																284	312																							0	
1315	26																244	292																							0	
1330	20																255	322																							0	
1345	23																29	309																							0	
1400	17																271	318																							0	
1415	27																259	307																							0	
1430	27																247	281																							0	
1445	18																234	278																							0	
1500	24																272	321																							0	
1515	26																259	304																							0	
1530	26																																									









Project ID and Name: 80254 Osted  
 Site No: 4  
 Location Name: Bluehouse Lane  
 Direction: EA (Westbound)

05 August 2023

Time Period	Total	Cs 1	Cs 2	Cs 3	Cs 4	Cs 5	Cs 6	Cs 7	Cs 8	Cs 9	Cs 10	Cs 11	Cs 12	Cs 13	Cs 14	Cs 15	Mean	Vpp	V90	V95	V99	V99.5	V99.9	V99.95	V99.99	V99.995	V99.999	V99.9995	V99.9999	V99.99995	V99.99999	V99.999995	V99.999999	V99.9999995	V99.9999999	Number of vehicles exceeding PSL 20	
0000	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0015	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	14	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	25	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	17	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	35	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130	38	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	27	26	0	0	1	0	0	0</																													













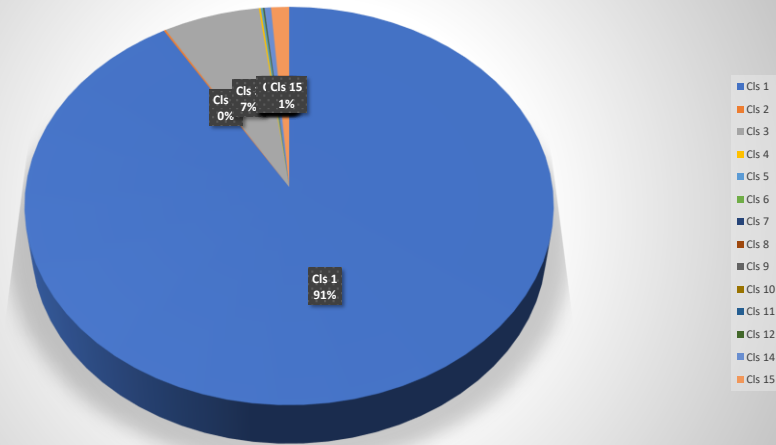
Project ID and Name: IW0154 Oxted  
 Site No: 4  
 Location Name: Bluehouse Lane  
 Direction: AB (Eastbound) + BA (Westbound)

Direction	Total No. of Vehicles	No. of Vehicles exceeding PSL (30mph)	No. of Vehicles exceeding PSL %
Direction AB - Eastbound	8358	1200	14%
Direction BA - Westbound	10300	3009	29%

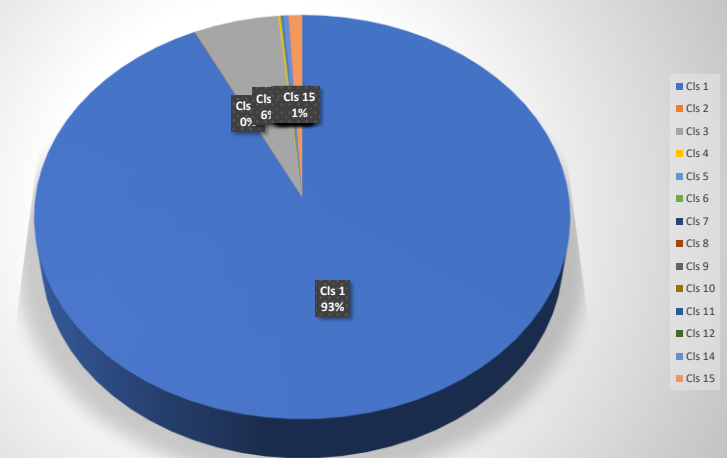
Direction - AB	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	7638	11	541	10	9	5	4	0	1	1	0	1	36	101
Vehicle Proportion - %	91.4%	0.1%	6.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	1.2%

Direction - BA	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Total Vehicle Proportion	9556	4	577	14	9	3	4	0	0	0	0	0	40	93
Vehicle Proportion - %	92.8%	0.0%	5.6%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.9%

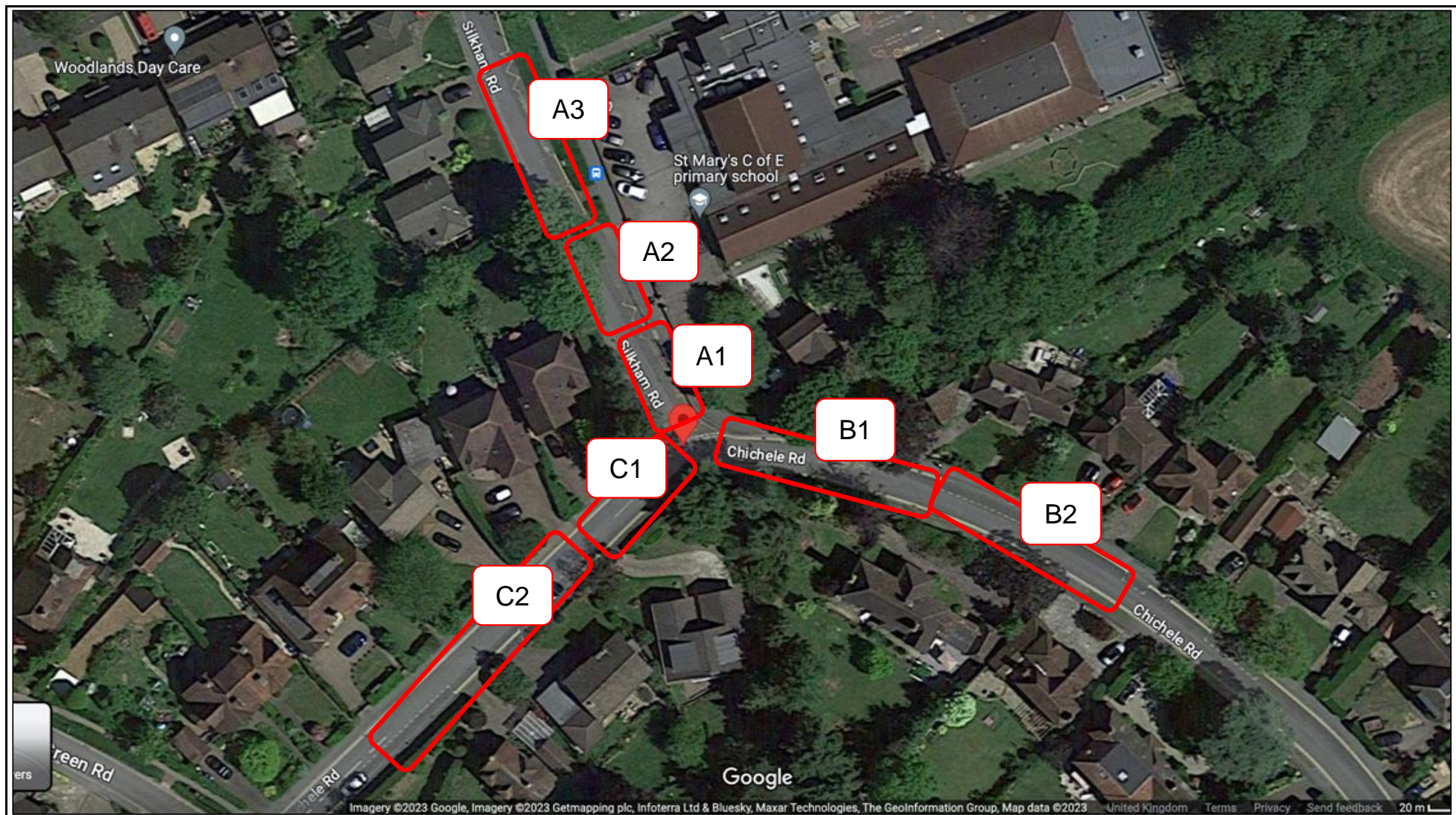
Direction AB - Eastbound



Direction BA - Westbound



Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0154	Oxted	Chichele Road / Silkham Road	51.262083, -0.007430	11/07/2023	Tuesday	0700-1900hrs	Dry	Dry	Dry







Project ID and Name: IW0154 Oxted  
 Location name: Chichele Road / Silkham Road

Survey Date: 11/07/2023  
 Survey Day: Tuesday

**Parking Activity**

Date	Zone	ID	Vehicle Classification	Arrival Time	Departure Time	Duration	Activity	Comments
11/07/2023	Zone A1	1	LGV	15:55:46	15:58:16	00:02:30	Waiting	
11/07/2023	Zone A2	1	LGV	08:18:39	08:19:44	00:01:05	Unloading	Delivery
11/07/2023	Zone A2	2	Car	08:38:34	08:39:28	00:00:54	Drop-off	
11/07/2023	Zone A2	3	Car	08:46:10	08:47:58	00:01:48	Drop-off	
11/07/2023	Zone A2	4	Car	08:50:15	08:50:48	00:00:33	Drop-off	
11/07/2023	Zone A3	1	LGV	07:52:11	07:58:40	00:06:29	Loading	
11/07/2023	Zone A3	2	Car	08:18:50	08:20:06	00:01:16	Drop-off	
11/07/2023	Zone A3	3	Car	08:22:50	08:24:14	00:01:24	Drop-off	
11/07/2023	Zone A3	4	Car	08:25:27	08:26:38	00:01:11	Drop-off	
11/07/2023	Zone A3	5	Car	08:25:46	08:26:42	00:00:56	Drop-off	
11/07/2023	Zone A3	6	Car	08:27:47	08:28:27	00:00:40	Waiting	
11/07/2023	Zone A3	7	Car	08:29:42	08:30:46	00:01:04	Drop-off	
11/07/2023	Zone A3	8	Car	08:29:44	08:31:04	00:01:20	Drop-off	
11/07/2023	Zone A3	9	Car	08:30:26	08:44:26	00:14:00	Drop-off	
11/07/2023	Zone A3	10	Coach	08:30:36	08:34:02	00:03:26	Drop-off	
11/07/2023	Zone A3	11	Car	08:31:39	08:31:51	00:00:12	Drop-off	
11/07/2023	Zone A3	12	Car	08:31:57	08:33:18	00:01:21	Drop-off	
11/07/2023	Zone A3	13	Car	08:33:25	08:34:34	00:01:09	Drop-off	
11/07/2023	Zone A3	14	Car	08:33:32	08:33:58	00:00:26	Drop-off	
11/07/2023	Zone A3	15	Car	08:34:19	08:34:41	00:00:22	Drop-off	
11/07/2023	Zone A3	16	Car	08:36:13	08:37:36	00:01:23	Waiting	
11/07/2023	Zone A3	17	Car	08:36:15	08:37:36	00:01:21	Waiting	
11/07/2023	Zone A3	18	Car	08:36:26	08:37:37	00:01:11	Waiting	
11/07/2023	Zone A3	19	Car	08:37:40	08:37:46	00:00:06	Drop-off	
11/07/2023	Zone A3	20	Car	08:38:39	08:39:09	00:00:30	Drop-off	
11/07/2023	Zone A3	21	Car	08:39:31	08:40:43	00:01:12	Drop-off	
11/07/2023	Zone A3	22	OGV1	09:36:10	09:37:25	00:01:15	Loading	Garbage Vehicle
11/07/2023	Zone A3	23	LGV	09:45:43	09:47:14	00:01:31	Unloading	
11/07/2023	Zone A3	24	LGV	09:58:31	10:04:01	00:05:30	Loading	
11/07/2023	Zone A3	25	Car	11:35:45	11:36:52	00:01:07	Waiting	
11/07/2023	Zone A3	26	Car	11:46:00	11:51:54	00:05:54	Parked	
11/07/2023	Zone A3	27	Car	12:27:14	14:11:42	01:44:28	Pick-up	
11/07/2023	Zone A3	28	OGV1	12:36:25	12:37:21	00:00:56	Loading	Garbage Vehicle
11/07/2023	Zone A3	29	Car	13:21:08	13:22:11	00:01:03	Parked	
11/07/2023	Zone A3	30	LGV	13:51:27	13:58:31	00:07:04	Loading	
11/07/2023	Zone A3	31	Coach	15:05:04	15:25:55	00:20:51	Pick-up	
11/07/2023	Zone A3	32	Car	15:06:58	15:24:08	00:17:10	Pick-up	
11/07/2023	Zone A3	33	Car	15:07:32	15:28:58	00:21:26	Pick-up	
11/07/2023	Zone A3	34	Car	15:10:38	15:28:19	00:17:41	Pick-up	
11/07/2023	Zone A3	35	Car	15:18:35	15:22:07	00:03:32	Pick-up	
11/07/2023	Zone A3	36	Car	15:22:45	15:22:54	00:00:09	Waiting	
11/07/2023	Zone A3	37	Car	15:25:06	15:26:14	00:01:08	Pick-up	
11/07/2023	Zone A3	38	Car	15:26:14	15:27:01	00:00:47	Pick-up	
11/07/2023	Zone A3	39	Coach	15:26:37	15:31:22	00:04:45	Pick-up	
11/07/2023	Zone A3	40	Car	15:26:57	15:27:13	00:00:16	Pick-up	
11/07/2023	Zone A3	41	Car	15:29:25	15:31:32	00:02:07	Pick-up	
11/07/2023	Zone A3	42	Coach	15:28:39	15:29:45	00:01:06	Pick-up	
11/07/2023	Zone A3	43	Car	15:30:00	15:30:14	00:00:14	Waiting	
11/07/2023	Zone A3	44	Car	15:31:43	15:34:11	00:02:28	Pick-up	
11/07/2023	Zone A3	45	Car	15:33:45	19:00:00	03:26:15	Parked	Parked after 1900hrs
11/07/2023	Zone A3	46	Car	16:09:37	16:31:52	00:22:15	Pick-up	
11/07/2023	Zone A3	47	Car	16:11:33	16:35:29	00:23:56	Pick-up	
11/07/2023	Zone A3	48	Car	16:21:52	16:40:14	00:18:22	Pick-up	
11/07/2023	Zone A3	49	Car	16:21:52	16:31:13	00:09:21	Pick-up	
11/07/2023	Zone A3	50	LGV	16:29:46	16:31:45	00:01:59	Pick-up	
11/07/2023	Zone A3	51	Car	16:30:37	16:31:27	00:00:50	Pick-up	
11/07/2023	Zone A3	52	Car	16:31:45	16:35:42	00:03:57	Pick-up	
11/07/2023	Zone A3	53	LGV	16:38:51	16:50:33	00:11:42	Loading	
11/07/2023	Zone A3	54	Car	16:51:29	17:19:33	00:28:04	Pick-up	
11/07/2023	Zone A3	55	Car	17:01:17	17:19:26	00:18:09	Pick-up	
11/07/2023	Zone A3	56	Car	17:05:57	17:12:28	00:06:31	Pick-up	
11/07/2023	Zone A3	57	Car	17:07:58	17:12:18	00:04:20	Pick-up	
11/07/2023	Zone A3	58	Car	17:10:16	17:19:59	00:09:43	Pick-up	
11/07/2023	Zone A3	59	Car	17:13:02	17:19:20	00:06:18	Pick-up	
11/07/2023	Zone A3	60	Car	17:15:34	17:18:41	00:03:07	Pick-up	
11/07/2023	Zone A3	61	Car	17:15:57	17:17:49	00:01:52	Pick-up	
11/07/2023	Zone A3	62	Car	17:20:43	17:24:05	00:03:22	Pick-up	
11/07/2023	Zone A3	63	Car	17:16:03	19:00:00	01:43:57	Parked	Parked after 1900hrs
11/07/2023	Zone A3	64	Car	17:49:50	18:17:57	00:28:07	Pick-up	
11/07/2023	Zone A3	65	Car	18:02:00	18:17:29	00:15:29	Pick-up	
11/07/2023	Zone A3	66	Car	18:03:17	18:04:28	00:01:11	Pick-up	
11/07/2023	Zone A3	67	Car	18:05:51	18:06:01	00:00:10	Waiting	
11/07/2023	Zone A3	68	Car	18:09:01	18:09:08	00:00:07	Pick-up	
11/07/2023	Zone A3	69	Car	18:11:33	18:17:42	00:06:09	Pick-up	
11/07/2023	Zone A3	70	Car	18:11:57	18:18:13	00:06:16	Pick-up	
11/07/2023	Zone A3	71	Car	18:12:20	18:12:40	00:00:20	Pick-up	
11/07/2023	Zone A3	72	Car	18:14:13	18:15:03	00:00:50	Waiting	
11/07/2023	Zone A3	73	Car	18:13:38	18:14:03	00:00:25	Pick-up	
11/07/2023	Zone A3	74	Car	18:14:13	18:14:59	00:00:46	Pick-up	
11/07/2023	Zone A3	75	Car	18:13:16	18:17:48	00:04:32	Pick-up	
11/07/2023	Zone A3	76	Car	18:16:44	18:19:17	00:02:33	Pick-up	
11/07/2023	Zone A3	77	Car	18:48:31	18:54:44	00:06:13	Pick-up	
11/07/2023	Zone A3	78	Car	18:52:07	18:52:40	00:00:33	Pick-up	
11/07/2023	Zone A3	79	Car	18:52:19	18:53:01	00:00:42	Waiting	
11/07/2023	Zone B1	1	Car	08:15:40	08:26:52	00:11:12	Drop-off	
11/07/2023	Zone B1	2	Car	08:25:02	08:25:38	00:00:36	Drop-off	
11/07/2023	Zone B1	3	Car	08:27:10	08:27:42	00:00:32	Drop-off	
11/07/2023	Zone B1	4	Car	08:27:33	08:28:21	00:00:48	Drop-off	
11/07/2023	Zone B1	5	LGV	08:27:35	08:27:57	00:00:22	Unloading	
11/07/2023	Zone B1	6	Coach	08:28:01	08:32:30	00:04:29	Drop-off	
11/07/2023	Zone B1	7	Car	08:28:08	08:28:33	00:00:25	Drop-off	
11/07/2023	Zone B1	8	Car	08:30:02	08:33:27	00:03:25	Drop-off	
11/07/2023	Zone B1	9	Coach	08:30:33	08:36:01	00:05:28	Drop-off	
11/07/2023	Zone B1	10	Car	08:31:12	08:31:22	00:00:10	Drop-off	
11/07/2023	Zone B1	11	Car	08:36:53	08:37:38	00:00:45	Drop-off	
11/07/2023	Zone B1	12	Car	08:37:05	08:39:22	00:02:17	Drop-off	
11/07/2023	Zone B1	13	Car	08:37:47	08:37:53	00:00:06	Drop-off	
11/07/2023	Zone B1	14	LGV	08:37:55	08:38:17	00:00:22	Unloading	
11/07/2023	Zone B1	15	Car	08:37:55	08:38:18	00:00:23	Drop-off	
11/07/2023	Zone B1	16	Car	08:40:45	08:41:31	00:00:46	Drop-off	
11/07/2023	Zone B1	17	OGV1	11:37:49	11:38:58	00:01:09	Loading	Garbage Vehicle
11/07/2023	Zone B1	18	Car	14:00:21	14:00:40	00:00:19	Waiting	
11/07/2023	Zone B1	19	Coach	15:06:24	15:27:40	00:21:16	Pick-up	



Project ID and Name: IW0154 Oxted  
 Location name: Chichele Road / Silkham Road

Survey Date: 11/07/2023  
 Survey Day: Tuesday

**Parking Activity**

Date	Zone	ID	Vehicle Classification	Arrival Time	Departure Time	Duration	Activity	Comments
11/07/2023	Zone B1	20	Car	18:45:25	18:48:32	00:03:07	Pick-up	
11/07/2023	Zone B2	1	Car	07:54:05	08:32:08	00:38:03	Drop-off	
11/07/2023	Zone B2	2	Car	08:07:02	08:15:23	00:08:21	Drop-off	
11/07/2023	Zone B2	3	Car	08:16:50	08:19:21	00:02:31	Drop-off	
11/07/2023	Zone B2	4	Car	08:22:14	08:32:08	00:09:54	Drop-off	
11/07/2023	Zone B2	5	Car	08:25:25	08:25:55	00:00:30	Drop-off	
11/07/2023	Zone B2	6	Car	08:33:56	08:34:28	00:00:32	Drop-off	
11/07/2023	Zone B2	7	Car	08:34:02	08:34:18	00:00:16	Drop-off	
11/07/2023	Zone B2	8	Car	08:35:29	08:36:09	00:00:40	Drop-off	
11/07/2023	Zone B2	9	Car	08:35:29	08:35:53	00:00:24	Drop-off	
11/07/2023	Zone B2	10	Car	08:36:24	08:36:53	00:00:29	Drop-off	
11/07/2023	Zone B2	11	Car	08:36:42	08:36:53	00:00:11	Drop-off	
11/07/2023	Zone B2	12	Car	08:37:15	08:40:39	00:03:24	Drop-off	
11/07/2023	Zone B2	13	Car	08:37:27	08:50:11	00:12:44	Drop-off	
11/07/2023	Zone B2	14	Car	08:41:53	08:42:36	00:00:43	Drop-off	
11/07/2023	Zone B2	15	Car	08:53:21	09:04:50	00:11:29	Drop-off	
11/07/2023	Zone B2	16	Car	09:05:57	09:09:11	00:03:14	Drop-off	
11/07/2023	Zone B2	17	OGV1	11:37:02	11:37:37	00:00:35	Loading	Garbage Vehicle
11/07/2023	Zone B2	18	LGV	13:06:33	13:07:11	00:00:38	Unloading	Delivery
11/07/2023	Zone B2	19	LGV	13:07:18	13:08:31	00:01:13	Unloading	Delivery
11/07/2023	Zone B2	20	Car	14:01:30	15:27:40	01:26:10	Pick-up	
11/07/2023	Zone B2	21	Car	14:09:01	14:18:24	00:09:23	Pick-up	
11/07/2023	Zone B2	22	Car	14:11:21	15:28:43	01:15:22	Pick-up	
11/07/2023	Zone B2	23	Car	14:11:56	15:28:33	01:13:37	Pick-up	
11/07/2023	Zone B2	24	Car	14:35:06	15:24:49	00:49:43	Pick-up	
11/07/2023	Zone B2	25	Car	15:27:33	15:32:55	00:05:22	Pick-up	
11/07/2023	Zone B2	26	Car	15:28:58	15:34:14	00:05:16	Pick-up	
11/07/2023	Zone B2	27	Car	15:34:40	15:42:54	00:08:14	Pick-up	
11/07/2023	Zone B2	28	Car	16:03:17	16:31:49	00:28:32	Pick-up	
11/07/2023	Zone B2	29	Car	16:15:40	16:31:01	00:15:21	Pick-up	
11/07/2023	Zone B2	30	Car	16:18:07	16:31:57	00:13:50	Pick-up	
11/07/2023	Zone B2	31	Car	16:19:08	16:31:49	00:12:41	Pick-up	
11/07/2023	Zone B2	32	LGV	16:39:36	17:24:22	00:44:46	Pick-up	
11/07/2023	Zone B2	33	Car	17:10:03	17:24:29	00:14:26	Pick-up	
11/07/2023	Zone B2	34	Car	17:55:18	19:00:00	01:04:42	Parked	Parked after 1900hrs
11/07/2023	Zone B2	35	Car	18:12:02	18:13:36	00:01:34	Pick-up	
11/07/2023	Zone C1	1	Car	08:24:29	08:24:58	00:00:29	Drop-off	
11/07/2023	Zone C1	2	Car	08:30:40	08:31:22	00:00:42	Drop-off	
11/07/2023	Zone C1	3	Car	08:40:02	08:41:31	00:01:29	Drop-off	
11/07/2023	Zone C1	4	Car	08:40:13	08:40:24	00:00:11	Drop-off	
11/07/2023	Zone C1	5	Car	08:40:23	08:43:37	00:03:14	Drop-off	
11/07/2023	Zone C1	6	OGV1	10:01:30	10:01:55	00:00:25	Loading	Garbage Vehicle
11/07/2023	Zone C1	7	OGV1	11:39:36	11:41:15	00:01:39	Loading	Garbage Vehicle
11/07/2023	Zone C1	8	LGV	13:19:18	13:23:19	00:04:01	Unloading	Delivery
11/07/2023	Zone C1	9	Car	15:27:22	15:29:38	00:02:16	Pick-up	
11/07/2023	Zone C2	1	Car	07:00:00	07:25:20	00:25:20	Parked	Parked before 0700hrs
11/07/2023	Zone C2	2	Car	07:00:00	18:46:08	11:46:08	Parked	Parked before 0700hrs
11/07/2023	Zone C2	3	Car	07:00:00	14:52:35	07:52:35	Parked	Parked before 0700hrs
11/07/2023	Zone C2	4	Car	07:37:43	19:00:00	11:22:17	Parked	Parked after 1900hrs
11/07/2023	Zone C2	5	Car	08:18:50	08:33:14	00:14:24	Drop-off	
11/07/2023	Zone C2	6	Car	08:30:46	08:34:58	00:04:12	Drop-off	
11/07/2023	Zone C2	7	Car	08:33:23	08:34:52	00:01:29	Drop-off	
11/07/2023	Zone C2	8	Car	08:34:25	08:39:06	00:04:41	Drop-off	
11/07/2023	Zone C2	9	Car	08:35:46	08:39:26	00:03:40	Drop-off	
11/07/2023	Zone C2	10	Car	08:38:15	08:38:58	00:00:43	Drop-off	
11/07/2023	Zone C2	11	Car	08:39:15	08:42:10	00:02:55	Drop-off	
11/07/2023	Zone C2	12	Car	08:42:33	08:48:27	00:05:54	Drop-off	
11/07/2023	Zone C2	13	Car	08:43:54	08:47:04	00:03:10	Drop-off	
11/07/2023	Zone C2	14	Car	08:49:49	08:52:58	00:03:09	Drop-off	
11/07/2023	Zone C2	15	Car	09:02:49	09:17:45	00:14:56	Drop-off	
11/07/2023	Zone C2	16	OGV1	09:31:19	09:34:28	00:03:09	Loading	Garbage Vehicle
11/07/2023	Zone C2	17	Car	09:50:33	10:00:17	00:09:44	Drop-off	
11/07/2023	Zone C2	18	OGV1	10:00:20	10:01:21	00:01:01	Loading	Garbage Vehicle
11/07/2023	Zone C2	19	Car	10:56:15	12:06:18	01:10:03	Drop-off	
11/07/2023	Zone C2	20	Car	11:02:10	11:04:02	00:01:52	Parked	
11/07/2023	Zone C2	21	OGV1	11:41:28	11:43:08	00:01:40	Loading	Garbage Vehicle
11/07/2023	Zone C2	22	LGV	11:51:54	11:58:42	00:06:48	Unloading	Delivery
11/07/2023	Zone C2	23	Car	11:58:38	12:02:10	00:03:32	Parked	
11/07/2023	Zone C2	24	Car	12:07:54	19:00:00	06:52:06	Parked	Parked after 1900hrs
11/07/2023	Zone C2	25	LGV	12:15:27	12:16:34	00:01:07	Unloading	Delivery
11/07/2023	Zone C2	26	Car	13:02:21	14:04:15	01:01:54	Pick-up	
11/07/2023	Zone C2	27	LGV	13:05:48	13:12:49	00:07:01	Unloading	Delivery
11/07/2023	Zone C2	28	Car	13:36:50	13:39:08	00:02:18	Pick-up	
11/07/2023	Zone C2	29	Car	14:29:33	14:30:54	00:01:21	Pick-up	
11/07/2023	Zone C2	30	Car	14:33:31	15:28:12	00:54:41	Pick-up	
11/07/2023	Zone C2	31	Car	14:50:59	15:25:23	00:34:24	Pick-up	
11/07/2023	Zone C2	32	Car	14:59:36	19:00:00	04:00:24	Parked	Parked after 1900hrs
11/07/2023	Zone C2	33	Car	15:03:42	15:22:42	00:19:00	Pick-up	
11/07/2023	Zone C2	34	Car	15:23:34	15:29:34	00:06:00	Pick-up	
11/07/2023	Zone C2	35	Car	15:25:54	15:31:28	00:05:34	Pick-up	
11/07/2023	Zone C2	36	Car	16:06:33	18:09:03	02:02:30	Pick-up	
11/07/2023	Zone C2	37	LGV	16:06:39	17:33:43	01:27:04	Unloading	Delivery
11/07/2023	Zone C2	38	LGV	16:47:23	17:35:47	00:48:24	Unloading	Delivery
11/07/2023	Zone C2	39	Car	17:48:11	19:00:00	01:11:49	Parked	Parked after 1900hrs





Project ID and Name: IW0154 Oxted  
 Location name: Chichele Road / Silkham Road

Survey Date: 11/07/2023  
 Survey Day: Tuesday

Zone	Car			
	Drop-off	Parked	Pick-up	Waiting
Zone A1	-	-	-	-
Zone A2	3	-	-	-
Zone A3	15	4	38	10
Zone B1	12	-	1	1
Zone B2	16	1	14	-
Zone C1	5	-	1	-
Zone C2	13	9	9	-
<b>Total</b>	<b>64</b>	<b>14</b>	<b>63</b>	<b>11</b>

Zone	Coach	
	Drop-off	Pick-up
Zone A1	-	-
Zone A2	-	-
Zone A3	1	3
Zone B1	2	1
Zone B2	-	-
Zone C1	-	-
Zone C2	-	-
<b>Total</b>	<b>3</b>	<b>4</b>

Zone	LGV			
	Loading	Pick-up	Unloading	Waiting
Zone A1	-	-	-	1
Zone A2	-	-	1	-
Zone A3	4	1	1	-
Zone B1	-	-	2	-
Zone B2	-	1	2	-
Zone C1	-	-	1	-
Zone C2	-	-	5	-
<b>Total</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>1</b>

Zone	Coach
	Drop-off
Zone A1	-
Zone A2	-
Zone A3	2
Zone B1	1
Zone B2	1
Zone C1	2
Zone C2	3
<b>Total</b>	<b>9</b>

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0154	Oxted	Chichele Road / Silkham Road	51.262083, -0.007430	11/07/2023	Tuesday	0700-1900hrs	Dry	Dry	Dry



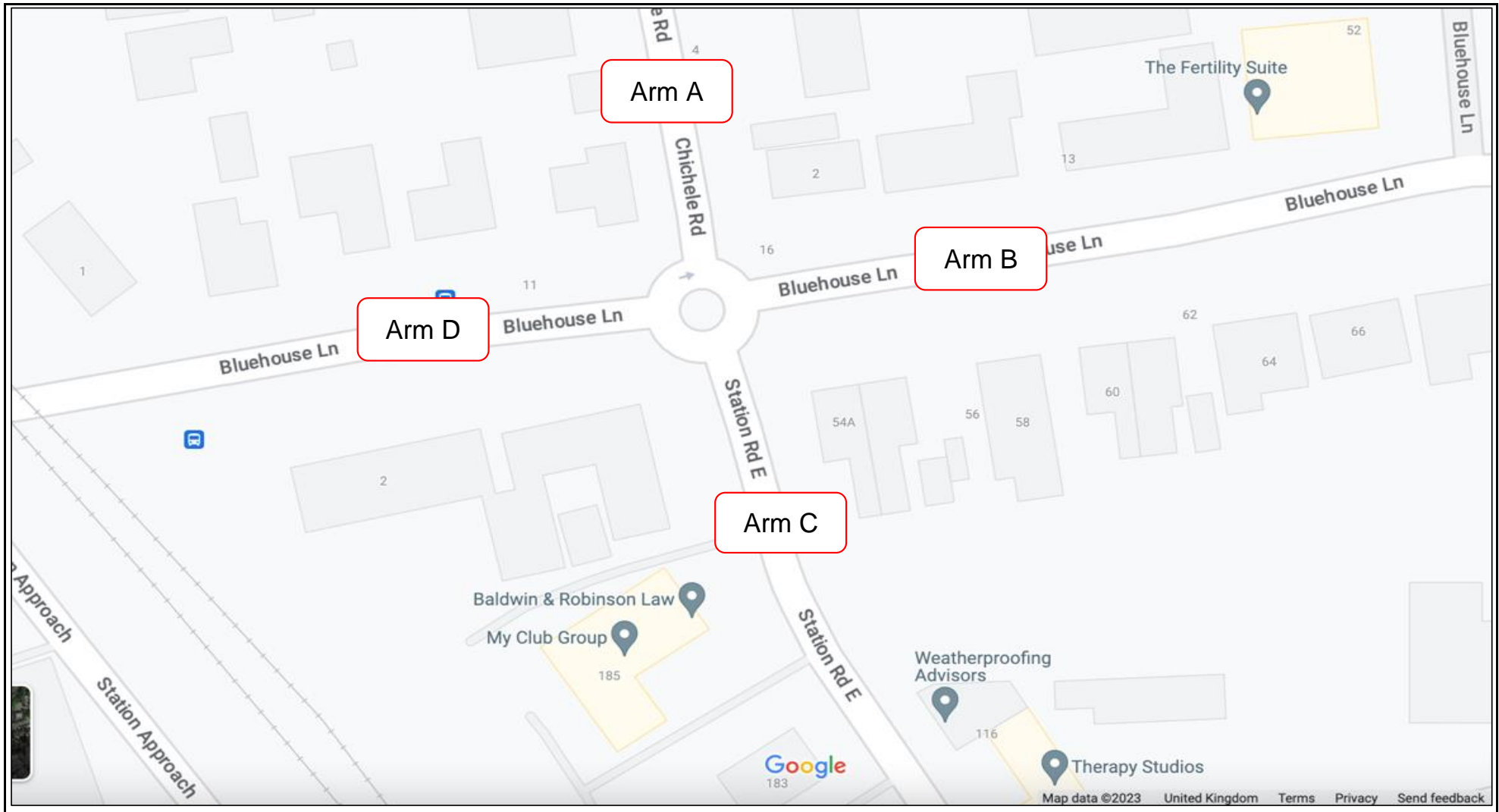


Project ID and Name: IW0154 Oxted  
Location name: Chichele Road / Silkham Road

Survey Date: 11/07/2023  
Survey Day: Tuesday

Arm A - Silkham Road						Arm B - Chichele Road (East)						Arm C - Chichele Road (West)															
Time Interval		A1	A2	Time Interval		A3	A4	Time Interval		A5	A6	Time Interval		B1	B2	Time Interval		B3	B4	Time Interval		C1	C2	Time Interval		C3	C4
07:00	07:15	0	0	07:00	07:15	0	0	07:00	07:15	0	2	07:00	07:15	0	2	07:00	07:15	0	0	07:00	07:15	0	2	07:00	07:15	2	0
07:15	07:30	2	0	07:15	07:30	1	1	07:15	07:30	0	0	07:15	07:30	1	1	07:15	07:30	0	0	07:15	07:30	0	0	07:15	07:30	3	3
07:30	07:45	0	1	07:30	07:45	1	3	07:30	07:45	0	1	07:30	07:45	1	1	07:30	07:45	0	0	07:30	07:45	1	1	07:30	07:45	5	5
07:45	08:00	3	1	07:45	08:00	0	1	07:45	08:00	0	1	07:45	08:00	3	0	07:45	08:00	0	0	07:45	08:00	0	2	07:45	08:00	3	2
08:00	08:15	3	0	08:00	08:15	0	2	08:00	08:15	2	0	08:00	08:15	0	1	08:00	08:15	1	0	08:00	08:15	0	4	08:00	08:15	4	2
08:15	08:30	52	1	08:15	08:30	5	2	08:15	08:30	1	0	08:15	08:30	0	0	08:15	08:30	2	1	08:15	08:30	4	2	08:15	08:30	6	34
08:30	08:45	117	34	08:30	08:45	4	2	08:30	08:45	2	0	08:30	08:45	0	3	08:30	08:45	0	3	08:30	08:45	26	11	08:30	08:45	23	41
08:45	09:00	8	8	08:45	09:00	4	4	08:45	09:00	0	2	08:45	09:00	0	3	08:45	09:00	0	3	08:45	09:00	0	1	08:45	09:00	7	3
09:00	09:15	3	1	09:00	09:15	0	1	09:00	09:15	0	0	09:00	09:15	0	2	09:00	09:15	0	1	09:00	09:15	0	1	09:00	09:15	6	5
09:15	09:30	1	0	09:15	09:30	0	1	09:15	09:30	0	0	09:15	09:30	0	0	09:15	09:30	0	0	09:15	09:30	0	0	09:15	09:30	1	0
09:30	09:45	1	0	09:30	09:45	0	0	09:30	09:45	0	0	09:30	09:45	1	2	09:30	09:45	0	2	09:30	09:45	0	2	09:30	09:45	0	2
09:45	10:00	1	0	09:45	10:00	0	0	09:45	10:00	0	0	09:45	10:00	0	0	09:45	10:00	0	0	09:45	10:00	1	2	09:45	10:00	0	1
10:00	10:15	0	0	10:00	10:15	0	1	10:00	10:15	0	1	10:00	10:15	0	1	10:00	10:15	0	1	10:00	10:15	0	1	10:00	10:15	1	0
10:15	10:30	0	0	10:15	10:30	0	0	10:15	10:30	0	0	10:15	10:30	0	0	10:15	10:30	0	0	10:15	10:30	0	1	10:15	10:30	0	0
10:30	10:45	0	0	10:30	10:45	0	0	10:30	10:45	0	0	10:30	10:45	0	1	10:30	10:45	0	0	10:30	10:45	0	1	10:30	10:45	0	0
10:45	11:00	1	0	10:45	11:00	0	0	10:45	11:00	0	0	10:45	11:00	0	0	10:45	11:00	0	0	10:45	11:00	0	0	10:45	11:00	0	1
11:00	11:15	0	0	11:00	11:15	0	0	11:00	11:15	0	0	11:00	11:15	0	0	11:00	11:15	0	0	11:00	11:15	0	1	11:00	11:15	1	0
11:15	11:30	0	0	11:15	11:30	2	0	11:15	11:30	0	0	11:15	11:30	1	2	11:15	11:30	1	0	11:15	11:30	1	0	11:15	11:30	0	1
11:30	11:45	1	0	11:30	11:45	0	1	11:30	11:45	0	0	11:30	11:45	1	0	11:30	11:45	0	0	11:30	11:45	1	0	11:30	11:45	1	1
11:45	12:00	1	2	11:45	12:00	0	1	11:45	12:00	0	0	11:45	12:00	0	0	11:45	12:00	0	0	11:45	12:00	1	2	11:45	12:00	5	2
12:00	12:15	0	1	12:00	12:15	0	0	12:00	12:15	0	0	12:00	12:15	0	0	12:00	12:15	0	0	12:00	12:15	0	1	12:00	12:15	1	0
12:15	12:30	4	1	12:15	12:30	0	0	12:15	12:30	0	1	12:15	12:30	0	0	12:15	12:30	0	0	12:15	12:30	2	0	12:15	12:30	0	1
12:30	12:45	0	0	12:30	12:45	3	0	12:30	12:45	0	0	12:30	12:45	1	2	12:30	12:45	0	1	12:30	12:45	0	1	12:30	12:45	1	0
12:45	13:00	0	0	12:45	13:00	0	0	12:45	13:00	0	0	12:45	13:00	1	0	12:45	13:00	0	1	12:45	13:00	0	1	12:45	13:00	1	0
13:00	13:15	1	2	13:00	13:15	0	0	13:00	13:15	1	0	13:00	13:15	1	0	13:00	13:15	0	0	13:00	13:15	0	0	13:00	13:15	3	3
13:15	13:30	0	0	13:15	13:30	1	0	13:15	13:30	0	0	13:15	13:30	0	0	13:15	13:30	1	0	13:15	13:30	1	1	13:15	13:30	0	0
13:30	13:45	1	2	13:30	13:45	1	1	13:30	13:45	1	0	13:30	13:45	0	0	13:30	13:45	0	0	13:30	13:45	0	0	13:30	13:45	2	1
13:45	14:00	0	0	13:45	14:00	0	0	13:45	14:00	1	0	13:45	14:00	0	0	13:45	14:00	0	0	13:45	14:00	2	0	13:45	14:00	1	4
14:00	14:15	0	2	14:00	14:15	2	0	14:00	14:15	0	0	14:00	14:15	1	0	14:00	14:15	0	0	14:00	14:15	0	0	14:00	14:15	3	1
14:15	14:30	1	1	14:15	14:30	1	0	14:15	14:30	0	0	14:15	14:30	0	0	14:15	14:30	0	0	14:15	14:30	2	0	14:15	14:30	2	1
14:30	14:45	1	0	14:30	14:45	0	1	14:30	14:45	1	0	14:30	14:45	1	0	14:30	14:45	0	0	14:30	14:45	0	0	14:30	14:45	0	2
14:45	15:00	0	0	14:45	15:00	1	1	14:45	15:00	0	0	14:45	15:00	0	0	14:45	15:00	0	0	14:45	15:00	0	0	14:45	15:00	2	4
15:00	15:15	10	2	15:00	15:15	1	0	15:00	15:15	0	1	15:00	15:15	0	0	15:00	15:15	0	0	15:00	15:15	5	0	15:00	15:15	2	15
15:15	15:30	25	100	15:15	15:30	2	6	15:15	15:30	0	8	15:15	15:30	2	4	15:15	15:30	0	7	15:15	15:30	11	6	15:15	15:30	29	12
15:30	15:45	2	21	15:30	15:45	0	2	15:30	15:45	0	1	15:30	15:45	2	1	15:30	15:45	1	1	15:30	15:45	2	0	15:30	15:45	6	2
15:45	16:00	0	1	15:45	16:00	0	0	15:45	16:00	0	0	15:45	16:00	0	0	15:45	16:00	0	0	15:45	16:00	1	0	15:45	16:00	3	1
16:00	16:15	2	1	16:00	16:15	0	1	16:00	16:15	0	0	16:00	16:15	2	0	16:00	16:15	0	0	16:00	16:15	1	3	16:00	16:15	0	1
16:15	16:30	0	5	16:15	16:30	0	0	16:15	16:30	0	0	16:15	16:30	0	1	16:15	16:30	0	0	16:15	16:30	1	0	16:15	16:30	2	5
16:30	16:45	1	5	16:30	16:45	0	1	16:30	16:45	0	0	16:30	16:45	0	0	16:30	16:45	0	0	16:30	16:45	2	2	16:30	16:45	0	0
16:45	17:00	1	0	16:45	17:00	1	0	16:45	17:00	1	0	16:45	17:00	2	0	16:45	17:00	0	0	16:45	17:00	0	1	16:45	17:00	1	2
17:00	17:15	1	2	17:00	17:15	0	0	17:00	17:15	0	0	17:00	17:15	0	0	17:00	17:15	3	0	17:00	17:15	0	0	17:00	17:15	2	1
17:15	17:30	1	4	17:15	17:30	0	0	17:15	17:30	0	0	17:15	17:30	0	0	17:15	17:30	0	0	17:15	17:30	1	1	17:15	17:30	1	0
17:30	17:45	0	1	17:30	17:45	0	0	17:30	17:45	0	1	17:30	17:45	0	0	17:30	17:45	1	4	17:30	17:45	0	0	17:30	17:45	1	3
17:45	18:00	2	0	17:45	18:00	1	1	17:45	18:00	1	0	17:45	18:00	1	0	17:45	18:00	0	0	17:45	18:00	0	1	17:45	18:00	0	4
18:00	18:15	0	2	18:00	18:15	1	3	18:00	18:15	0	0	18:00	18:15	3	0	18:00	18:15	0	0	18:00	18:15	3	2	18:00	18:15	4	5
18:15	18:30	0	3	18:15	18:30	1	0	18:15	18:30	1	0	18:15	18:30	0	1	18:15	18:30	0	0	18:15	18:30	1	3	18:15	18:30	1	0
18:30	18:45	0	0	18:30	18:45	0	1	18:30	18:45	0	0	18:30	18:45	0	0	18:30	18:45	0	0	18:30	18:45	0	2	18:30	18:45	0	0
18:45	19:00	0	0	18:45	19:00	0	0	18:45	19:00	0	0	18:45	19:00	2	2	18:45	19:00	0	0	18:45	19:00	1	1	18:45	19:00	0	2
<b>Total</b>		<b>247</b>	<b>204</b>	<b>Total</b>		<b>33</b>	<b>38</b>	<b>Total</b>		<b>12</b>	<b>18</b>	<b>Total</b>		<b>28</b>	<b>30</b>	<b>Total</b>		<b>10</b>	<b>21</b>	<b>Total</b>		<b>71</b>	<b>60</b>	<b>Total</b>		<b>136</b>	<b>173</b>

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0129	Oxted	Chichele Road / Bluehouse Lane / Station Road East	51.259644, -0.005220	18/05/2023	Thursday	0700-1000 & 1600-1900hrs	Sunny	Sunny













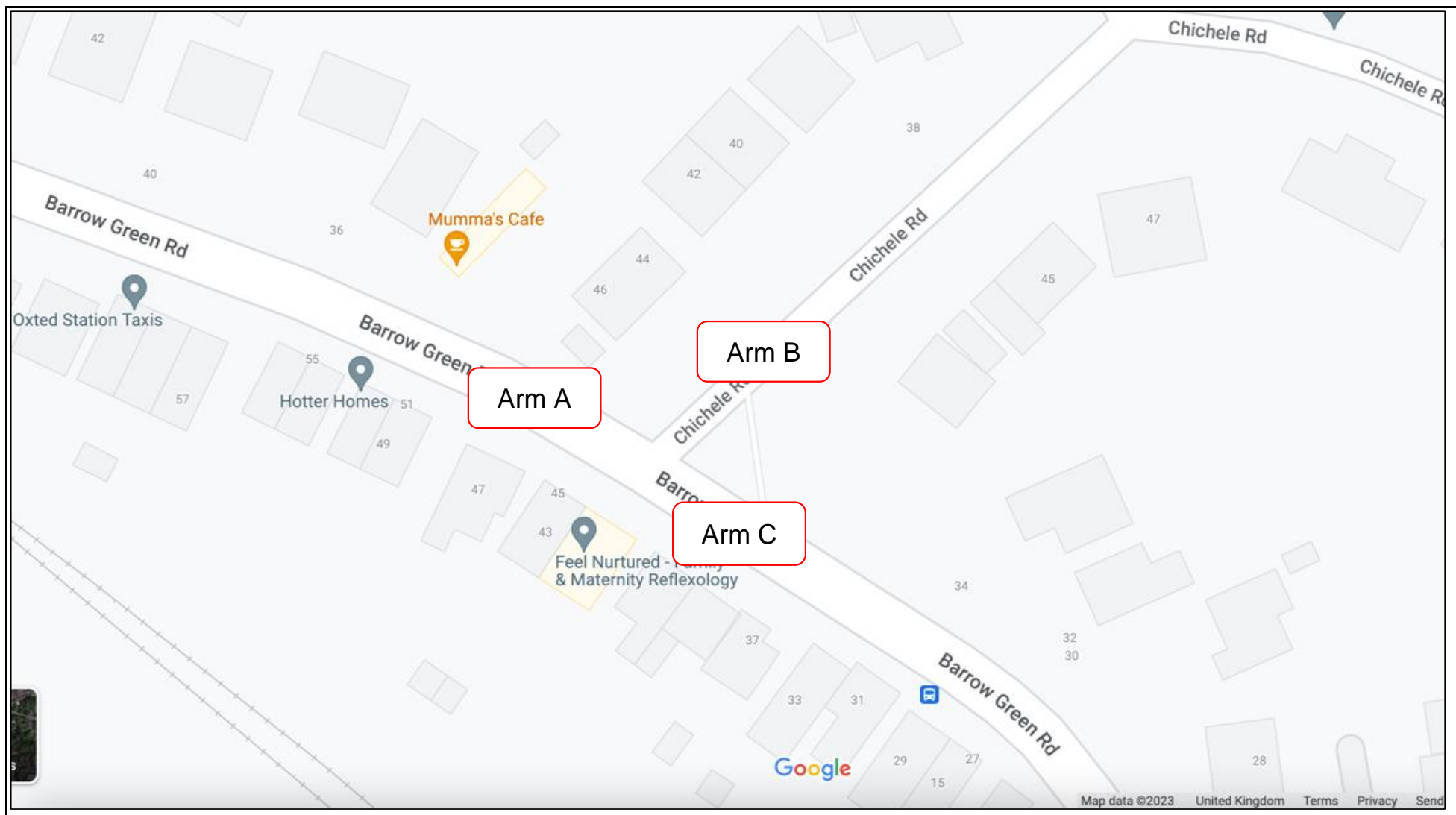








Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0103	Oxted, Surrey	Chichele Road / Barrow Green Road	51.261479, -0.008455	21/02/2023	Tuesday	0700-1900hrs	Dry	Dry	Dry





Project ID and Name: IW0103 Oxted, Surrey  
 Junction name: Chichele Road / Barrow Green Road

Survey Date:  
 Survey Day:

A - B (15-minute intervals)										A - C (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	
07:00 07:15	1	0	0	0	0	0	0	1	1	07:00 07:15	19	3	0	0	0	0	0	22	
07:15 07:30	7	2	0	0	0	0	0	9	9	07:15 07:30	20	3	0	0	0	0	1	24	
07:30 07:45	9	2	0	0	0	0	0	11	11	07:30 07:45	25	2	0	0	0	0	1	28	
07:45 08:00	11	0	0	0	0	0	0	11	11	07:45 08:00	23	3	0	0	0	0	1	27	
08:00 08:15	10	4	0	0	0	0	0	14	14	08:00 08:15	28	2	0	1	0	0	0	31	
08:15 08:30	21	0	0	0	0	0	0	22	23	08:15 08:30	29	4	0	0	0	0	0	33	
08:30 08:45	27	1	0	0	0	0	0	28	29	08:30 08:45	35	3	0	3	0	0	1	42	
08:45 09:00	9	2	0	0	0	0	0	11	11	08:45 09:00	26	3	0	0	0	0	0	29	
09:00 09:15	4	0	0	0	0	0	0	4	4	09:00 09:15	25	2	0	0	0	0	0	27	
09:15 09:30	9	1	0	0	0	0	0	10	10	09:15 09:30	26	1	0	0	0	0	0	27	
09:30 09:45	6	1	0	0	0	0	0	7	7	09:30 09:45	19	3	0	0	0	0	0	22	
09:45 10:00	5	0	1	0	0	0	0	6	6.5	09:45 10:00	12	5	0	0	0	0	0	17	
10:00 10:15	6	2	0	0	0	0	0	8	8	10:00 10:15	21	2	0	1	0	0	1	25	
10:15 10:30	1	1	1	0	0	1	0	4	7	10:15 10:30	15	2	0	2	0	0	0	19	
10:30 10:45	2	2	0	0	0	0	0	4	3.9	10:30 10:45	18	1	0	1	0	0	0	20	
10:45 11:00	4	0	0	0	0	0	0	4	4	10:45 11:00	11	2	0	0	0	0	0	13	
11:00 11:15	4	0	0	0	0	0	0	4	4	11:00 11:15	25	3	0	1	0	0	0	29	
11:15 11:30	8	1	0	0	0	0	0	9	9	11:15 11:30	14	6	1	1	0	1	0	23	
11:30 11:45	3	0	0	0	0	0	0	3	3	11:30 11:45	25	7	1	3	0	1	0	37	
11:45 12:00	2	2	0	0	0	0	0	4	4	11:45 12:00	19	3	2	0	0	1	0	25	
12:00 12:15	6	0	0	0	0	0	0	6	6	12:00 12:15	15	4	0	0	0	1	0	21	
12:15 12:30	2	0	0	0	0	0	0	2	2	12:15 12:30	23	1	0	0	0	0	0	24	
12:30 12:45	2	4	0	0	0	0	0	6	6	12:30 12:45	19	1	0	0	0	0	0	20	
12:45 13:00	4	1	0	0	0	0	0	5	5	12:45 13:00	10	1	0	0	0	0	0	11	
13:00 13:15	1	0	0	0	0	0	0	1	1	13:00 13:15	18	2	1	0	0	1	1	23	
13:15 13:30	2	1	0	0	0	1	0	4	3.4	13:15 13:30	17	1	0	1	0	0	0	19	
13:30 13:45	7	1	1	0	0	0	0	9	9.5	13:30 13:45	11	3	1	0	0	0	1	16	
13:45 14:00	6	1	0	0	0	0	0	7	7	13:45 14:00	18	1	1	3	0	0	0	23	
14:00 14:15	4	1	0	0	0	0	0	5	5	14:00 14:15	13	1	0	1	0	0	1	16	
14:15 14:30	3	1	0	0	0	0	0	4	4	14:15 14:30	14	4	0	0	0	0	0	18	
14:30 14:45	4	2	0	0	0	0	0	6	6	14:30 14:45	14	0	0	0	0	0	0	14	
14:45 15:00	9	1	0	0	0	0	0	10	10	14:45 15:00	12	2	1	0	0	0	0	15	
15:00 15:15	10	0	0	0	1	0	0	11	12	15:00 15:15	16	4	1	1	0	0	0	22	
15:15 15:30	12	2	0	0	0	0	0	14	14	15:15 15:30	20	1	1	4	0	0	0	26	
15:30 15:45	6	0	0	0	0	0	0	6	6	15:30 15:45	30	2	0	0	0	0	0	32	
15:45 16:00	4	1	0	0	0	0	0	5	5	15:45 16:00	25	3	0	0	0	0	0	28	
16:00 16:15	7	0	0	0	0	2	0	9	7.8	16:00 16:15	24	3	0	0	0	0	0	27	
16:15 16:30	11	0	0	0	0	0	0	11	11	16:15 16:30	20	4	0	0	0	0	0	24	
16:30 16:45	5	1	0	0	0	0	0	6	6	16:30 16:45	22	3	0	0	0	0	0	25	
16:45 17:00	8	0	0	0	0	0	0	8	8	16:45 17:00	20	3	0	0	0	0	0	23	
17:00 17:15	5	1	0	0	0	0	0	6	6	17:00 17:15	17	0	0	0	0	0	0	17	
17:15 17:30	6	0	0	0	0	0	0	6	6	17:15 17:30	26	3	0	0	0	0	0	29	
17:30 17:45	8	2	0	0	0	1	0	11	10.4	17:30 17:45	28	2	0	0	0	0	0	30	
17:45 18:00	7	1	0	0	0	0	0	8	8	17:45 18:00	27	0	0	0	0	0	0	27	
18:00 18:15	9	0	0	0	0	0	0	9	9	18:00 18:15	22	2	0	0	0	0	0	24	
18:15 18:30	4	0	0	0	0	0	0	4	4	18:15 18:30	21	1	0	0	0	0	0	22	
18:30 18:45	2	0	0	0	0	0	0	2	2	18:30 18:45	15	0	0	0	0	0	0	15	
18:45 19:00	6	0	0	0	0	0	0	6	6	18:45 19:00	21	2	0	0	0	0	0	23	
<b>Total</b>	<b>313</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>365</b>	<b>365.5</b>	<b>Total</b>	<b>973</b>	<b>114</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1134</b>	

A - B (rolling hour)										A - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	
07:00 08:00	28	4	0	0	0	0	0	32	32	07:00 08:00	87	11	0	0	0	0	3	101	
07:15 08:15	37	8	0	0	0	0	0	45	45	07:15 08:15	96	10	0	1	0	0	3	110	
07:30 08:30	51	6	0	0	1	0	0	58	59	07:30 08:30	106	11	0	1	0	0	2	119	
07:45 08:45	69	5	0	0	1	0	0	75	76	07:45 08:45	115	12	0	4	0	0	2	133	
08:00 09:00	67	7	0	0	1	0	0	75	76	08:00 09:00	118	12	0	4	0	0	1	135	
08:15 09:15	61	3	0	0	1	0	0	65	66	08:15 09:15	115	12	0	3	0	0	1	131	
08:30 09:30	49	4	0	0	0	0	0	53	53	08:30 09:30	112	9	0	3	0	0	1	125	
08:45 09:45	28	4	0	0	0	0	0	32	32	08:45 09:45	96	9	0	0	0	0	0	105	
09:00 10:00	24	2	1	0	0	0	0	27	27.5	09:00 10:00	82	11	0	0	0	0	0	93	
09:15 10:15	26	4	1	0	0	0	0	31	31.5	09:15 10:15	78	11	0	1	0	0	1	91	
09:30 10:30	18	4	2	0	0	1	0	25	25.4	09:30 10:30	67	12	0	3	0	0	1	81	
09:45 10:45	14	5	2	0	0	1	0	22	22.4	09:45 10:45	66	10	0	4	0	0	1	81	
10:00 11:00	13	5	1	0	0	1	0	20	19.9	10:00 11:00	65	7	0	4	0	0	1	77	
10:15 11:15	11	3	1	0	0	1	0	16	15.9	10:15 11:15	69	8	0	4	0	0	0	81	
10:30 11:30	18	3	0	0	0	0	0	21	21	10:30 11:30	68	12	1	3	0	1	0	85	
10:45 11:45	19	1	0	0	0	0	0	20	20	10:45 11:45	75	18	2	5	0	2	0	102	
11:00 12:00	17	3	0	0	0	0	0	20	20	11:00 12:00	83	19	2	7	0	3	0	114	
11:15 12:15	19	3	0	0	0	0	0	22	22	11:15 12:15	73	20	2	6	0	4	1	106	
11:30 12:30	13	2	0	0	0	0	0	15	15	11:30 12:30	82	15	2	5	0	3	1	107	
11:45 12:45	12	6	0	0	0	0	0	18	18	11:45 12:45	76	9	0	2	0	2	1	90	
12:00 13:00	14	5	0	0	0	0	0	19	19	12:00 13:00	67	7	0	0	0	1	1	76	
12:15 13:15	9	5	0	0	0	0	0	14	14	12:15 13:15	70	5	1	0	0	1	1	78	
12:30 13:30	9	6	0	0	0	1	0	16	15.4	12:30 13:30	64	5	1	1	0	1	1	73	
12:45 13:45	14	3	1	0	0	1	0	19	18.9	12:45 13:45	56	7	2	1	0	1	2	69	
13:00 14:00	17	2	1	0	0	1	0	21	20.9	13:00 14:00	64	7	3	4	0	0	1	81	
13:15 14:15	20	3	1	0	0	1	0	25	24.9	13:15 14:15	59	6	2	5	0	0	2	74	
13:30 14:30	21	3	1	0	0	0	0	25	25.5	13:30 14:30	56	9	2	4	0	0	2	73	
13:45 14:45	18	4	0	0	0	0	0	22	22	13:45 14:45	59	6	1	4	0	0	1	71	
14:00 15:00	20	5	0	0	0	0	0	25	25	14:00 15:00	53	7	1	1	0	0	1	63	
14:15 15:15	26	4	0	0	1	0	0	31	32	14:15 15:15	56	10	2	1	0	0	0	69	
14:30 15:30	35	5	0	0	1	0	0	41	42	14:30 15:30	62	7	3	5	0	0	0	77	
14:45 15:45	40	4	0	0	1	0	0	45	46	14:45 15:45	78	9	3	5	0	0	0	95	
15:00 16:00	35	4	0	0	1	0	0												

21/02/2023  
Tuesday

PCU
22
23.2
27.2
26.2
32.3
33
45.1
29
27
27
22
17
25.5
21.6
21.3
13
30.3
24.2
40.8
27
19.6
24
20
11
22.1
20.3
15.7
27.4
16.5
18
14
15.5
23.8
31.7
32
28
27
24
25
23
17
29
30
27
24
22
15
23
1160.3

PCU
98.6
108.9
118.7
136.6
139.4
134.1
128.1
105
93
91.5
96.1
85.4
81.4
86.2
88.8
108.3
122.3
111.6
111.4
90.6
74.6
77.1
73.4
69.1
85.5
79.9
77.6
75.9
64
71.3
85
103
115.5
118.7
111
104
99
89
94
99
103
110
103
88
84
60
38
23
1160.3



Project ID and Name: IW0103 Oxted, Surrey  
 Junction name: Chichele Road / Barrow Green Road

Survey Date:  
 Survey Day:

B - A (15-minute intervals)										B - C (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	2	1	0	0	0	0	0	3	3	07:00 07:15	3	0	0	0	0	0	0	3	0
07:15 07:30	3	2	0	0	0	0	0	5	5	07:15 07:30	2	1	0	0	0	0	0	3	3
07:30 07:45	5	1	0	0	0	0	0	6	6	07:30 07:45	7	1	0	0	0	0	0	8	8
07:45 08:00	0	0	0	0	0	0	0	0	0	07:45 08:00	11	0	0	0	0	0	0	11	11
08:00 08:15	3	1	0	0	0	0	0	4	4	08:00 08:15	6	1	0	0	0	0	0	7	7
08:15 08:30	7	1	0	0	0	0	0	8	8	08:15 08:30	13	1	0	0	0	0	0	14	14
08:30 08:45	14	0	0	0	0	0	0	14	14	08:30 08:45	27	2	0	0	0	0	0	29	29
08:45 09:00	9	1	0	0	0	0	0	10	10	08:45 09:00	9	2	0	0	0	0	0	11	11
09:00 09:15	6	1	0	0	0	0	0	7	7	09:00 09:15	8	0	0	0	0	0	0	8	8
09:15 09:30	4	1	0	0	0	0	0	5	5	09:15 09:30	2	1	0	0	0	0	0	3	3
09:30 09:45	2	1	0	0	0	0	0	3	3	09:30 09:45	7	0	0	0	0	0	0	7	7
09:45 10:00	5	2	0	0	0	0	0	7	7	09:45 10:00	3	1	0	0	0	0	0	4	4
10:00 10:15	4	0	0	0	0	0	0	4	4	10:00 10:15	5	0	0	0	0	0	0	5	5
10:15 10:30	6	2	0	0	0	0	0	8	8	10:15 10:30	4	0	0	0	0	0	0	4	4
10:30 10:45	4	0	0	0	0	0	0	4	4	10:30 10:45	4	1	0	0	0	0	0	5	5
10:45 11:00	4	0	1	0	0	0	0	5	5.5	10:45 11:00	4	2	1	0	0	0	0	7	7
11:00 11:15	3	1	0	0	0	0	0	4	4	11:00 11:15	3	0	0	0	0	0	0	3	3
11:15 11:30	6	1	0	0	0	0	0	7	7	11:15 11:30	3	1	0	0	0	0	0	4	4
11:30 11:45	5	0	0	0	0	0	0	5	5	11:30 11:45	5	0	0	0	0	0	0	5	5
11:45 12:00	3	1	0	0	0	0	0	4	4	11:45 12:00	2	0	0	0	0	0	0	2	2
12:00 12:15	6	4	0	0	0	0	0	12	12	12:00 12:15	1	0	0	0	0	0	0	1	1
12:15 12:30	1	3	0	0	0	0	0	4	4	12:15 12:30	4	3	0	0	0	0	0	7	7
12:30 12:45	5	1	0	0	0	0	1	7	6.2	12:30 12:45	2	1	0	0	0	0	0	3	3
12:45 13:00	6	1	0	0	0	0	0	7	7	12:45 13:00	1	0	0	0	0	0	0	1	1
13:00 13:15	1	0	0	0	0	1	0	2	1.4	13:00 13:15	2	0	0	0	0	0	0	2	2
13:15 13:30	2	1	0	0	0	0	0	3	3	13:15 13:30	3	0	0	0	0	0	0	3	3
13:30 13:45	1	2	0	0	0	0	0	3	3	13:30 13:45	3	0	0	0	0	0	0	3	3
13:45 14:00	9	1	1	0	0	0	0	11	11.5	13:45 14:00	3	1	0	0	0	0	0	4	4
14:00 14:15	3	0	0	0	0	0	0	3	3	14:00 14:15	5	2	0	0	0	0	0	7	7
14:15 14:30	10	0	0	0	0	0	0	10	10	14:15 14:30	2	0	0	0	0	0	0	2	2
14:30 14:45	4	0	0	0	0	0	0	4	4	14:30 14:45	2	1	0	0	0	0	0	3	3
14:45 15:00	1	1	0	0	0	0	0	2	2	14:45 15:00	0	3	0	0	0	0	0	3	3
15:00 15:15	10	0	0	0	0	0	0	10	10	15:00 15:15	2	0	0	0	0	0	0	2	2
15:15 15:30	12	3	0	0	0	0	0	15	15	15:15 15:30	23	0	0	0	0	0	0	23	23
15:30 15:45	14	3	0	0	0	0	0	17	17	15:30 15:45	15	0	0	0	0	0	0	15	15
15:45 16:00	7	1	0	0	0	0	0	8	8	15:45 16:00	6	0	0	0	0	0	0	6	6
16:00 16:15	7	1	0	0	0	0	0	8	8	16:00 16:15	8	1	0	0	0	0	0	9	9
16:15 16:30	13	0	0	0	0	0	0	13	13	16:15 16:30	23	0	0	0	0	0	0	23	23
16:30 16:45	10	1	0	0	0	0	0	11	11	16:30 16:45	8	0	0	0	0	0	0	8	8
16:45 17:00	7	0	0	0	0	0	0	7	7	16:45 17:00	10	2	0	0	0	0	0	12	12
17:00 17:15	16	3	0	0	0	0	1	20	19.2	17:00 17:15	3	1	0	0	0	0	0	4	4
17:15 17:30	16	0	0	0	0	0	0	16	16	17:15 17:30	7	1	0	0	0	0	0	8	8
17:30 17:45	7	2	0	0	0	0	0	9	9	17:30 17:45	7	0	0	1	0	0	0	8	8
17:45 18:00	10	0	0	0	0	0	1	11	10.2	17:45 18:00	6	0	0	0	0	0	0	6	6
18:00 18:15	10	0	0	0	0	0	0	10	10	18:00 18:15	9	0	0	0	0	0	0	9	9
18:15 18:30	7	1	0	0	0	1	0	9	8.4	18:15 18:30	9	0	0	0	0	0	0	9	9
18:30 18:45	7	0	1	0	0	0	0	8	8.5	18:30 18:45	7	0	0	0	0	0	0	7	7
18:45 19:00	4	1	0	0	0	0	0	5	5	18:45 19:00	5	0	0	0	0	0	0	5	5
<b>Total</b>	<b>303</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>356</b>	<b>353.9</b>	<b>Total</b>	<b>306</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>340</b>	

B - A (rolling hour)										B - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	10	4	0	0	0	0	0	14	14	07:00 08:00	23	2	0	0	0	0	0	25	25
07:15 08:15	11	4	0	0	0	0	0	15	15	07:15 08:15	26	3	0	0	0	0	0	29	29
07:30 08:30	15	3	0	0	0	0	0	18	18	07:30 08:30	37	3	0	0	0	0	0	40	40
07:45 08:45	24	2	0	0	0	0	0	26	26	07:45 08:45	57	4	0	0	0	0	0	61	61
08:00 09:00	33	3	0	0	0	0	0	36	36	08:00 09:00	55	6	0	0	0	0	0	61	61
08:15 09:15	36	3	0	0	0	0	0	39	39	08:15 09:15	57	5	0	0	0	0	0	62	62
08:30 09:30	33	3	0	0	0	0	0	36	36	08:30 09:30	46	5	0	0	0	0	0	51	51
08:45 09:45	21	4	0	0	0	0	0	25	25	08:45 09:45	26	3	0	0	0	0	0	29	29
09:00 10:00	17	5	0	0	0	0	0	22	22	09:00 10:00	20	2	0	0	0	0	0	22	22
09:15 10:15	15	4	0	0	0	0	0	19	19	09:15 10:15	17	2	0	0	0	0	0	19	19
09:30 10:30	17	5	0	0	0	0	0	22	22	09:30 10:30	19	1	0	0	0	0	0	20	20
09:45 10:45	19	4	0	0	0	0	0	23	23	09:45 10:45	16	2	0	0	0	0	0	18	18
10:00 11:00	18	2	1	0	0	0	0	21	21.5	10:00 11:00	17	3	1	0	0	0	0	21	21
10:15 11:15	17	3	1	0	0	0	0	21	21.5	10:15 11:15	15	3	1	0	0	0	0	19	19
10:30 11:30	17	2	1	0	0	0	0	20	20.5	10:30 11:30	14	4	1	0	0	0	0	19	19
10:45 11:45	18	2	1	0	0	0	0	21	21.5	10:45 11:45	15	3	1	0	0	0	0	19	19
11:00 12:00	17	3	0	0	0	0	0	20	20	11:00 12:00	13	1	0	0	0	0	0	14	14
11:15 12:15	22	6	0	0	0	0	0	28	28	11:15 12:15	11	2	0	0	0	0	0	13	13
11:30 12:30	17	8	0	0	0	0	0	25	25	11:30 12:30	12	4	0	0	0	0	0	16	16
11:45 12:45	17	9	0	0	0	0	1	27	26.2	11:45 12:45	9	5	0	0	0	0	0	14	14
12:00 13:00	20	9	0	0	0	0	1	30	29.2	12:00 13:00	8	5	0	0	0	0	0	13	13
12:15 13:15	13	5	0	0	0	1	1	20	18.6	12:15 13:15	9	4	0	0	0	0	0	13	13
12:30 13:30	14	3	0	0	0	1	1	19	17.6	12:30 13:30	8	1	0	0	0	0	0	10	10
12:45 13:45	10	4	0	0	0	1	0	15	14.4	12:45 13:45	9	0	0	0	0	0	0	10	10
13:00 14:00	13	4	1	0	0	1	0	19	18.9	13:00 14:00	11	1	0	0	0	0	0	14	14
13:15 14:15	15	4	1	0	0	0	0	20	20.5	13:15 14:15	14	3	0	0	0	0	0	19	19
13:30 14:30	23	3	1	0	0	0	0	27	27.5	13:30 14:30	13	3	0	0	0	0	0	17	17
13:45 14:45	26	1	1	0	0	0	0	28	28.5	13:45 14:45	12	4	0	0	0	0	0	17	17
14:00 15:00	18	1	0	0	0	0	0	19	19	14:00 15:00	9	6	0	0	0	0	0	15	15
14:15 15:15	25	1	0	0	0	0	0	26	26	1									

21/02/2023  
Tuesday

PCU
3
3
8
11
7
14
29
11
8
3
7
4
5
4
5
7.5
3
4
5
2
2
7
3
1
2
3.2
3
4.2
7
2
3
3
2
23
17
6
9
23
8
12
4
7
9.3
6
9
9
7
5
340.2

PCU
25
29
40
61
61
62
51
29
22
19
20
18
21.5
19.5
19.5
19.5
14
13
16
14
13
13
9.2
9.2
12.4
17.4
16.2
16.2
15
10
31
45
48
55
55
46
52
47
31
32.3
26.3
31.3
33.3
31
30
21
12
5
340.2





Project ID and Name: IW0103 Oxted, Surrey  
 Junction name: Chichele Road / Barrow Green Road

Survey Date:  
 Survey Day:

C - A (15-minute intervals)											C - B (15-minute intervals)										
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00 07:15	8	2	0	0	0	0	0	10	10	07:00 07:15	1	0	0	0	0	0	0	1	1		
07:15 07:30	20	5	0	0	0	0	0	25	25	07:15 07:30	5	1	0	0	0	0	0	6	6		
07:30 07:45	15	4	0	0	0	0	0	19	19	07:30 07:45	5	1	0	0	0	0	0	6	6		
07:45 08:00	32	2	0	0	0	0	0	34	34	07:45 08:00	5	1	0	0	0	0	0	6	6		
08:00 08:15	28	8	0	0	1	0	0	37	38	08:00 08:15	8	0	0	0	0	0	0	8	8		
08:15 08:30	35	6	0	0	0	0	0	41	41	08:15 08:30	36	2	0	0	0	0	0	38	38		
08:30 08:45	39	7	0	0	1	0	0	47	48	08:30 08:45	27	2	0	0	0	1	0	30	30		
08:45 09:00	27	4	0	0	0	0	0	31	31	08:45 09:00	1	1	0	0	0	0	0	2	2		
09:00 09:15	25	5	1	0	0	0	0	31	31.5	09:00 09:15	3	0	0	0	0	0	0	3	3		
09:15 09:30	18	3	0	0	1	0	0	22	23	09:15 09:30	3	1	0	0	0	0	0	4	4		
09:30 09:45	15	5	0	0	0	0	1	21	20.2	09:30 09:45	1	0	0	0	0	0	0	1	1		
09:45 10:00	18	2	0	0	0	0	0	20	20	09:45 10:00	3	0	0	0	0	0	0	3	3		
10:00 10:15	15	4	0	0	0	0	0	19	19	10:00 10:15	4	0	0	0	0	0	0	4	4		
10:15 10:30	16	2	0	0	1	0	1	20	20.2	10:15 10:30	5	1	0	0	0	0	0	6	6		
10:30 10:45	20	0	0	0	0	0	0	20	20	10:30 10:45	2	1	1	0	0	0	0	4	4		
10:45 11:00	15	2	0	0	0	0	0	17	17	10:45 11:00	5	0	0	0	0	0	0	5	5		
11:00 11:15	20	1	0	0	0	0	0	21	21	11:00 11:15	2	3	0	0	0	0	0	5	5		
11:15 11:30	14	6	0	0	1	0	0	21	22	11:15 11:30	4	2	0	0	0	0	0	6	6		
11:30 11:45	14	2	0	0	0	0	0	16	16	11:30 11:45	1	3	0	0	0	0	0	4	4		
11:45 12:00	15	2	0	0	0	1	0	18	17.4	11:45 12:00	6	0	0	0	0	0	0	6	6		
12:00 12:15	17	5	1	0	0	0	0	23	23.5	12:00 12:15	0	0	0	0	0	0	0	0	0		
12:15 12:30	20	4	1	0	1	0	0	26	27.5	12:15 12:30	0	0	0	0	0	0	0	0	0		
12:30 12:45	14	0	2	0	0	0	0	16	17	12:30 12:45	4	0	0	0	0	0	0	4	4		
12:45 13:00	20	5	0	0	0	0	1	26	25.2	12:45 13:00	4	0	0	0	0	0	0	4	4		
13:00 13:15	25	1	0	0	0	0	2	28	26.4	13:00 13:15	2	0	0	0	0	0	0	2	2		
13:15 13:30	12	1	0	0	1	1	0	15	15.4	13:15 13:30	3	1	0	0	0	0	0	4	4		
13:30 13:45	20	2	0	0	0	0	1	23	22.2	13:30 13:45	0	0	0	0	0	0	0	0	0		
13:45 14:00	13	1	0	0	0	0	0	14	14	13:45 14:00	3	1	0	0	0	0	0	3	3		
14:00 14:15	13	1	0	0	0	0	0	14	14	14:00 14:15	2	0	0	0	0	0	0	2	2		
14:15 14:30	23	3	0	0	1	0	1	28	28.2	14:15 14:30	4	0	0	0	0	0	0	4	4		
14:30 14:45	20	3	0	0	0	0	0	23	23	14:30 14:45	7	0	0	0	0	0	0	7	7		
14:45 15:00	28	6	1	0	0	0	0	35	35.5	14:45 15:00	7	0	0	0	0	0	0	7	7		
15:00 15:15	22	3	1	0	0	0	0	26	26.5	15:00 15:15	17	1	0	0	0	0	0	18	18		
15:15 15:30	38	2	0	0	0	0	0	40	40	15:15 15:30	11	2	0	0	0	0	0	13	13		
15:30 15:45	50	2	0	0	0	0	0	52	52	15:30 15:45	3	0	0	0	0	0	0	3	3		
15:45 16:00	23	1	0	0	0	0	0	24	24	15:45 16:00	8	1	0	0	0	0	0	9	9		
16:00 16:15	23	1	0	0	0	0	0	24	24	16:00 16:15	14	1	0	0	0	0	0	15	15		
16:15 16:30	24	3	0	0	0	0	0	27	27	16:15 16:30	11	1	0	0	0	0	0	12	12		
16:30 16:45	36	2	0	0	0	0	0	38	38	16:30 16:45	7	2	0	0	0	0	0	9	9		
16:45 17:00	41	6	0	0	1	0	0	48	49	16:45 17:00	8	0	0	0	0	0	0	8	8		
17:00 17:15	41	1	0	0	0	0	0	42	42	17:00 17:15	6	0	0	0	0	0	0	6	6		
17:15 17:30	26	0	0	0	0	0	0	26	26	17:15 17:30	7	0	0	0	0	0	0	7	7		
17:30 17:45	35	3	0	0	1	0	2	41	40.4	17:30 17:45	4	0	0	0	0	0	0	4	4		
17:45 18:00	33	5	0	0	0	0	0	38	38	17:45 18:00	6	1	0	0	0	0	0	7	7		
18:00 18:15	40	1	0	0	0	0	0	41	41	18:00 18:15	6	0	0	0	0	0	0	6	6		
18:15 18:30	25	0	0	0	0	0	0	25	25	18:15 18:30	9	0	0	0	0	0	0	9	9		
18:30 18:45	27	2	0	0	1	0	0	30	31	18:30 18:45	5	0	0	0	0	0	0	5	5		
18:45 19:00	12	0	0	0	0	0	0	12	12	18:45 19:00	12	0	0	0	0	0	0	12	12		
<b>Total</b>	<b>1130</b>	<b>138</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>10</b>	<b>1298</b>	<b>1303.3</b>	<b>Total</b>	<b>297</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>333</b>			

C - A (rolling hour)											C - B (rolling hour)										
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
07:00 08:00	75	13	0	0	0	0	0	88	88	07:00 08:00	16	3	0	0	0	0	0	19	19		
07:15 08:15	95	19	0	0	1	0	0	115	116	07:15 08:15	23	3	0	0	0	0	0	26	26		
07:30 08:30	110	20	0	0	1	0	0	131	132	07:30 08:30	54	4	0	0	0	0	0	58	58		
07:45 08:45	134	23	0	0	2	0	0	159	161	07:45 08:45	76	5	0	0	1	0	0	82	82		
08:00 09:00	129	25	0	0	2	0	0	156	158	08:00 09:00	72	5	0	0	1	0	0	78	78		
08:15 09:15	126	22	1	0	1	0	0	150	151.5	08:15 09:15	67	5	0	0	1	0	0	73	73		
08:30 09:30	109	19	1	0	2	0	0	131	133.5	08:30 09:30	34	4	0	0	1	0	0	39	39		
08:45 09:45	85	17	1	0	1	0	1	105	105.7	08:45 09:45	8	2	0	0	0	0	0	10	10		
09:00 10:00	76	15	1	0	1	0	1	94	94.7	09:00 10:00	10	1	0	0	0	0	0	11	11		
09:15 10:15	66	14	0	0	1	0	1	82	82.2	09:15 10:15	11	1	0	0	0	0	0	12	12		
09:30 10:30	64	13	0	0	1	0	2	79	79.2	09:30 10:30	13	1	0	0	0	0	0	14	14		
09:45 10:45	69	8	0	0	1	0	1	79	79.2	09:45 10:45	14	2	1	0	0	0	0	17	17		
10:00 11:00	66	8	0	0	1	0	1	76	76.2	10:00 11:00	16	2	1	0	0	0	0	19	19		
10:15 11:15	71	5	0	0	1	0	1	78	78.2	10:15 11:15	14	5	1	0	0	0	0	20	20		
10:30 11:30	69	9	0	0	1	0	0	79	80	10:30 11:30	13	6	1	0	0	0	0	20	20		
10:45 11:45	63	11	0	0	1	0	0	75	76	10:45 11:45	12	8	0	0	0	0	0	20	20		
11:00 12:00	63	11	0	0	1	1	0	76	76.4	11:00 12:00	13	8	0	0	0	0	0	21	21		
11:15 12:15	60	15	1	0	1	1	0	78	78.9	11:15 12:15	11	6	0	0	0	0	0	17	17		
11:30 12:30	66	13	2	0	1	1	0	83	84.4	11:30 12:30	7	4	0	0	0	0	0	11	11		
11:45 12:45	66	11	4	0	1	1	0	83	85.4	11:45 12:45	10	1	0	0	0	0	0	11	11		
12:00 13:00	71	14	4	0	1	0	1	91	93.2	12:00 13:00	8	1	0	0	0	0	0	9	9		
12:15 13:15	79	10	3	0	1	0	3	96	96.1	12:15 13:15	10	0	0	0	0	0	0	10	10		
12:30 13:30	71	7	2	0	1	1	3	85	84	12:30 13:30	13	1	0	0	0	0	0	14	14		
12:45 13:45	77	9	0	0	1	1	4	92	89.2	12:45 13:45	9	1	0	0	0	0	0	10	10		
13:00 14:00	70	5	0	0	1	1	3	80	78	13:00 14:00	8	2	0	0	0	0	0	10	10		
13:15 14:15	58	5	0	0	1	1	1	66	65.6	13:15 14:15	8	2	0	0	0	0	0	10	10		
13:30 14:30	69	7	0	0	1	0	2	79	78.4	13:30 14:30	9	1	0	0	0	0	0	10	10		
13:45 14:45	69	8	0	0	1	0	1	79	79.2	13:45 14:45	16	1	0	0	0	0	0	17	17		
14:00 15:00	84	13	1	0	1	0	1														

21/02/2023  
Tuesday

PCU
1
6
6
6
8
38
31
2
3
4
1
3
4
6
4.5
5
5
6
4
6
1
0
4
4
2
4
0
4
2
4
7
7.2
18
13
3
9
15.2
12
9
8
6
7.2
4
7
6
9
5
12
332.1

PCU
19
26
58
83
79
74
40
10
11
12
14
17.5
19.5
20.5
20.5
20
21
17
11
11
9
10
14
10
10
10
10
17
20.2
36.2
45.2
41.2
43
40.2
39.2
45.2
44.2
35
30.2
25.2
24.2
24.2
26
27
32
26
17
12
332.1



Project ID and Name: IW0103 Oxted, Surrey  
 Junction name: Chichele Road / Barrow Green Road

Survey Date:  
 Survey Day:

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	20	3	0	0	0	0	0	23	23	07:00 07:15	10	3	0	0	0	0	0	13	13
07:15 07:30	27	5	0	0	0	0	1	33	32.2	07:15 07:30	23	7	0	0	0	0	0	30	30
07:30 07:45	34	4	0	0	0	0	1	39	38.2	07:30 07:45	20	5	0	0	0	0	0	25	25
07:45 08:00	34	3	0	0	0	0	1	38	37.2	07:45 08:00	32	2	0	0	0	0	0	34	34
08:00 08:15	38	6	0	1	0	0	0	45	46.3	08:00 08:15	31	9	0	0	1	0	0	41	41
08:15 08:30	50	4	0	0	1	0	0	55	56	08:15 08:30	42	7	0	0	0	0	0	49	49
08:30 08:45	62	4	0	3	0	0	1	70	73.1	08:30 08:45	53	7	0	0	1	0	0	61	61
08:45 09:00	35	5	0	0	0	0	0	40	40	08:45 09:00	36	5	0	0	0	0	0	41	41
09:00 09:15	29	2	0	0	0	0	0	31	31	09:00 09:15	31	6	1	0	0	0	0	38	38
09:15 09:30	35	2	0	0	0	0	0	37	37	09:15 09:30	22	4	0	0	1	0	0	27	27
09:30 09:45	25	4	0	0	0	0	0	29	29	09:30 09:45	17	6	0	0	0	0	1	24	24
09:45 10:00	17	5	1	0	0	0	0	23	23.5	09:45 10:00	23	4	0	0	0	0	0	27	27
10:00 10:15	27	4	0	1	0	0	1	33	33.5	10:00 10:15	19	4	0	0	0	0	0	23	23
10:15 10:30	16	3	1	2	0	1	0	23	25.5	10:15 10:30	22	4	0	0	1	0	1	28	28
10:30 10:45	20	3	0	1	0	0	0	24	25.3	10:30 10:45	24	0	0	0	0	0	0	24	24
10:45 11:00	15	2	0	0	0	0	0	17	17	10:45 11:00	19	2	1	0	0	0	0	22	22
11:00 11:15	29	3	0	1	0	0	0	33	34.3	11:00 11:15	23	2	0	0	0	0	0	25	25
11:15 11:30	22	7	1	1	0	1	0	32	33.2	11:15 11:30	20	7	0	0	1	0	0	28	28
11:30 11:45	28	7	1	3	0	1	0	40	43.8	11:30 11:45	19	2	0	0	0	0	0	21	21
11:45 12:00	21	5	0	2	0	1	0	29	31	11:45 12:00	18	3	0	0	0	1	0	22	22
12:00 12:15	21	4	0	0	0	1	0	27	28.5	12:00 12:15	25	4	0	0	0	0	0	29	29
12:15 12:30	25	1	0	0	0	0	0	26	26	12:15 12:30	21	7	1	0	1	0	0	30	30
12:30 12:45	21	5	0	0	0	0	0	26	26	12:30 12:45	19	1	2	0	0	0	0	23	23
12:45 13:00	14	2	0	0	0	0	0	16	16	12:45 13:00	26	6	0	0	0	0	1	33	33
13:00 13:15	19	2	1	0	0	1	1	24	23.1	13:00 13:15	26	1	0	0	0	1	2	30	30
13:15 13:30	19	2	0	1	0	1	0	23	23.7	13:15 13:30	14	2	0	0	1	1	0	18	18
13:30 13:45	18	4	2	0	0	0	1	25	25.2	13:30 13:45	21	4	0	0	0	0	0	26	26
13:45 14:00	25	1	1	2	0	0	0	30	32.5	13:45 14:00	22	2	0	0	0	0	0	24	24
14:00 14:15	17	2	0	1	0	0	1	21	21.5	14:00 14:15	16	1	0	0	0	0	0	17	17
14:15 14:30	17	5	0	0	0	0	0	22	22	14:15 14:30	33	3	0	0	1	0	1	38	38
14:30 14:45	18	2	0	0	0	0	0	20	20	14:30 14:45	24	3	0	0	0	0	0	27	27
14:45 15:00	21	3	1	0	0	0	0	25	25.5	14:45 15:00	29	7	1	0	0	0	0	37	37
15:00 15:15	26	4	1	1	1	0	0	33	35.8	15:00 15:15	32	3	1	0	0	0	0	36	36
15:15 15:30	32	3	1	4	0	0	0	40	45.7	15:15 15:30	50	5	0	0	0	0	0	55	55
15:30 15:45	30	3	0	0	0	0	0	33	33	15:30 15:45	64	3	0	0	0	0	0	67	67
15:45 16:00	29	4	0	0	0	0	0	33	33	16:00 16:00	30	2	0	0	0	0	0	32	32
16:00 16:15	31	3	0	0	0	2	0	36	34.8	16:00 16:15	30	2	0	0	0	0	0	32	32
16:15 16:30	31	4	0	0	0	0	0	35	35	16:15 16:30	37	3	0	0	0	0	0	40	40
16:30 16:45	27	4	0	0	0	0	0	31	31	16:30 16:45	46	3	0	0	0	0	0	49	49
16:45 17:00	28	3	0	0	0	0	0	31	31	16:45 17:00	48	6	0	0	1	0	0	55	55
17:00 17:15	22	1	0	0	0	0	0	23	23	17:00 17:15	57	4	0	0	0	0	1	62	62
17:15 17:30	32	3	0	0	0	0	0	35	35	17:15 17:30	42	2	0	0	0	0	0	44	44
17:30 17:45	36	4	0	0	0	1	0	41	40.4	17:30 17:45	42	5	0	0	1	0	2	50	50
17:45 18:00	34	1	0	0	0	0	0	35	35	17:45 18:00	43	5	0	0	0	0	1	49	49
18:00 18:15	31	2	0	0	0	0	0	33	33	18:00 18:15	50	1	0	0	0	0	0	51	51
18:15 18:30	25	1	0	0	0	0	0	26	26	18:15 18:30	32	1	0	0	0	1	0	34	34
18:30 18:45	17	0	0	0	0	0	0	17	17	18:30 18:45	34	2	1	0	1	0	0	38	38
18:45 19:00	27	2	0	0	0	0	0	29	29	18:45 19:00	16	1	0	0	0	0	0	17	17
<b>Total</b>	<b>1286</b>	<b>156</b>	<b>11</b>	<b>25</b>	<b>2</b>	<b>10</b>	<b>9</b>	<b>1499</b>	<b>1525.8</b>	<b>Total</b>	<b>1433</b>	<b>183</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>1654</b>	

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	115	15	0	0	0	0	3	133	130.6	07:00 08:00	85	17	0	0	0	0	0	102	102
07:15 08:15	133	18	0	1	0	0	3	155	153.9	07:15 08:15	106	23	0	0	1	0	0	130	130
07:30 08:30	156	17	0	1	0	0	2	177	177.7	07:30 08:30	125	23	0	0	1	0	0	149	149
07:45 08:45	184	17	0	4	1	0	2	208	212.6	07:45 08:45	158	25	0	0	2	0	0	185	185
08:00 09:00	185	19	0	4	1	0	1	210	215.4	08:00 09:00	162	28	0	0	2	0	0	192	192
08:15 09:15	176	15	0	3	1	0	1	196	200.1	08:15 09:15	162	25	1	0	1	0	0	189	189
08:30 09:30	161	13	0	3	0	0	1	178	181.1	08:30 09:30	142	22	1	0	2	0	0	167	167
08:45 09:45	124	13	0	0	0	0	0	137	137	08:45 09:45	106	21	1	0	1	0	1	130	130
09:00 10:00	106	13	1	0	0	0	0	120	120.5	09:00 10:00	93	20	1	0	1	0	1	116	116
09:15 10:15	104	15	1	1	0	0	1	122	123	09:15 10:15	81	18	0	0	1	0	1	101	101
09:30 10:30	85	16	2	0	0	1	1	108	111.5	09:30 10:30	81	18	0	0	1	0	1	102	102
09:45 10:45	80	15	2	4	0	1	1	103	107.8	09:45 10:45	88	12	0	0	1	1	0	102	102
10:00 11:00	78	12	1	4	0	1	1	97	101.3	10:00 11:00	84	10	1	0	1	0	1	97	97
10:15 11:15	80	11	1	4	0	1	0	97	102.1	10:15 11:15	88	8	1	0	1	0	1	99	99
10:30 11:30	86	15	1	3	0	1	0	106	109.8	10:30 11:30	86	11	1	0	1	0	0	99	99
10:45 11:45	94	19	2	5	0	2	0	122	128.3	10:45 11:45	81	13	1	0	1	0	0	96	96
11:00 12:00	100	22	2	7	0	3	0	134	142.3	11:00 12:00	80	14	0	0	1	1	0	96	96
11:15 12:15	92	23	2	6	0	4	1	128	133.6	11:15 12:15	82	21	1	0	1	1	0	106	106
11:30 12:30	95	17	1	5	0	3	1	122	126.4	11:30 12:30	83	21	2	0	1	1	0	108	108
11:45 12:45	88	15	0	2	0	2	1	108	108.6	11:45 12:45	83	20	4	0	1	1	1	110	110
12:00 13:00	81	12	0	0	0	1	1	95	93.6	12:00 13:00	91	23	4	0	1	0	2	121	121
12:15 13:15	79	10	1	0	0	1	1	92	91.1	12:15 13:15	92	15	3	0	1	1	4	116	116
12:30 13:30	73	11	1	1	0	2	1	89	88.8	12:30 13:30	85	10	2	0	1	2	4	104	104
12:45 13:45	70	10	3	1	0	2	2	86	88	12:45 13:45	87	13	0	0	1	2	4	107	107
13:00 14:00	81	9	4	4	0	2	2	102	106.4	13:00 14:00	83								



21/02/2023 Project ID and Name: IW0103 Oxted, Surrey  
 Tuesday Junction name: Chichele Road / Barrow Green Road

PCU	Time Interval		Arm B - Entry (15-minute intervals)								Arm B - Exit (15-minute intervals)									
	07:00	07:15	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	07:00	07:15	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C
13	07:00	07:15	5	1	0	0	0	0	0	6	6	07:00	07:15	2	0	0	0	0	0	0
30	07:15	07:30	5	3	0	0	0	0	0	8	8	07:15	07:30	12	3	0	0	0	0	0
25	07:30	07:45	12	2	0	0	0	0	0	14	14	07:30	07:45	14	3	0	0	0	0	0
34	07:45	08:00	11	0	0	0	0	0	0	11	11	07:45	08:00	16	1	0	0	0	0	0
42	08:00	08:15	9	2	0	0	0	0	0	11	11	08:00	08:15	18	4	0	0	0	0	0
49	08:15	08:30	20	2	0	0	0	0	0	22	22	08:15	08:30	57	2	0	0	1	0	0
62	08:30	08:45	41	2	0	0	0	0	0	43	43	08:30	08:45	54	3	0	0	1	0	0
41	08:45	09:00	18	3	0	0	0	0	0	21	21	08:45	09:00	10	3	0	0	0	0	0
38.5	09:00	09:15	14	1	0	0	0	0	0	15	15	09:00	09:15	7	0	0	0	0	0	0
28	09:15	09:30	6	2	0	0	0	0	0	8	8	09:15	09:30	12	2	0	0	0	0	0
23.2	09:30	09:45	9	1	0	0	0	0	0	10	10	09:30	09:45	7	1	0	0	0	0	0
27	09:45	10:00	8	3	0	0	0	0	0	11	11	09:45	10:00	8	0	1	0	0	0	0
23	10:00	10:15	9	0	0	0	0	0	0	9	9	10:00	10:15	10	2	0	0	0	0	0
28.2	10:15	10:30	10	2	1	0	0	0	0	12	12	10:15	10:30	6	2	1	0	0	0	1
24	10:30	10:45	8	1	0	0	0	0	0	9	9	10:30	10:45	4	3	1	0	0	0	0
22.5	10:45	11:00	8	2	2	0	0	0	0	12	13	10:45	11:00	9	0	0	0	0	0	0
25	11:00	11:15	6	1	0	0	0	0	0	7	7	11:00	11:15	6	3	0	0	0	0	0
29	11:15	11:30	9	2	0	0	0	0	0	11	11	11:15	11:30	12	3	0	0	0	0	0
21	11:30	11:45	10	0	0	0	0	0	0	10	10	11:30	11:45	4	3	0	0	0	0	0
21.4	11:45	12:00	5	1	0	0	0	0	0	6	6	11:45	12:00	8	2	0	0	0	0	0
35.5	12:00	12:15	9	5	0	0	0	0	0	14	14	12:00	12:15	6	1	0	0	0	0	0
31.5	12:15	12:30	5	6	0	0	0	0	0	11	11	12:15	12:30	2	0	0	0	0	0	0
23.2	12:30	12:45	7	2	0	0	0	0	1	10	9.2	12:30	12:45	6	4	0	0	0	0	0
32.2	12:45	13:00	7	1	0	0	0	0	0	8	8	12:45	13:00	8	1	0	0	0	0	0
27.8	13:00	13:15	3	0	0	0	0	1	0	4	3.4	13:00	13:15	3	0	0	0	0	0	0
18.4	13:15	13:30	5	1	0	0	0	0	1	7	6.2	13:15	13:30	5	2	0	0	0	1	0
25.2	13:30	13:45	4	2	0	0	0	0	0	6	6	13:30	13:45	7	1	1	0	0	0	0
25.5	13:45	14:00	32	2	1	0	0	0	1	32	32	13:45	14:00	10	1	0	0	0	0	0
17	14:00	14:15	8	2	0	0	0	0	0	10	10	14:00	14:15	6	1	0	0	0	0	0
38.2	14:15	14:30	12	0	0	0	0	0	0	12	12	14:15	14:30	7	1	0	0	0	0	0
27	14:30	14:45	6	1	0	0	0	0	0	7	7	14:30	14:45	11	2	0	0	0	0	0
37.5	14:45	15:00	1	4	0	0	0	0	0	5	5	14:45	15:00	16	1	0	0	0	0	1
36.5	15:00	15:15	12	0	0	0	0	0	0	12	12	15:00	15:15	27	1	0	0	1	0	0
55	15:15	15:30	35	3	0	0	0	0	0	38	38	15:15	15:30	23	4	0	0	0	0	0
67	15:30	15:45	31	1	0	0	0	0	0	32	32	15:30	15:45	12	1	0	0	0	0	0
32	15:45	16:00	13	1	0	0	0	0	0	14	14	15:45	16:00	12	2	0	0	0	0	0
32	16:00	16:15	15	2	0	0	0	0	0	17	17	16:00	16:15	21	1	0	0	0	2	1
40	16:15	16:30	36	0	0	0	0	0	0	36	36	16:15	16:30	22	1	0	0	0	0	0
49	16:30	16:45	18	1	0	0	0	0	0	19	19	16:30	16:45	12	3	0	0	0	0	0
56	16:45	17:00	17	2	0	0	0	0	0	19	19	16:45	17:00	16	0	0	0	0	0	0
61.2	17:00	17:15	19	4	0	0	0	0	1	24	23.2	17:00	17:15	11	1	0	0	0	0	0
44.2	17:15	17:30	23	1	0	0	0	0	0	23	22	17:15	17:30	13	0	0	0	0	0	1
49.4	17:30	17:45	14	2	0	1	0	0	0	17	18.3	17:30	17:45	12	2	0	0	0	0	1
48.2	17:45	18:00	16	0	0	0	0	0	1	17	16.2	17:45	18:00	13	2	0	0	0	0	0
51	18:00	18:15	19	0	0	0	0	0	0	19	19	18:00	18:15	15	0	0	0	0	0	0
33.4	18:15	18:30	16	1	0	0	0	1	0	18	17.4	18:15	18:30	13	0	0	0	0	0	0
39.5	18:30	18:45	14	0	1	0	0	0	0	15	15.5	18:30	18:45	7	0	0	0	0	0	0
17	18:45	19:00	9	1	0	0	0	0	0	10	10	18:45	19:00	18	0	0	0	0	0	0
1657.2	Total		609	75	4	1	0	2	5	696	694.1	Total	610	73	4	0	3	5	3	

PCU	Time Interval		Arm B - Entry (rolling hour)								Arm B - Exit (rolling hour)									
	07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C
102	07:00	08:00	33	6	0	0	0	0	0	39	39	07:00	08:00	44	7	0	0	0	0	0
131	07:15	08:15	37	7	0	0	0	0	0	44	44	07:15	08:15	60	11	0	0	0	0	0
150	07:30	08:30	52	6	0	0	0	0	0	58	58	07:30	08:30	105	10	0	0	1	0	0
187	07:45	08:45	81	6	0	0	0	0	0	87	87	07:45	08:45	145	10	0	0	2	0	0
194	08:00	09:00	88	9	0	0	0	0	0	97	97	08:00	09:00	139	12	0	0	2	0	0
190.5	08:15	09:15	93	8	0	0	0	0	0	101	101	08:15	09:15	128	8	0	0	2	0	0
169.5	08:30	09:30	79	8	0	0	0	0	0	87	87	08:30	09:30	83	8	0	0	1	0	0
130.7	08:45	09:45	47	7	0	0	0	0	0	54	54	08:45	09:45	36	6	0	0	0	0	0
116.7	09:00	10:00	37	7	0	0	0	0	0	44	44	09:00	10:00	34	3	1	0	0	0	0
101.2	09:15	10:15	32	6	0	0	0	0	0	38	38	09:15	10:15	37	5	1	0	0	0	0
101.4	09:30	10:30	36	6	0	0	0	0	0	42	42	09:30	10:30	31	5	2	0	0	1	1
102.2	09:45	10:45	35	6	0	0	0	0	0	41	41	09:45	10:45	28	7	3	0	0	1	0
97.7	10:00	11:00	35	5	2	0	0	0	0	42	43	10:00	11:00	29	7	2	0	0	1	0
99.7	10:15	11:15	32	6	2	0	0	0	0	40	41	10:15	11:15	25	8	2	0	0	1	0
100.5	10:30	11:30	31	6	2	0	0	0	0	39	40	10:30	11:30	31	9	1	0	0	0	0
97.5	10:45	11:45	33	5	2	0	0	0	0	40	41	10:45	11:45	31	9	0	0	0	0	0
96.4	11:00	12:00	30	4	0	0	0	0	0	34	34	11:00	12:00	30	11	0	0	0	0	0
106.9	11:15	12:15	33	8	0	0	0	0	0	41	41	11:15	12:15	30	9	0	0	0	0	0
109.4	11:30	12:30	29	12	0	0	0	0	0	41	41	11:30	12:30	20	6	0	0	0	0	0
111.6	11:45	12:45	26	14	0	0	0	0	1	41	40.2	11:45	12:45	22	7	0	0	0	0	0
122.4	12:00	13:00	28	14	0	0	0	0	1	43	42.2	12:00	13:00	22	6	0	0	0	0	0
114.7	12:15	13:15	22	9	0	0	0	1	1	33	31.6	12:15	13:15	19	5	0	0	0	0	0
101.6	12:30	13:30	22	4	0	0	0	1	2	29	26.8	12:30	13:30	22	7	0	0	0	1	0
103.6	12:45	13:45	19	4	0	0	0	1	1	25	23.6	12:45	13:45	23	4	1	0	0	1	0
96.9	13:00	14:00	24	5	1	0	0	1	2	33	31.3	13:00	14:00	25	4	1	0	0	1	0
86.1	13:15	14:15	29	7	1	0	0	0	2	39	37.9	13:15	14:15	28	5	1	0	0	1	0
105.9	13:30	14:30	36	6	1	0	0	0	1	44	43.7	13:30	14:30	30	4	1	0	0	0	0
107.7	13:45	14:45	38	5	1	0	0													



Survey Date: 21/02/2023 Project ID and Name: IW0103 Oxted, Surrey  
 Survey Day: Tuesday Junction name: Chichele Road / Barrow Green Road

Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)										
Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C
2	2	07:00	07:15	9	2	0	0	0	0	0	11	11	07:00	07:15	22	3	0	0	0	0
15	15	07:15	07:30	25	6	0	0	0	0	0	31	31	07:15	07:30	22	4	0	0	0	0
17	17	07:30	07:45	20	5	0	0	0	0	0	25	25	07:30	07:45	32	3	0	0	0	0
17	17	07:45	08:00	37	3	0	0	0	0	0	40	40	07:45	08:00	34	3	0	0	0	0
22	22	08:00	08:15	36	8	0	0	1	0	0	45	46	08:00	08:15	34	3	0	1	0	0
60	61	08:15	08:30	71	8	0	0	0	0	0	79	79	08:15	08:30	42	5	0	0	0	0
58	59	08:30	08:45	66	9	0	0	2	0	0	77	79	08:30	08:45	62	5	0	0	3	0
13	13	08:45	09:00	28	5	0	0	0	0	0	33	33	08:45	09:00	35	5	0	0	0	0
7	7	09:00	09:15	28	5	1	0	0	0	0	34	34.5	09:00	09:15	33	2	0	0	0	0
14	14	09:15	09:30	21	4	0	0	1	0	0	26	27	09:15	09:30	28	2	0	0	0	0
8	8	09:30	09:45	16	5	0	0	0	0	1	22	21.2	09:30	09:45	26	3	0	0	0	0
9	9.5	09:45	10:00	21	2	0	0	0	0	0	23	23	09:45	10:00	15	6	0	0	0	0
12	12	10:00	10:15	19	4	0	0	0	0	0	23	23	10:00	10:15	26	2	0	1	0	0
10	9.9	10:15	10:30	21	3	0	0	1	0	1	26	26.2	10:15	10:30	19	2	0	1	0	0
8	8.5	10:30	10:45	22	1	1	0	0	0	0	24	24.5	10:30	10:45	22	2	0	1	0	0
9	9	10:45	11:00	20	2	0	0	0	0	0	22	22	10:45	11:00	15	4	1	0	0	0
9	9	11:00	11:15	22	4	0	0	0	0	0	26	26	11:00	11:15	28	3	0	1	0	0
15	15	11:15	11:30	18	8	0	0	1	0	0	27	28	11:15	11:30	17	7	1	1	0	1
7	7	11:30	11:45	15	5	0	0	0	0	1	20	20	11:30	11:45	30	7	1	3	0	1
10	10	11:45	12:00	21	2	0	0	0	0	0	24	23.4	11:45	12:00	21	3	0	2	0	1
7	7	12:00	12:15	17	6	1	0	0	0	0	24	24.5	12:00	12:15	16	5	0	1	0	0
2	2	12:15	12:30	20	4	1	0	1	0	0	26	27.5	12:15	12:30	27	4	0	0	0	0
10	10	12:30	12:45	18	0	2	0	0	0	0	20	21	12:30	12:45	21	2	0	0	0	0
9	9	12:45	13:00	24	5	0	0	0	0	1	30	29.2	12:45	13:00	11	1	0	0	0	0
3	3	13:00	13:15	27	1	0	0	0	0	2	30	28.4	13:00	13:15	20	2	1	0	0	1
8	7.4	13:15	13:30	15	2	0	0	1	1	0	19	19.4	13:15	13:30	20	1	0	1	0	0
9	9.5	13:30	13:45	20	2	0	0	0	0	1	23	22.2	13:30	13:45	14	3	1	0	0	0
11	11	13:45	14:00	16	2	0	0	0	0	0	18	18.4	13:45	14:00	21	2	1	3	0	0
7	7	14:00	14:15	15	1	0	0	0	0	0	16	16	14:00	14:15	18	3	0	1	0	0
8	8	14:15	14:30	27	3	0	0	1	0	1	32	32.2	14:15	14:30	16	4	0	0	0	0
13	13	14:30	14:45	27	3	0	0	0	0	0	30	30	14:30	14:45	16	1	0	0	0	0
18	17.2	14:45	15:00	35	6	1	0	0	0	1	43	42.7	14:45	15:00	12	5	1	0	0	0
29	30	15:00	15:15	39	4	1	0	0	0	0	44	44.5	15:00	15:15	18	4	1	1	0	0
27	27	15:15	15:30	49	4	0	0	0	0	0	53	53	15:15	15:30	43	1	1	4	0	0
13	13	15:30	15:45	53	2	0	0	0	0	0	55	55	15:30	15:45	47	2	0	0	0	0
14	14	15:45	16:00	31	2	0	0	0	0	0	33	33	15:45	16:00	31	3	0	0	0	0
25	23	16:00	16:15	37	2	0	0	0	0	1	40	39.2	16:00	16:15	32	4	0	0	0	0
23	23	16:15	16:30	35	4	0	0	0	0	0	39	39	16:15	16:30	43	4	0	0	0	0
15	15	16:30	16:45	43	4	0	0	0	0	0	47	47	16:30	16:45	30	3	0	0	0	0
16	16	16:45	17:00	49	6	0	0	1	0	0	56	57	16:45	17:00	30	5	0	0	0	0
12	12	17:00	17:15	47	1	0	0	0	0	0	48	48	17:00	17:15	20	1	0	0	0	0
14	13.2	17:15	17:30	33	3	0	0	0	0	2	36	35.4	17:15	17:30	33	2	0	0	0	0
15	14.4	17:30	17:45	39	3	0	0	1	0	2	45	44.4	17:30	17:45	35	2	0	1	0	0
15	15	17:45	18:00	39	6	0	0	0	0	0	45	45	17:45	18:00	33	0	0	0	0	0
15	15	18:00	18:15	46	1	0	0	0	0	0	47	47	18:00	18:15	31	2	0	0	0	0
13	13	18:15	18:30	34	0	0	0	0	0	0	34	34	18:15	18:30	30	1	0	0	0	0
7	7	18:30	18:45	32	2	0	0	1	0	0	35	36	18:30	18:45	22	0	0	0	0	0
18	18	18:45	19:00	24	0	0	0	0	0	0	24	24	18:45	19:00	26	2	0	0	0	0
698	697.6	TOTAL		1427	169	8	0	12	2	13	1631	1635.4	TOTAL		1279	144	9	26	0	5

Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)										
Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C
51	51	07:00	08:00	91	16	0	0	0	0	0	141	142	07:00	08:00	110	13	0	0	0	0
71	71	07:15	08:15	118	22	0	0	1	0	0	141	147	07:15	08:15	122	13	0	1	0	0
116	117	07:30	08:30	164	24	0	0	1	0	0	188	190	07:30	08:30	142	14	0	1	0	0
157	159	07:45	08:45	210	30	0	0	3	0	0	241	244	07:45	08:45	172	16	0	4	0	0
153	155	08:00	09:00	201	30	0	0	3	0	0	234	237	08:00	09:00	173	18	0	4	0	0
138	140	08:15	09:15	193	27	1	0	2	0	0	223	225.5	08:15	09:15	172	17	0	3	0	0
92	93	08:30	09:30	143	23	1	0	3	0	0	170	173.5	08:30	09:30	158	14	0	3	0	0
42	42	08:45	09:45	93	19	1	0	1	0	1	115	115.7	08:45	09:45	122	12	0	0	0	0
38	38.5	09:00	10:00	86	16	1	0	1	0	1	105	105.7	09:00	10:00	102	13	0	0	0	0
43	43.5	09:15	10:15	77	15	0	0	1	0	0	94	94.2	09:15	10:15	95	13	0	1	0	0
39	39.4	09:30	10:30	77	14	0	0	1	0	2	94	93.4	09:30	10:30	86	13	0	3	0	0
39	39.9	09:45	10:45	83	10	0	0	1	0	1	96	96.7	09:45	10:45	82	12	0	4	0	0
39	39.4	10:00	11:00	82	10	1	0	1	0	1	95	95.7	10:00	11:00	82	10	1	4	0	0
36	36.4	10:15	11:15	85	10	1	0	1	0	1	98	98.7	10:15	11:15	84	11	1	4	0	0
41	41.5	10:30	11:30	82	15	1	0	1	0	0	99	100.5	10:30	11:30	82	16	2	3	0	1
40	40	10:45	11:45	75	19	0	0	1	0	0	95	96	10:45	11:45	90	21	3	5	0	2
41	41	11:00	12:00	76	19	0	0	1	1	0	97	97.4	11:00	12:00	96	20	2	7	0	3
39	39	11:15	12:15	71	21	1	0	1	1	0	95	95.9	11:15	12:15	84	22	2	6	0	4
28	28	11:30	12:30	73	17	2	0	1	1	0	94	95.4	11:30	12:30	94	19	1	5	0	3
29	29	11:45	12:45	76	12	4	0	1	1	0	94	96.4	11:45	12:45	85	14	0	2	0	2
28	28	12:00	13:00	79	15	4	0	1	0	1	100	102.2	12:00	13:00	75	12	0	0	0	1
24	24	12:15	13:15	89	10	3	0	1	0	3	106	106.1	12:15	13:15	79	9	1	0	0	1
30	29.4	12:30	13:30	84	8	2	0	1	1	3	99	98	12:30	13:30	72	6	1	1	0	1
29	28.9	12:45	13:45	96	10	0	0	1	1	4	102	99.2	12:45	13:45	65	7	2	1	0	1
31	30.9	13:00	14:00	78	7	0	0	1	1	3	90	88	13:00	14:00	75	6	3	4	0	1
35	34.9	13:15	14:15	86	7	0	0	1	1	1	76	75.6	13:15	14:15	73	9	2	5	0	0
35	35.5	13:30	14:30	78	8	0	0	1	0	2	89	88.4	13:30	14:30	69	12	2	4	0</	



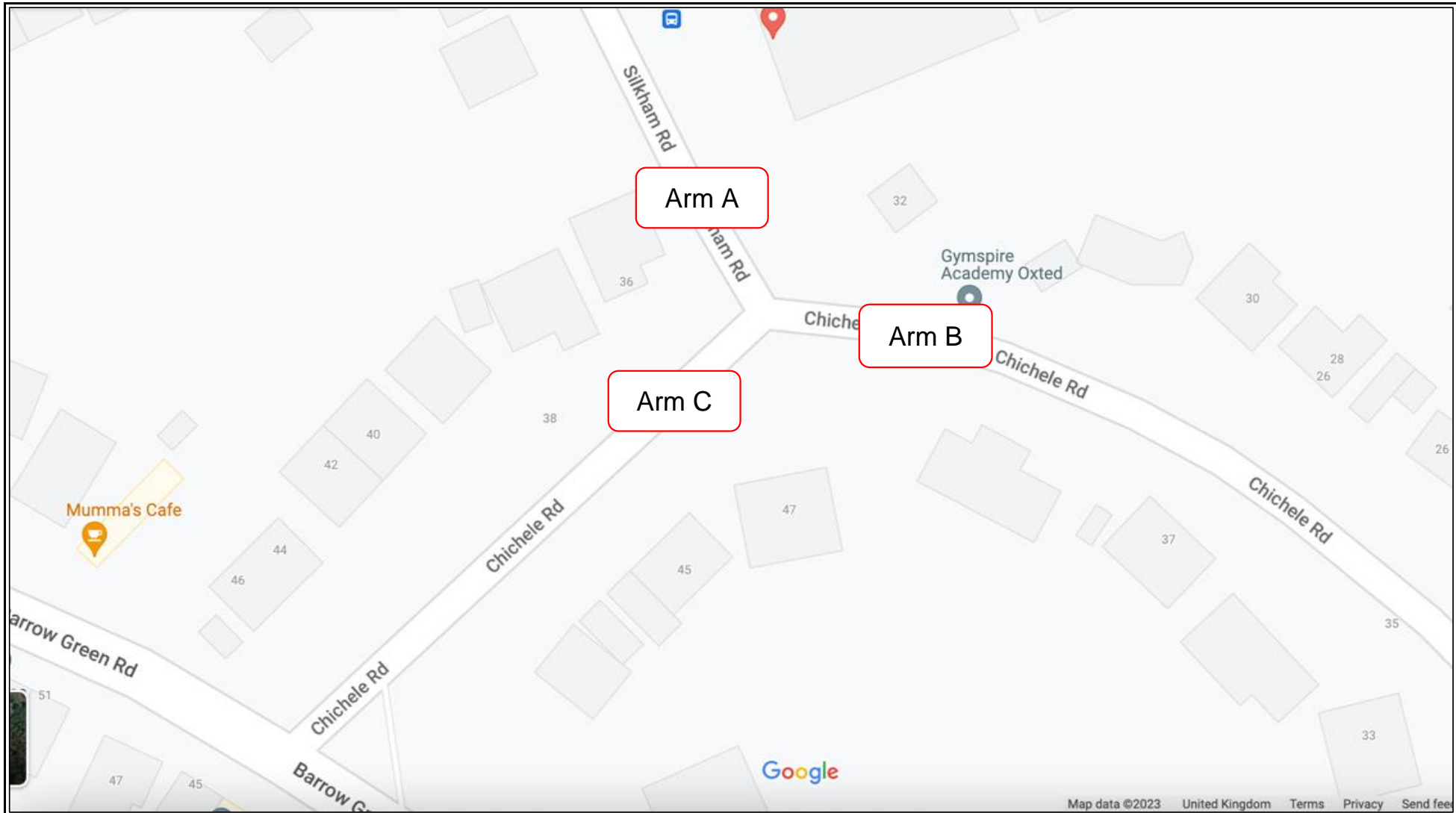
Survey Date: 21/02/2023 Project ID and Name: IW1013 Oxted, Surrey  
 Survey Day: Tuesday Junction name: Chichele Road / Barrow Green Road

Survey Date: 21/02/2023  
 Survey Day: Tuesday

P/C	Total	PCU	Time Interval	All movements (15-minute intervals)							P/C	Total	PCU
				Car	LGV	OGV1	OGV2	PSV/Coach	M/C				
0	25	25	07:00 07:15	34	6	0	0	0	0	0	40	40	
1	27	26.2	07:15 07:30	57	14	0	0	0	0	1	72	71.2	
1	36	35.2	07:30 07:45	66	11	0	0	0	0	1	78	77.2	
1	38	37.2	07:45 08:00	82	6	0	0	0	0	1	89	88.2	
0	38	39.3	08:00 08:15	83	16	0	1	1	0	0	101	103.3	
0	47	47	08:15 08:30	141	14	0	0	1	0	0	156	157	
1	71	74.1	08:30 08:45	169	15	0	0	2	0	1	190	195.1	
0	40	40	08:45 09:00	81	13	0	0	0	0	0	94	94	
0	35	35	09:00 09:15	71	8	1	0	0	0	0	80	80.5	
0	30	30	09:15 09:30	62	8	0	0	1	0	0	71	72	
0	29	29	09:30 09:45	50	10	0	0	0	0	1	61	60.2	
0	21	21	09:45 10:00	46	10	1	0	0	0	0	57	57.5	
1	30	30.5	10:00 10:15	55	8	0	1	0	0	1	65	65.5	
0	23	25.6	10:15 10:30	47	8	1	2	1	1	1	61	63.7	
0	25	26.3	10:30 10:45	50	5	1	1	0	0	0	57	58.8	
0	20	20.5	10:45 11:00	43	6	2	0	0	0	0	51	52	
0	32	33.3	11:00 11:15	57	8	0	1	0	0	0	66	67.3	
0	27	28.2	11:15 11:30	49	17	1	1	1	1	0	70	72.2	
0	42	45.8	11:30 11:45	53	12	1	3	0	1	0	70	73.8	
0	27	29	11:45 12:00	47	8	0	2	0	2	0	59	60.4	
1	23	21.6	12:00 12:15	47	15	1	0	0	0	1	65	64.1	
0	31	31	12:15 12:30	50	11	1	0	1	0	0	63	64.5	
0	23	23	12:30 12:45	46	7	2	0	0	0	1	56	56.2	
0	12	12	12:45 13:00	45	8	0	0	0	0	1	54	53.2	
1	25	24.1	13:00 13:15	49	3	1	0	0	2	3	58	54.9	
1	23	23.5	13:15 13:30	39	5	0	1	1	2	1	49	49.3	
1	19	18.7	13:30 13:45	42	8	2	0	0	0	2	54	53.4	
1	28	31.6	13:45 14:00	53	5	2	0	0	0	1	64	66.1	
1	23	23.5	14:00 14:15	40	5	0	1	0	0	1	47	47.5	
0	20	20	14:15 14:30	56	8	0	0	1	0	1	66	66.2	
0	17	17	14:30 14:45	51	6	0	0	0	0	0	57	57	
0	18	18.5	14:45 15:00	57	13	2	0	0	0	1	73	73.2	
0	24	25.8	15:00 15:15	77	8	2	1	1	0	0	89	92.3	
0	49	54.7	15:15 15:30	116	10	1	4	0	0	0	131	136.7	
0	49	49	15:30 15:45	123	6	0	0	0	0	0	129	129	
0	34	34	15:45 16:00	73	7	0	0	0	0	0	80	80	
0	36	36	16:00 16:15	83	7	0	0	0	2	1	93	91	
0	47	47	16:15 16:30	102	8	0	0	0	0	0	110	110	
0	33	33	16:30 16:45	88	9	0	0	0	0	0	97	97	
0	35	35	16:45 17:00	94	11	0	0	1	0	0	106	107	
0	21	21	17:00 17:15	88	6	0	0	0	0	1	95	94.2	
0	36	36	17:15 17:30	88	6	0	0	0	0	2	96	93.4	
0	38	39.3	17:30 17:45	89	9	0	1	1	1	2	103	103.1	
0	33	33	17:45 18:00	89	7	0	0	0	0	1	97	96.2	
0	33	33	18:00 18:15	96	3	0	0	0	0	0	99	99	
0	31	31	18:15 18:30	75	2	0	0	0	1	0	78	77.4	
0	22	22	18:30 18:45	63	2	1	0	1	0	0	67	68.5	
0	28	28	18:45 19:00	60	3	0	0	0	0	0	63	63	
11	1474	1500.5	Total	3322	400	23	26	14	14	27	3826	3855.3	

P/C	Total	PCU	Time Interval	All movements (rolling hour)							P/C	Total	PCU
				Car	LGV	OGV1	OGV2	PSV/Coach	M/C				
3	126	123.6	07:00 08:00	239	37	0	0	0	0	3	279	276.6	
3	139	137.9	07:15 08:15	288	47	0	1	1	0	3	340	339.9	
2	159	158.7	07:30 08:30	372	47	0	1	2	0	2	424	425.7	
2	194	197.6	07:45 08:45	475	51	0	4	4	0	2	536	543.6	
1	196	200.4	08:00 09:00	474	58	0	4	4	0	1	541	549.4	
1	193	196.1	08:15 09:15	462	50	1	3	3	0	1	520	526.6	
1	176	179.1	08:30 09:30	383	44	1	3	3	0	1	435	441.6	
0	134	134	08:45 09:45	264	39	1	0	1	0	1	306	306.7	
0	115	115	09:00 10:00	229	36	2	0	1	0	1	269	270.2	
1	110	110.5	09:15 10:15	213	36	1	1	1	0	2	254	255.2	
1	106	106.1	09:30 10:30	198	36	2	3	1	1	3	244	246.9	
1	99	103.4	09:45 10:45	198	31	3	4	1	1	2	240	245.5	
1	98	102.9	10:00 11:00	195	27	4	4	1	1	2	234	240	
0	100	105.7	10:15 11:15	197	27	4	4	1	1	1	235	241.8	
0	104	108.3	10:30 11:30	199	36	4	3	1	1	0	244	250.3	
0	121	127.8	10:45 11:45	202	43	4	5	1	2	0	257	265.3	
0	128	136.3	11:00 12:00	206	45	2	7	1	4	0	265	273.7	
1	119	124.6	11:15 12:15	196	52	3	6	1	5	1	264	270.5	
1	123	127.4	11:30 12:30	197	46	3	5	1	4	1	257	262.8	
1	104	104.6	11:45 12:45	190	41	4	2	1	3	2	243	245.2	
1	89	87.6	12:00 13:00	188	41	4	0	1	1	3	238	238	
1	91	90.1	12:15 13:15	190	29	4	0	1	2	5	231	228.8	
2	83	82.6	12:30 13:30	179	23	3	1	1	4	6	217	213.6	
3	79	78.3	12:45 13:45	175	24	3	1	1	4	7	215	210.6	
4	95	97.9	13:00 14:00	183	21	5	4	1	4	7	225	225.7	
4	93	97.3	13:15 14:15	174	23	4	5	1	2	5	214	218.3	
3	90	93.8	13:30 14:30	191	26	4	4	1	0	5	231	235.2	
2	88	92.1	13:45 14:45	200	24	2	4	1	0	3	234	238.8	
1	78	79	14:00 15:00	204	32	2	1	1	0	3	243	243.9	
0	79	81.3	14:15 15:15	241	35	4	1	2	0	2	285	288.7	
0	108	116	14:30 15:30	301	37	5	5	1	0	1	350	359.2	
0	140	148	14:45 15:45	373	37	5	5	1	0	1	422	431.2	
0	156	163.5	15:00 16:00	388	31	3	5	1	0	0	429	438	
0	168	173.7	15:15 16:15	395	30	1	4	0	2	1	433	436.7	
0	166	166	15:30 16:30	381	28	0	0	0	2	1	412	410	
0	150	150	15:45 16:45	346	31	0	0	0	2	1	380	378	
0	151	151	16:00 17:00	367	35	0	0	1	2	1	406	405	
0	136	136	16:15 17:15	372	34	0	0	1	0	1	408	408.2	
0	125	125	16:30 17:30	358	31	0	0	1	0	3	393	391.6	
0	130	131.3	16:45 17:45	359	31	0	1	2	1	5	399	397.7	
0	128	129.3	17:00 18:00	354	27	0	1	1	1	6	390	386.9	
0	140	141.3	17:15 18:15	362	24	0	1	1	1	5	394	391.7	
0	135	136.3	17:30 18:30	349	21	0	1	1	2	3	377	375.7	
0	119	119	17:45 18:45	323	14	1	0	1	1	1	341	341.1	
0	114	114	18:00 19:00	294	10	1	0	1	1	0	307	307.9	
0	81	81	18:15 19:15	198	7	1	0	1	1	0	208	208.9	
0	50	50	18:30 19:30	123	5	1	0	1	0	0	130	131.5	
0	28	28	18:45 19:45	60	3	0	0	0	0	0	63	63	
11	1474	1500.5	TOTAL	3322	400	23	26	14	14	27	3826	3855.3	

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0154	Oxted	Chichele Road / Silkham Road	51.262083, -0.007430	11/07/2023	Tuesday	0700-1900hrs	Dry	Dry	Dry





Project ID and Name: IW0154 Oxted  
 Junction name: Chichele Road / Silkham Road

Survey Date:  
 Survey Day:

A - B (15-minute intervals)										A - C (15-minute intervals)										
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	
07:00 07:15	5	3	0	0	0	0	0	8	8	07:00 07:15	2	0	0	0	0	0	0	0	2	2
07:15 07:30	2	2	0	0	0	0	0	4	4	07:15 07:30	5	1	0	0	0	0	0	0	6	6
07:30 07:45	11	0	0	0	0	0	0	11	11	07:30 07:45	9	0	0	0	0	0	0	0	9	9
07:45 08:00	10	1	0	0	0	0	0	11	11	07:45 08:00	10	1	0	0	0	0	1	0	12	12
08:00 08:15	15	3	0	0	0	0	0	18	18	08:00 08:15	9	2	0	0	0	0	0	0	11	11
08:15 08:30	9	1	0	0	0	0	0	10	10	08:15 08:30	12	3	0	0	0	0	0	0	15	15
08:30 08:45	43	3	0	0	1	1	0	49	48.4	08:30 08:45	20	0	0	0	0	0	0	0	22	22
08:45 09:00	17	0	0	0	0	0	0	17	17	08:45 09:00	12	2	0	0	0	0	0	0	14	14
09:00 09:15	15	0	0	0	0	0	0	15	15	09:00 09:15	6	0	0	0	0	0	0	0	6	6
09:15 09:30	7	0	0	0	0	0	0	7	7	09:15 09:30	8	0	0	0	0	0	0	0	8	8
09:30 09:45	6	1	0	0	1	0	0	8	9	09:30 09:45	4	1	1	0	0	0	0	0	6	6
09:45 10:00	12	3	0	0	0	0	0	15	15	09:45 10:00	10	0	0	0	0	0	0	1	11	11
10:00 10:15	9	0	0	0	0	0	0	9	9	10:00 10:15	7	2	0	0	0	0	0	0	9	9
10:15 10:30	3	0	0	0	0	0	0	3	3	10:15 10:30	2	2	0	0	0	0	0	0	4	4
10:30 10:45	3	2	0	0	1	0	0	6	7	10:30 10:45	8	1	1	0	0	0	0	0	10	10
10:45 11:00	2	0	0	0	0	0	0	2	2	10:45 11:00	7	1	0	0	0	0	0	0	8	8
11:00 11:15	6	0	0	0	0	0	0	6	6	11:00 11:15	5	1	1	0	0	0	0	0	7	7
11:15 11:30	4	2	0	0	0	0	0	6	6	11:15 11:30	1	3	0	0	0	0	0	0	4	4
11:30 11:45	8	0	0	0	1	0	0	9	10	11:30 11:45	3	0	0	0	0	0	0	0	3	3
11:45 12:00	10	0	0	0	0	0	0	10	10	11:45 12:00	4	2	0	0	0	0	0	0	6	6
12:00 12:15	8	2	0	0	0	0	0	10	10	12:00 12:15	7	1	0	0	0	0	0	0	8	8
12:15 12:30	6	4	0	0	0	0	1	11	10.2	12:15 12:30	4	2	0	0	0	0	0	0	6	6
12:30 12:45	7	2	0	0	1	0	1	11	11.2	12:30 12:45	8	0	0	0	0	0	0	0	8	8
12:45 13:00	5	1	0	0	0	0	0	6	6	12:45 13:00	4	0	0	0	0	0	0	0	4	4
13:00 13:15	4	3	0	0	0	0	0	7	7	13:00 13:15	5	3	0	0	0	0	0	0	8	8
13:15 13:30	7	1	0	0	0	0	0	8	8	13:15 13:30	2	0	0	0	0	0	0	0	2	2
13:30 13:45	6	0	0	0	1	0	0	7	8	13:30 13:45	8	1	0	0	0	0	0	0	9	9
13:45 14:00	2	1	0	0	0	0	0	3	3	13:45 14:00	6	0	0	0	0	0	0	0	6	6
14:00 14:15	8	0	0	0	0	0	0	8	8	14:00 14:15	4	1	0	0	0	0	0	0	5	5
14:15 14:30	8	0	0	0	0	0	0	8	8	14:15 14:30	5	1	0	0	0	0	0	0	6	6
14:30 14:45	3	1	0	0	1	0	0	5	6	14:30 14:45	4	1	0	0	0	0	0	0	5	5
14:45 15:00	7	1	0	0	0	0	0	8	8	14:45 15:00	0	2	0	0	0	0	0	0	2	2
15:00 15:15	5	0	0	0	0	0	0	5	5	15:00 15:15	4	0	0	0	0	0	0	0	4	4
15:15 15:30	26	2	0	0	1	0	0	29	30	15:15 15:30	24	4	0	0	0	0	0	0	28	28
15:30 15:45	22	0	0	0	2	0	0	24	26	15:30 15:45	26	0	0	0	0	0	0	0	26	26
15:45 16:00	8	1	0	0	0	0	0	9	9	15:45 16:00	7	2	0	0	0	0	0	0	9	9
16:00 16:15	7	2	0	0	0	0	0	9	9	16:00 16:15	4	0	0	0	0	0	0	0	4	4
16:15 16:30	22	2	0	0	0	0	2	26	24.4	16:15 16:30	12	1	0	0	0	0	0	0	13	13
16:30 16:45	19	3	0	0	0	0	0	22	22	16:30 16:45	14	4	0	0	0	0	0	1	19	19
16:45 17:00	15	2	0	0	0	0	0	17	17	16:45 17:00	7	1	0	0	0	0	0	0	8	8
17:00 17:15	14	1	0	0	1	0	0	16	17	17:00 17:15	10	3	0	0	0	0	0	0	13	13
17:15 17:30	21	2	0	0	1	1	0	24	24	17:15 17:30	11	2	0	0	0	0	0	0	13	13
17:30 17:45	11	1	0	0	0	0	1	13	12.2	17:30 17:45	14	1	0	0	0	0	1	1	17	17
17:45 18:00	11	0	0	0	1	0	0	12	13	17:45 18:00	11	0	0	0	0	0	0	1	12	12
18:00 18:15	11	0	0	0	0	0	0	11	11	18:00 18:15	7	1	0	0	0	0	0	0	8	8
18:15 18:30	12	0	0	0	0	0	0	12	12	18:15 18:30	11	0	0	0	0	0	0	0	11	11
18:30 18:45	4	1	0	0	0	0	0	5	5	18:30 18:45	6	0	0	0	0	0	0	0	6	6
18:45 19:00	11	1	0	0	0	0	0	13	14	18:45 19:00	6	0	0	0	0	0	0	2	8	8
<b>Total</b>	<b>487</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>7</b>	<b>563</b>	<b>569.8</b>	<b>Total</b>	<b>375</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>441</b>		

A - B (rolling hour)										A - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	28	6	0	0	0	0	0	34	34	07:00 08:00	26	2	0	0	0	1	0	29	29
07:15 08:15	38	6	0	0	0	0	0	44	44	07:15 08:15	33	4	0	0	0	1	0	38	38
07:30 08:30	45	5	0	0	0	0	0	50	50	07:30 08:30	40	6	0	0	0	1	0	47	47
07:45 08:45	47	8	0	0	1	0	2	58	57.4	07:45 08:45	51	6	0	0	0	1	2	60	60
08:00 09:00	84	7	0	0	0	2	94	93.4	08:00 09:00	53	7	0	0	0	0	2	62	62	
08:15 09:15	84	4	0	0	1	0	2	91	90.4	08:15 09:15	50	5	0	0	0	0	2	57	57
08:30 09:30	82	3	0	0	1	0	2	88	87.4	08:30 09:30	46	2	0	0	0	0	2	50	50
08:45 09:45	45	1	0	0	1	0	0	47	46	08:45 09:45	30	3	1	0	0	0	0	34	34
09:00 10:00	40	4	0	0	1	0	0	45	46	09:00 10:00	28	1	1	0	0	0	1	31	31
09:15 10:15	34	4	0	0	1	0	0	39	40	09:15 10:15	29	3	1	0	0	0	1	34	34
09:30 10:30	30	4	0	0	1	0	0	35	36	09:30 10:30	23	5	1	0	0	0	0	29	29
09:45 10:45	27	5	0	0	1	0	0	33	34	09:45 10:45	27	5	1	0	0	0	1	34	34
10:00 11:00	17	2	0	0	1	0	0	20	21	10:00 11:00	24	6	1	0	0	0	0	31	31
10:15 11:15	14	2	0	0	1	0	0	17	18	10:15 11:15	22	5	2	0	0	0	0	29	29
10:30 11:30	15	4	0	0	1	0	0	20	21	10:30 11:30	21	6	2	0	0	0	0	29	29
10:45 11:45	20	2	0	0	1	0	0	23	24	10:45 11:45	16	5	1	0	0	0	0	22	22
11:00 12:00	28	2	0	0	1	0	0	31	32	11:00 12:00	13	6	1	0	0	0	0	20	20
11:15 12:15	30	4	0	0	1	0	0	35	36	11:15 12:15	15	6	0	0	0	0	0	21	21
11:30 12:30	32	6	0	0	1	0	1	40	40.2	11:30 12:30	18	5	0	0	0	0	0	23	23
11:45 12:45	31	8	0	0	1	0	2	42	41.4	11:45 12:45	23	5	0	0	0	0	0	28	28
12:00 13:00	26	9	0	0	1	0	2	38	37.4	12:00 13:00	23	3	0	0	0	0	0	26	26
12:15 13:15	22	10	0	0	1	0	2	35	34.4	12:15 13:15	21	5	0	0	0	0	0	26	26
12:30 13:30	23	7	0	0	1	0	1	32	32.2	12:30 13:30	19	3	0	0	0	0	0	22	22
12:45 13:45	22	5	0	0	1	0	0	28	29	12:45 13:45	19	4	0	0	0	0	0	23	23
13:00 14:00	19	5	0	0	1	0	0	25	26	13:00 14:00	21	4	0	0	0	0	0	25	25
13:15 14:15	23	2	0	0	1	0	0												



11/07/2023  
Tuesday

PCU
2
6
9
11.4
11
15
20.4
14
6
8
6.5
10.2
9
4
10.5
8
7.5
4
3
6
8
6
8
4
8
2
9
6
5
6
5
2
4
28
26
9
4
13
18.2
8
13
13
15.6
11.2
8
11
6
6.4
434.9

PCU
28.4
37.4
46.4
57.8
60.4
55.4
48.4
34.5
30.7
33.7
29.7
33.7
31.5
30
30
22.5
20.5
21
23
28
26
26
22
23
25
22
26
22
18
17
39
60
67
67
52
44.2
43.2
52.2
52.2
49.6
52.8
47.8
45.8
36.2
31.4
23.4
12.4
6.4
434.9



Project ID and Name: IW0154 Oxted  
 Junction name: Chichele Road / Slikham Road

Survey Date:  
 Survey Day:

B - A (15-minute intervals)										B - C (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	5	1	0	0	0	0	0	6	6	07:00 07:15	1	0	0	0	0	0	0	1	0
07:15 07:30	9	0	0	0	0	0	0	9	9	07:15 07:30	0	1	0	0	0	0	0	1	0
07:30 07:45	2	0	0	0	0	0	0	2	2	07:30 07:45	12	0	0	0	0	0	0	12	0
07:45 08:00	9	1	0	0	0	0	0	10	10	07:45 08:00	1	2	0	0	0	0	0	3	0
08:00 08:15	17	0	1	0	0	0	0	18	18.5	08:00 08:15	6	0	0	0	0	0	0	6	0
08:15 08:30	18	3	0	0	0	0	0	21	21	08:15 08:30	24	0	0	0	0	0	0	24	0
08:30 08:45	22	3	0	0	0	0	0	25	25	08:30 08:45	26	0	0	0	0	0	0	26	0
08:45 09:00	12	2	0	0	0	0	0	14	14	08:45 09:00	5	0	0	0	0	0	0	5	0
09:00 09:15	10	0	0	0	0	0	0	10	10	09:00 09:15	2	0	0	0	0	0	0	2	0
09:15 09:30	6	0	0	0	0	0	0	6	6	09:15 09:30	6	1	0	0	0	0	0	7	0
09:30 09:45	7	0	0	0	0	0	0	7	7	09:30 09:45	2	0	0	0	0	0	0	2	0
09:45 10:00	4	2	0	0	0	0	0	6	6	09:45 10:00	1	1	0	0	0	0	0	2	0
10:00 10:15	5	0	0	0	0	0	0	5	5	10:00 10:15	2	1	0	0	0	0	0	3	0
10:15 10:30	3	0	0	0	0	0	0	3	3	10:15 10:30	1	0	1	0	0	0	0	2	0
10:30 10:45	7	0	0	0	0	0	0	7	7	10:30 10:45	3	1	0	0	0	0	0	4	0
10:45 11:00	10	1	0	0	0	0	0	11	11	10:45 11:00	5	0	0	0	0	0	0	5	0
11:00 11:15	3	0	0	0	0	0	0	3	3	11:00 11:15	2	0	0	0	0	0	0	2	0
11:15 11:30	5	2	0	0	0	0	0	7	7	11:15 11:30	10	0	0	0	0	0	0	10	0
11:30 11:45	4	1	0	0	0	0	1	6	5.2	11:30 11:45	5	2	1	0	0	0	0	6	0
11:45 12:00	7	0	0	0	0	0	0	7	7	11:45 12:00	7	1	0	0	0	0	0	8	0
12:00 12:15	10	0	0	0	0	0	0	10	10	12:00 12:15	7	0	0	0	0	0	0	7	0
12:15 12:30	5	1	0	0	0	0	0	6	6	12:15 12:30	9	2	0	0	0	0	0	11	0
12:30 12:45	10	2	0	0	0	0	0	12	12	12:30 12:45	5	0	0	0	0	0	0	5	0
12:45 13:00	12	0	0	0	0	0	0	12	12	12:45 13:00	5	3	0	0	0	0	0	8	0
13:00 13:15	10	2	0	0	0	0	0	12	12	13:00 13:15	3	0	0	0	0	0	0	3	0
13:15 13:30	5	0	0	0	0	0	0	5	5	13:15 13:30	7	1	0	0	0	0	0	8	0
13:30 13:45	5	1	0	0	0	1	0	7	6.4	13:30 13:45	3	0	0	0	0	0	0	3	0
13:45 14:00	9	1	0	0	0	0	0	10	10	13:45 14:00	3	0	0	0	0	0	0	3	0
14:00 14:15	9	0	0	0	0	0	0	9	9	14:00 14:15	4	0	0	0	0	0	0	4	0
14:15 14:30	11	2	0	0	0	0	0	13	13	14:15 14:30	7	2	0	0	0	0	0	9	0
14:30 14:45	9	1	0	0	0	0	0	10	10	14:30 14:45	3	0	0	0	0	0	0	3	0
14:45 15:00	19	0	0	0	0	0	0	19	19	14:45 15:00	9	1	0	0	0	0	0	10	0
15:00 15:15	26	0	0	0	0	0	0	26	26	15:00 15:15	8	0	0	0	0	0	0	8	0
15:15 15:30	17	2	0	0	0	0	0	19	19	15:15 15:30	17	0	0	0	0	0	0	17	0
15:30 15:45	15	2	0	0	0	0	0	17	7	15:30 15:45	16	0	0	0	0	0	0	16	0
15:45 16:00	9	1	0	0	0	0	0	10	10	15:45 16:00	8	1	0	0	0	0	0	9	0
16:00 16:15	18	2	0	0	0	0	0	20	20	16:00 16:15	7	1	0	0	0	0	0	8	0
16:15 16:30	10	3	0	0	0	0	0	13	13	16:15 16:30	4	2	0	0	0	0	0	6	0
16:30 16:45	10	2	0	0	0	0	0	12	12	16:30 16:45	8	0	0	0	0	0	0	8	0
16:45 17:00	9	1	0	0	0	0	0	10	10	16:45 17:00	8	0	0	0	0	0	0	8	0
17:00 17:15	20	2	0	0	0	0	0	22	22	17:00 17:15	10	1	0	0	0	0	0	11	0
17:15 17:30	16	2	0	0	0	0	0	18	18	17:15 17:30	8	1	0	0	0	0	1	9	0
17:30 17:45	19	3	0	0	0	0	0	22	22	17:30 17:45	5	0	0	0	0	0	0	5	0
17:45 18:00	18	1	0	0	0	0	1	20	19.2	17:45 18:00	1	0	0	0	0	0	0	1	0
18:00 18:15	16	0	0	0	0	0	0	16	16	18:00 18:15	8	0	0	0	0	0	0	8	0
18:15 18:30	6	1	0	0	0	1	0	8	7.4	18:15 18:30	6	1	0	0	0	0	0	7	0
18:30 18:45	8	0	0	0	0	0	0	8	8	18:30 18:45	6	1	0	0	0	0	0	7	0
18:45 19:00	12	0	0	0	0	0	0	12	12	18:45 19:00	4	0	0	0	0	0	0	4	0
<b>Total</b>	<b>500</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>551</b>	<b>548.7</b>	<b>Total</b>	<b>303</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>334</b>

B - A (rolling hour)										B - C (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	27	2	0	0	0	0	0	27	27	07:00 08:00	14	3	0	0	0	0	0	17	0
07:15 08:15	37	1	1	0	0	0	0	39	39.5	07:15 08:15	19	3	0	0	0	0	0	22	0
07:30 08:30	46	4	1	0	0	0	0	51	51.5	07:30 08:30	40	2	0	0	0	0	0	42	0
07:45 08:45	66	7	1	0	0	0	0	74	74.5	07:45 08:45	54	2	0	0	0	0	0	56	0
08:00 09:00	69	8	1	0	0	0	0	78	78.5	08:00 09:00	58	0	0	0	0	0	0	58	0
08:15 09:15	62	8	0	0	0	0	0	70	70	08:15 09:15	54	0	0	0	0	0	0	54	0
08:30 09:30	50	5	0	0	0	0	0	55	55	08:30 09:30	39	1	0	0	0	0	0	40	0
08:45 09:45	35	2	0	0	0	0	0	37	37	08:45 09:45	15	1	0	0	0	0	0	16	0
09:00 10:00	27	2	0	0	0	0	0	29	29	09:00 10:00	11	2	0	0	0	0	0	13	0
09:15 10:15	22	2	0	0	0	0	0	24	24	09:15 10:15	11	3	0	0	0	0	0	14	0
09:30 10:30	16	2	0	0	0	0	0	18	18	09:30 10:30	6	2	0	0	0	0	0	8	0
09:45 10:45	19	2	0	0	0	0	0	21	21	09:45 10:45	7	3	1	0	0	0	0	11	0
10:00 11:00	25	1	0	0	0	0	0	26	26	10:00 11:00	11	2	1	0	0	0	0	14	0
10:15 11:15	23	1	0	0	0	0	0	24	24	10:15 11:15	11	1	1	0	0	0	0	13	0
10:30 11:30	25	3	0	0	0	0	0	28	28	10:30 11:30	20	1	0	0	0	0	0	21	0
10:45 11:45	22	4	0	0	0	0	1	27	26.2	10:45 11:45	22	0	1	0	0	0	0	23	0
11:00 12:00	19	3	0	0	0	0	1	23	22.2	11:00 12:00	20	2	1	0	0	0	0	23	0
11:15 12:15	26	3	0	0	0	0	1	30	29.2	11:15 12:15	25	2	1	0	0	0	0	28	0
11:30 12:30	26	2	0	0	0	0	1	29	28.2	11:30 12:30	24	4	1	0	0	0	0	30	0
11:45 12:45	32	3	0	0	0	0	0	35	35	11:45 12:45	24	4	0	0	0	0	0	29	0
12:00 13:00	37	3	0	0	0	0	0	40	40	12:00 13:00	26	5	0	0	0	0	1	32	0
12:15 13:15	37	5	0	0	0	0	0	42	42	12:15 13:15	22	5	0	0	0	0	0	27	0
12:30 13:30	37	4	0	0	0	0	0	41	41	12:30 13:30	20	4	0	0	0	0	0	24	0
12:45 13:45	32	3	0	0	0	1	0	36	35.4	12:45 13:45	18	4	0	0	0	0	0	22	0
13:00 14:00	29	4	0	0	0	1	0	34	33.4	13:00 14:00	16	1	0	0	0	0	0	17	0
13:15 14:15	28	2	0	0	0	1	0	31	30.4	13:15 14:15	17	1	0	0	0	0	0	18	0
13:30 14:30	34	4	0	0	0	1	0	39	38.4	13:30 14:30	17	2	0	0	0	0	0	19	0
13:45 14:45	38	4	0	0	0	0	0	42	42	13:45 14:45	17	2	0	0	0	0	0	19	0
14:00 15:00	48	3	0	0	0	0	0	51	51	14:00 15:00	23	3	0	0	0	0	0	26	0
14:15 15:15	65	3	0	0	0	0	0	68	68</										

11/07/2023  
Tuesday

PCU
1
1
12
3
6
21
25
5
2
7
2
2
3
2.5
4.2
5
2
10
6.5
5
7
11.2
5
8
3
8
3
3
4
9
3
10
8
17
16
9
8
6
8
8
11
9.4
5
1
8
7
7
4
332.8

PCU
17
22
42
56
58
54
40
16
13
14
9.5
11.7
14.7
13.7
21.2
23.5
23.5
28.5
29.7
28.2
31.2
27.2
24
22
17
18
19
19
26
30
38
51
50
50
39
31
30
33
36.4
33.4
26.4
23.4
21
23
26
18
11
4
332.8



Project ID and Name: IW0154 Oxted  
 Junction name: Chichele Road / Slikham Road

Survey Date:  
 Survey Day:

C - A (15-minute intervals)											C - B (15-minute intervals)										
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total			
07:00 07:15	3	0	0	0	0	0	0	3	3	07:00 07:15	0	0	0	0	0	0	0	0			
07:15 07:30	7	2	0	0	0	0	0	9	9	07:15 07:30	1	0	0	0	0	0	0	1			
07:30 07:45	17	1	0	0	0	0	0	18	18	07:30 07:45	2	0	0	0	0	0	0	2			
07:45 08:00	13	3	0	0	0	0	0	16	16	07:45 08:00	4	1	0	0	0	0	0	5			
08:00 08:15	9	4	0	0	0	0	0	13	13	08:00 08:15	6	1	0	0	0	0	0	7			
08:15 08:30	32	2	0	0	0	0	2	36	34.4	08:15 08:30	2	1	0	0	1	0	0	25			
08:30 08:45	25	2	0	0	0	0	0	27	27	08:30 08:45	2	0	0	0	1	0	0	23			
08:45 09:00	7	1	0	0	0	0	0	8	8	08:45 09:00	10	1	0	0	1	0	0	11			
09:00 09:15	5	1	0	0	0	0	0	6	6	09:00 09:15	1	1	0	0	0	0	0	2			
09:15 09:30	6	1	0	0	0	0	0	7	7	09:15 09:30	1	0	0	0	0	0	0	1			
09:30 09:45	6	2	0	0	0	0	0	8	8	09:30 09:45	4	0	1	0	0	0	0	5			
09:45 10:00	3	1	0	0	0	0	0	4	4	09:45 10:00	3	0	0	0	0	0	0	3			
10:00 10:15	6	4	1	0	0	0	0	11	11.5	10:00 10:15	2	0	1	0	0	0	0	3			
10:15 10:30	3	1	0	0	0	0	0	4	4	10:15 10:30	1	0	0	0	0	0	0	1			
10:30 10:45	8	0	0	0	0	0	0	8	8	10:30 10:45	1	0	0	0	0	0	0	1			
10:45 11:00	9	1	0	0	0	0	0	10	10	10:45 11:00	1	0	0	0	0	0	0	1			
11:00 11:15	7	0	0	0	0	0	0	7	7	11:00 11:15	1	0	0	0	0	0	0	1			
11:15 11:30	2	0	0	0	0	0	1	3	2.2	11:15 11:30	6	0	0	0	0	0	0	6			
11:30 11:45	6	0	0	0	0	0	0	6	6	11:30 11:45	1	0	0	0	0	0	0	1			
11:45 12:00	8	1	0	0	0	0	0	9	9	11:45 12:00	1	0	0	0	0	0	0	1			
12:00 12:15	4	2	0	0	0	0	0	6	8	12:00 12:15	6	0	0	0	0	0	0	6			
12:15 12:30	6	0	0	0	0	0	0	6	6	12:15 12:30	5	2	0	0	0	0	0	7			
12:30 12:45	6	0	1	0	0	0	0	7	7.5	12:30 12:45	6	0	0	0	0	0	0	6			
12:45 13:00	7	1	0	0	0	0	0	8	8	12:45 13:00	5	0	0	0	0	0	0	5			
13:00 13:15	3	0	0	0	0	0	0	3	3	13:00 13:15	4	1	0	0	0	0	0	5			
13:15 13:30	3	1	0	0	0	0	0	4	4	13:15 13:30	2	1	0	0	0	0	0	3			
13:30 13:45	4	0	0	0	0	0	0	4	4	13:30 13:45	2	0	0	0	0	0	0	2			
13:45 14:00	8	2	0	0	0	0	0	10	10	13:45 14:00	1	1	0	0	0	0	0	2			
14:00 14:15	3	2	0	0	0	0	0	5	5	14:00 14:15	7	0	0	0	0	0	0	7			
14:15 14:30	13	1	0	0	0	0	0	14	14	14:15 14:30	4	0	0	0	0	0	0	4			
14:30 14:45	5	0	0	0	0	0	1	6	5.2	14:30 14:45	6	0	0	0	0	0	0	6			
14:45 15:00	8	0	0	0	0	0	0	8	8	14:45 15:00	8	1	0	0	0	0	0	9			
15:00 15:15	22	1	0	0	0	0	0	23	23	15:00 15:15	8	1	1	0	1	0	0	11			
15:15 15:30	8	1	0	0	0	0	0	9	9	15:15 15:30	16	2	0	0	0	0	0	18			
15:30 15:45	8	2	0	0	0	0	0	10	10	15:30 15:45	2	0	0	0	0	0	0	2			
15:45 16:00	9	0	0	0	0	0	0	9	9	15:45 16:00	3	0	0	0	0	0	0	3			
16:00 16:15	13	0	0	0	0	0	1	14	13.2	16:00 16:15	1	0	0	0	0	0	0	1			
16:15 16:30	6	0	0	0	0	0	0	6	6	16:15 16:30	14	0	0	0	0	0	0	14			
16:30 16:45	5	2	0	0	0	0	0	7	7	16:30 16:45	4	2	0	0	0	0	0	6			
16:45 17:00	11	1	0	0	0	0	0	12	12	16:45 17:00	7	0	0	0	0	0	0	7			
17:00 17:15	6	1	1	0	0	0	0	8	8.5	17:00 17:15	1	0	0	0	0	0	0	1			
17:15 17:30	12	3	0	0	0	1	0	16	15.4	17:15 17:30	0	0	0	0	0	0	0	0			
17:30 17:45	14	1	0	0	0	1	1	17	15.6	17:30 17:45	5	1	0	0	0	0	0	6			
17:45 18:00	16	1	0	0	0	1	0	18	17.4	17:45 18:00	3	0	0	0	0	0	0	3			
18:00 18:15	11	2	0	0	0	0	0	13	13	18:00 18:15	4	0	0	0	0	0	0	4			
18:15 18:30	6	0	0	0	0	0	0	6	6	18:15 18:30	1	0	0	0	0	0	0	1			
18:30 18:45	7	0	0	0	0	0	0	7	7	18:30 18:45	1	0	0	0	0	0	0	1			
18:45 19:00	14	0	0	0	0	0	0	14	14	18:45 19:00	1	0	0	0	0	0	0	1			
<b>Total</b>	<b>420</b>	<b>53</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>485</b>	<b>479.9</b>	<b>Total</b>	<b>214</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>242</b>			

C - A (rolling hour)											C - B (rolling hour)										
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total			
07:00 08:00	40	6	0	0	0	0	0	46	46	07:00 08:00	7	1	0	0	0	0	1	9			
07:15 08:15	46	6	0	0	0	0	0	56	56	07:15 08:15	13	2	0	0	0	0	1	16			
07:30 08:30	71	10	0	0	0	0	2	83	81.4	07:30 08:30	33	4	1	0	1	0	1	40			
07:45 08:45	79	11	0	0	0	0	2	90.4	90.4	07:45 08:45	51	6	1	0	2	0	0	60			
08:00 09:00	73	9	0	0	0	0	2	84	82.4	08:00 09:00	57	6	1	0	2	0	0	66			
08:15 09:15	69	6	0	0	0	0	2	77	75.4	08:15 09:15	52	6	1	0	2	0	0	61			
08:30 09:30	43	5	0	0	0	0	0	48	48	08:30 09:30	32	4	0	0	1	0	0	37			
08:45 09:45	24	5	0	0	0	0	0	29	29	08:45 09:45	16	2	1	0	0	0	0	19			
09:00 10:00	20	5	0	0	0	0	0	25	25	09:00 10:00	9	1	1	0	0	0	0	11			
09:15 10:15	21	8	1	0	0	0	0	30	30.5	09:15 10:15	10	0	2	0	0	0	0	12			
09:30 10:30	18	9	1	0	0	0	0	27	27.5	09:30 10:30	10	0	2	0	0	0	0	12			
09:45 10:45	20	6	1	0	0	0	0	27	27.5	09:45 10:45	7	0	1	0	0	0	0	8			
10:00 11:00	26	6	1	0	0	0	0	33	33.5	10:00 11:00	5	0	1	0	0	0	0	6			
10:15 11:15	27	2	0	0	0	0	0	29	29	10:15 11:15	4	0	0	0	0	0	0	4			
10:30 11:30	26	1	0	0	0	0	1	28	27.2	10:30 11:30	9	0	0	0	0	0	0	9			
10:45 11:45	24	1	0	0	0	0	1	26	25.2	10:45 11:45	9	0	0	0	0	0	0	9			
11:00 12:00	23	1	0	0	0	0	1	25	24.2	11:00 12:00	9	0	0	0	0	0	0	9			
11:15 12:15	20	5	0	0	0	0	1	26	25.2	11:15 12:15	14	0	0	0	0	0	0	14			
11:30 12:30	24	5	0	0	0	0	0	29	29	11:30 12:30	13	2	0	0	0	0	0	15			
11:45 12:45	24	5	1	0	0	0	0	30	30.5	11:45 12:45	18	2	0	0	0	0	0	20			
12:00 13:00	23	5	1	0	0	0	0	29	29.5	12:00 13:00	22	2	0	0	0	0	0	24			
12:15 13:15	22	1	1	0	0	0	0	24	24.5	12:15 13:15	20	3	0	0	0	0	0	23			
12:30 13:30	19	2	1	0	0	0	0	22	22.5	12:30 13:30	17	2	0	0	0	0	0	19			
12:45 13:45	17	2	0	0	0	0	0	19	19	12:45 13:45	13	2	0	0	0	0	0	15			
13:00 14:00	18	3	0	0	0	0	0	21	21	13:00 14:00	9	3	0	0	0	0	0	12			
13:15 14:15	18	5	0	0	0	0	0	23	23	13:15 14:15	12	2	0	0	0	0	0	14			
13:30 14:30	28	5	0	0	0	0	0	33	33	13:30 14:30	14	1	0	0	0	0	0	15			
13:45 14:45	29	5	0	0	0	0	1	35	34.2	13:45 14:45	18	1	0	0	0	0	0	19			
14:00 15:00	29	3	0	0	0	0	1	33	32.2	14:00 15:00	25	1	0	0	0	0	0	26			
14:15 15:15	48	2	0	0	0	0	1	51	50.2	14:15 15:15	26	2	1	0	1	0	0	30			
14:30 15:30	43	2	0	0	0	0	1	46	45.2	14:30 15:30	38	4	1	0	1	0	0	44			
14:45 15:45	46	4	0	0	0	0	0	50	50	14:45 15:45	34	4	1	0	1	0	0	40			
15:00 16:00	47	4	0	0	0	0	0	51	51	15:00 16:00	29	3	1	0	1	0	0	34			
15:																					

11/07/2023  
Tuesday

PCU
0
1
2.2
5
7
26.5
24
11
2
1
5.5
3
3.5
1
1
1
1
6
1
1
6
7
6
5
5
3
2
2
7
4
6
9
12.5
18
2
3
1
14
6
7
1
0
6
3
4
1
1
1
246.2

PCU
8.2
15.2
40.7
62.5
68.5
63.5
38
19.5
11.5
13
13
8.5
6.5
4
9
9
9
14
15
20
24
23
19
15
12
14
15
19
26
31.5
45.5
41.5
35.5
24
20
24
28
28
14
14
10
13
14
9
7
3
2
1
246.2



Project ID and Name: IW0154 Oxted  
 Junction name: Chichele Road / Silkham Road

Survey Date:  
 Survey Day:

Arm A - Entry (15-minute intervals)										Arm A - Exit (15-minute intervals)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 07:15	7	3	0	0	0	0	0	10	10	07:00 07:15	8	1	0	0	0	0	0	9	9
07:15 07:30	7	3	0	0	0	0	0	10	10	07:15 07:30	16	2	0	0	0	0	0	18	18
07:30 07:45	20	0	0	0	0	0	0	20	20	07:30 07:45	19	1	0	0	0	0	0	20	20
07:45 08:00	20	2	0	0	0	1	0	23	22.4	07:45 08:00	22	4	0	0	0	0	0	26	26
08:00 08:15	24	5	0	0	0	0	0	29	29	08:00 08:15	26	4	1	0	0	0	0	31	31
08:15 08:30	21	4	0	0	0	0	0	25	25	08:15 08:30	30	5	0	0	0	0	0	35	35
08:30 08:45	63	3	0	0	1	1	0	71	68.8	08:30 08:45	47	5	0	0	0	0	0	52	52
08:45 09:00	29	2	0	0	0	0	0	31	31	08:45 09:00	19	3	0	0	0	0	0	22	22
09:00 09:15	21	0	0	0	0	0	0	21	21	09:00 09:15	15	1	0	0	0	0	0	16	16
09:15 09:30	15	0	0	0	0	0	0	15	15	09:15 09:30	12	1	0	0	0	0	0	13	13
09:30 09:45	10	2	1	0	1	0	0	14	15.5	09:30 09:45	13	2	0	0	0	0	0	15	15
09:45 10:00	22	3	0	0	0	0	1	26	25.2	09:45 10:00	7	3	0	0	0	0	0	10	10
10:00 10:15	16	2	0	0	0	0	0	18	18	10:00 10:15	11	4	1	0	0	0	0	16	16
10:15 10:30	5	2	0	0	0	0	0	7	7	10:15 10:30	6	1	0	0	0	0	0	7	7
10:30 10:45	11	3	1	0	1	0	0	16	17.5	10:30 10:45	15	0	0	0	0	0	0	15	15
10:45 11:00	9	1	0	0	0	0	0	10	10	10:45 11:00	19	2	0	0	0	0	0	21	21
11:00 11:15	11	1	1	0	0	0	0	13	13.5	11:00 11:15	10	0	0	0	0	0	0	10	10
11:15 11:30	5	5	0	0	0	0	0	10	10	11:15 11:30	7	2	0	0	0	0	1	10	10
11:30 11:45	11	0	0	0	1	0	0	12	13	11:30 11:45	10	1	0	0	0	0	0	11	12
11:45 12:00	14	2	0	0	0	0	0	16	16	11:45 12:00	15	1	0	0	0	0	0	16	16
12:00 12:15	15	3	0	0	0	0	0	18	18	12:00 12:15	14	4	0	0	0	0	0	18	18
12:15 12:30	10	6	0	0	0	0	1	17	16.2	12:15 12:30	11	1	0	0	0	0	0	12	12
12:30 12:45	15	2	0	0	1	0	1	19	19.2	12:30 12:45	16	2	1	0	0	0	0	19	19
12:45 13:00	9	1	0	0	0	0	0	10	10	12:45 13:00	19	1	0	0	0	0	0	20	20
13:00 13:15	9	6	0	0	0	0	0	15	15	13:00 13:15	13	2	0	0	0	0	0	15	15
13:15 13:30	9	1	0	0	0	0	0	10	10	13:15 13:30	8	1	0	0	0	0	0	9	9
13:30 13:45	14	1	0	0	1	0	0	16	17	13:30 13:45	9	1	0	0	0	0	1	11	11
13:45 14:00	8	1	0	0	0	0	0	9	9	13:45 14:00	17	3	0	0	0	0	0	20	20
14:00 14:15	12	1	0	0	0	0	0	13	13	14:00 14:15	12	2	0	0	0	0	0	14	14
14:15 14:30	13	1	0	0	0	0	0	14	14	14:15 14:30	24	3	0	0	0	0	0	27	27
14:30 14:45	7	2	0	0	1	0	0	10	11	14:30 14:45	14	1	0	0	0	0	0	16	16
14:45 15:00	7	3	0	0	0	0	0	10	10	14:45 15:00	27	0	0	0	0	0	0	27	27
15:00 15:15	9	0	0	0	0	0	0	9	9	15:00 15:15	48	1	0	0	0	0	0	49	49
15:15 15:30	50	6	0	0	1	0	0	57	58	15:15 15:30	25	3	0	0	0	0	0	28	28
15:30 15:45	48	2	0	0	2	0	0	50	52	15:30 15:45	15	2	0	0	0	0	0	17	17
15:45 16:00	15	3	0	0	0	0	0	18	18	15:45 16:00	18	1	0	0	0	0	0	19	19
16:00 16:15	11	2	0	0	0	0	0	13	13	16:00 16:15	31	2	0	0	0	0	1	34	34
16:15 16:30	34	3	0	0	0	0	2	39	37.4	16:15 16:30	16	3	0	0	0	0	0	19	19
16:30 16:45	33	7	0	0	0	0	1	41	40.2	16:30 16:45	15	4	0	0	0	0	0	19	19
16:45 17:00	22	3	0	0	0	0	0	25	25	16:45 17:00	20	2	0	0	0	0	0	22	22
17:00 17:15	24	4	0	0	1	0	0	29	30	17:00 17:15	26	3	1	0	0	0	1	30	30
17:15 17:30	32	4	0	0	1	1	0	39	36.4	17:15 17:30	28	5	0	0	0	0	1	34	34
17:30 17:45	25	2	0	0	0	1	2	30	27.8	17:30 17:45	33	4	0	0	0	0	1	39	39
17:45 18:00	22	0	0	0	1	0	1	24	24.2	17:45 18:00	34	2	0	0	0	1	1	38	38
18:00 18:15	18	1	0	0	0	0	0	19	19	18:00 18:15	27	2	0	0	0	0	0	29	29
18:15 18:30	23	0	0	0	0	0	0	23	23	18:15 18:30	12	1	0	0	0	1	0	14	14
18:30 18:45	10	1	0	0	0	0	0	11	11	18:30 18:45	15	0	0	0	0	0	0	15	15
18:45 19:00	17	1	0	0	1	0	2	21	20.4	18:45 19:00	26	0	0	0	0	0	0	26	26
<b>Total</b>	<b>862</b>	<b>108</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>15</b>	<b>1004</b>	<b>1004.7</b>	<b>Total</b>	<b>920</b>	<b>99</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>1036</b>	<b>1036</b>

Arm A - Entry (rolling hour)										Arm A - Exit (rolling hour)									
Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU
07:00 08:00	54	8	0	0	0	1	0	63	62.4	07:00 08:00	65	8	0	0	0	0	0	73	73
07:15 08:15	71	10	0	0	0	1	0	82	81.4	07:15 08:15	83	11	1	0	0	0	0	95	95
07:30 08:30	85	11	0	0	0	1	0	97	96.4	07:30 08:30	117	14	1	0	0	0	0	132	134
07:45 08:45	128	14	0	0	1	1	0	148	145.2	07:45 08:45	145	18	0	0	0	0	0	163	166
08:00 09:00	137	14	0	0	1	0	4	156	153.8	08:00 09:00	142	17	1	0	0	0	2	162	162
08:15 09:15	134	9	0	0	1	0	4	148	145.8	08:15 09:15	131	14	0	0	0	0	0	147	147
08:30 09:30	128	5	0	0	1	0	4	138	135.8	08:30 09:30	93	10	0	0	0	0	0	103	103
08:45 09:45	75	4	1	0	1	0	0	81	82.5	08:45 09:45	59	7	0	0	0	0	0	66	66
09:00 10:00	68	5	1	0	1	0	1	76	76.7	09:00 10:00	47	7	0	0	0	0	0	54	54
09:15 10:15	63	7	1	0	1	0	1	73	73.7	09:15 10:15	43	10	1	0	0	0	0	54	54
09:30 10:30	53	9	1	0	1	0	1	65	65.7	09:30 10:30	37	6	0	0	0	0	0	43	43
09:45 10:45	54	10	1	0	1	0	1	67	67.7	09:45 10:45	39	8	1	0	0	0	0	48	48
10:00 11:00	41	8	1	0	1	0	0	51	52.5	10:00 11:00	51	7	1	0	0	0	0	59	59
10:15 11:15	36	7	2	0	1	0	0	46	48	10:15 11:15	50	3	0	0	0	0	0	53	53
10:30 11:30	36	10	2	0	1	0	0	49	51	10:30 11:30	51	4	0	0	0	0	0	56	56
10:45 11:45	36	7	1	0	1	0	0	45	46.5	10:45 11:45	46	5	0	0	0	0	0	53	53
11:00 12:00	41	8	1	0	1	0	0	51	52.5	11:00 12:00	42	4	0	0	0	0	0	48	48
11:15 12:15	45	10	0	0	1	0	0	56	57	11:15 12:15	46	8	0	0	0	0	0	56	56
11:30 12:30	50	11	0	0	1	0	1	63	63.2	11:30 12:30	50	7	0	0	0	0	0	58	58
11:45 12:45	54	13	0	0	1	0	2	70	69.4	11:45 12:45	56	8	1	0	0	0	0	65	65
12:00 13:00	49	12	0	0	1	0	2	64	63.4	12:00 13:00	60	8	1	0	0	0	0	69	69
12:15 13:15	43	15	0	0	1	0	2	61	60.4	12:15 13:15	59	6	1	0	0	0	0	66	66
12:30 13:30	42	10	0	0	1	0	1	54	54.2	12:30 13:30	56	6	1	0	0	0	0	63	63
12:45 13:45	41	9	0	0	1	0	0	51	52	12:45 13:45	49	5	0	0	0	0	0	55	55
13:00 14:00	40	9	0	0	1	0	0	50	51	13:00 14:00	47	7	0	0	0	0	0	54	54
13:15 14:15	43	4	0	0	1	0	0	48	49	13:15 14:15	46	7	0	0	0	0	1	54	54
13:30 14:30	47	4	0	0	1	0	0	52	53	13:30 14:30	62	9	0	0	0	0	1	72	72
13:45 14:45	40	5	0	0	1	0	0	46	47	13:45 14:45									



11/07/2023 Project ID and Name: IW0154 Oxted  
 Tuesday Junction name: Chichele Road / Silkham Road

PCU	Time Interval		Arm B - Entry (15-minute intervals)								PCU	Time Interval		Arm B - Exit (15-minute intervals)							
	07:00	07:15	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total		07:00	07:15	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	
9	07:00	07:15	6	1	0	0	0	0	0	0	7	07:00	07:15	5	3	0	0	0	0	0	
18	07:15	07:30	9	1	0	0	0	0	0	0	10	07:15	07:30	3	2	0	0	0	0	0	
20	07:30	07:45	14	0	0	0	0	0	0	0	14	07:30	07:45	13	0	0	0	0	0	1	
26	07:45	08:00	10	3	0	0	0	0	0	0	13	07:45	08:00	14	2	0	0	0	0	0	
31.5	08:00	08:15	23	0	1	0	0	0	0	0	24	08:00	08:15	21	4	0	0	0	0	0	
55.4	08:15	08:30	39	3	0	0	0	0	0	0	42	08:15	08:30	30	3	1	0	1	0	0	
52	08:30	08:45	48	3	0	0	0	0	0	0	51	08:30	08:45	63	5	0	0	2	0	2	
22	08:45	09:00	17	2	0	0	0	0	0	0	19	08:45	09:00	27	1	0	0	0	0	0	
16	09:00	09:15	12	0	0	0	0	0	0	0	12	09:00	09:15	16	1	0	0	0	0	0	
13	09:15	09:30	12	1	0	0	0	0	0	0	13	09:15	09:30	8	0	0	0	0	0	0	
15	09:30	09:45	9	0	0	0	0	0	0	0	9	09:30	09:45	10	1	1	0	1	0	0	
10	09:45	10:00	5	3	0	0	0	0	0	0	8	09:45	10:00	15	3	0	0	0	0	0	
16.5	10:00	10:15	7	1	0	0	0	0	0	0	8	10:00	10:15	11	0	1	0	0	0	0	
7	10:15	10:30	4	0	1	0	0	0	0	0	5	10:15	10:30	4	2	0	0	0	0	0	
15	10:30	10:45	10	1	0	0	0	0	1	1	12	10:30	10:45	4	2	0	0	1	0	0	
21	10:45	11:00	15	1	0	0	0	0	0	0	16	10:45	11:00	3	0	0	0	0	0	0	
10	11:00	11:15	5	0	0	0	0	0	0	0	5	11:00	11:15	7	0	0	0	0	0	0	
9.2	11:15	11:30	15	2	0	0	0	0	0	0	17	11:15	11:30	10	2	0	0	0	0	0	
11.2	11:30	11:45	9	1	1	0	0	0	1	1	12	11:30	11:45	9	0	0	0	1	0	0	
16	11:45	12:00	10	2	0	0	0	0	0	0	12	11:45	12:00	11	0	0	0	0	0	0	
18	12:00	12:15	17	0	0	0	0	0	0	0	17	12:00	12:15	14	2	0	0	0	0	0	
12	12:15	12:30	14	3	0	0	0	0	1	1	18	12:15	12:30	11	6	0	0	0	0	1	
19.5	12:30	12:45	15	2	0	0	0	0	0	0	17	12:30	12:45	13	2	0	0	1	0	1	
20	12:45	13:00	17	3	0	0	0	0	0	0	20	12:45	13:00	10	1	0	0	0	0	0	
15	13:00	13:15	13	2	0	0	0	0	0	0	15	13:00	13:15	8	4	0	0	0	0	0	
9	13:15	13:30	12	1	0	0	0	0	0	0	13	13:15	13:30	9	2	0	0	0	0	0	
10.4	13:30	13:45	8	1	0	0	0	1	0	0	10	13:30	13:45	8	0	0	0	1	0	0	
20	13:45	14:00	12	1	0	0	0	0	0	0	13	13:45	14:00	24	2	0	0	2	0	0	
14	14:00	14:15	13	0	0	0	0	0	0	0	13	14:00	14:15	15	0	0	0	0	0	0	
27	14:15	14:30	18	4	0	0	0	0	0	0	22	14:15	14:30	12	0	0	0	0	0	0	
15.2	14:30	14:45	12	1	0	0	0	0	0	0	13	14:30	14:45	9	1	0	0	1	0	0	
27	14:45	15:00	28	1	0	0	0	0	0	0	29	14:45	15:00	15	2	0	0	0	0	0	
49	15:00	15:15	34	0	0	0	0	0	0	0	34	15:00	15:15	13	1	1	0	1	0	0	
28	15:15	15:30	34	2	0	0	0	0	0	0	36	15:15	15:30	42	4	0	0	1	0	0	
17	15:30	15:45	23	0	0	0	0	0	0	0	23	15:30	15:45	24	0	0	0	2	0	0	
19	15:45	16:00	17	2	0	0	0	0	0	0	19	15:45	16:00	11	1	0	0	0	0	0	
33.2	16:00	16:15	25	3	0	0	0	0	0	0	28	16:00	16:15	8	2	0	0	0	0	0	
19	16:15	16:30	14	5	0	0	0	0	0	0	19	16:15	16:30	36	2	0	0	0	0	2	
19	16:30	16:45	18	2	0	0	0	0	0	0	20	16:30	16:45	23	5	0	0	0	0	0	
22	16:45	17:00	17	1	0	0	0	0	0	0	18	16:45	17:00	22	2	0	0	0	0	0	
30.5	17:00	17:15	30	3	0	0	0	0	0	0	33	17:00	17:15	15	1	0	0	1	0	0	
33.4	17:15	17:30	32	0	0	0	1	38	27.4	33.4	37	17:15	17:30	21	0	0	0	1	0	0	
37.6	17:30	17:45	24	3	0	0	0	0	0	0	27	17:30	17:45	16	2	0	0	0	0	1	
36.6	17:45	18:00	19	1	0	0	0	0	1	1	21	17:45	18:00	14	0	0	0	1	0	0	
29	18:00	18:15	24	0	0	0	0	0	0	0	24	18:00	18:15	15	0	0	0	0	0	0	
13.4	18:15	18:30	12	2	0	0	0	1	0	1	15	18:15	18:30	13	0	0	0	0	0	0	
15	18:30	18:45	14	1	0	0	0	0	0	0	15	18:30	18:45	5	1	0	0	0	0	0	
26	18:45	19:00	16	0	0	0	0	0	0	0	16	18:45	19:00	12	1	0	0	1	0	0	
1028.6	Total		803	72	3	0	0	3	4	885	881.5	Total		701	75	4	0	16	1	8	

PCU	Time Interval		Arm B - Entry (rolling hour)								PCU	Time Interval		Arm B - Exit (rolling hour)							
	07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total		07:00	08:00	Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	
95.5	07:15	08:15	56	4	1	0	0	0	0	0	61	61.5	07:15	08:15	51	8	0	0	0	0	1
132.9	07:30	08:30	86	6	1	0	0	0	0	0	93	93.5	07:30	08:30	78	9	1	0	1	0	1
164.9	07:45	08:45	120	9	1	0	0	0	0	0	130	130.5	07:45	08:45	128	14	1	0	3	0	2
160.9	08:00	09:00	127	8	1	0	0	0	0	0	136	136.5	08:00	09:00	141	13	1	0	3	0	2
145.4	08:15	09:15	116	8	0	0	0	0	0	0	124	124	08:15	09:15	136	10	1	0	3	0	2
103	08:30	09:30	89	6	0	0	0	0	0	0	95	95	08:30	09:30	114	7	0	0	2	0	2
66	08:45	09:45	50	3	0	0	0	0	0	0	53	53	08:45	09:45	61	3	1	0	1	0	0
54	09:00	10:00	38	4	0	0	0	0	0	0	42	42	09:00	10:00	49	5	1	0	1	0	0
54.5	09:15	10:15	33	5	0	0	0	0	0	0	38	38	09:15	10:15	44	4	2	0	1	0	0
48.5	09:30	10:30	25	4	1	0	0	0	1	1	30	30.5	09:30	10:30	40	4	2	0	1	0	0
48.5	09:45	10:45	26	5	1	0	0	0	1	1	33	32.7	09:45	10:45	34	5	1	0	1	0	0
59.5	10:00	11:00	36	3	1	0	0	0	1	1	41	40.7	10:00	11:00	22	2	1	0	1	0	0
53	10:15	11:15	34	2	1	0	0	0	1	1	38	37.7	10:15	11:15	18	2	0	0	1	0	0
55.2	10:30	11:30	45	4	0	0	0	0	1	1	50	49.2	10:30	11:30	24	4	0	0	1	0	0
51.4	10:45	11:45	44	4	1	0	0	0	1	1	50	49.7	10:45	11:45	29	2	0	0	1	0	0
46.4	11:00	12:00	39	5	1	0	0	0	1	1	46	45.7	11:00	12:00	37	2	0	0	1	0	0
54.4	11:15	12:15	51	5	1	0	0	0	1	1	58	57.7	11:15	12:15	44	4	0	0	1	0	0
57.2	11:30	12:30	50	6	1	0	0	0	2	2	59	57.9	11:30	12:30	45	8	0	0	1	0	1
65.5	11:45	12:45	56	7	0	0	0	0	1	1	64	63.2	11:45	12:45	49	10	0	0	1	0	2
69.5	12:00	13:00	63	8	0	0	0	0	1	1	72	71.2	12:00	13:00	48	11	0	0	1	0	2
66.5	12:15	13:15	59	10	0	0	0	0	1	1	70	69.2	12:15	13:15	42	13	0	0	1	0	2
63.5	12:30	13:30	57	8	0	0	0	0	0	0	65	65	12:30	13:30	40	9	0	0	1	0	1
54.4	12:45	13:45	50	7	0	0	0	1	0	0	58	57.4	12:45	13:45	35	7	0	0	1	0	0
54.4	13:00	14:00	45	5	0	0	0	1	0	0	51	50.4	13:00	14:00	28	8	0	0	1	0	0
53.4	13:15	14:15	45	3	0	0	0	1	0	0	49	48.4	13:15	14:15	35	4	0	0	1	0	0
71.4	13:30	14:30	51	6	0	0	0	1	0	0	58	57.4	13:30	14:30	38	2	0	0	1	0	0
76.2	13:45	14:45	55	6	0																



Survey Date: 11/07/2023 Project ID and Name: IW0154 Oxted  
 Survey Day: Tuesday Junction name: Chichele Road / Silkham Road

		Arm C - Entry (15-minute intervals)										Arm C - Exit (15-minute intervals)									
Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	
8	8	07:00	07:15	3	0	0	0	0	0	0	3	3	07:00	07:15	3	0	0	0	0	0	
5	5	07:15	07:30	8	2	0	0	0	0	0	10	10	07:15	07:30	5	2	0	0	0	0	
14	13.2	07:30	07:45	19	1	0	0	0	0	1	21	20.2	07:30	07:45	21	0	0	0	0	0	
16	16	07:45	08:00	17	4	0	0	0	0	0	21	21	07:45	08:00	11	3	0	0	0	1	
25	25	08:00	08:15	15	5	0	0	0	0	0	20	20	08:00	08:15	15	2	0	0	0	0	
35	36.5	08:15	08:30	53	4	1	0	1	0	2	61	60.9	08:15	08:30	33	3	0	0	0	0	
72	72.4	08:30	08:45	45	4	0	0	1	0	0	50	51	08:30	08:45	46	0	0	0	0	0	
28	28	08:45	09:00	17	2	0	0	0	0	0	19	19	08:45	09:00	17	2	0	0	0	0	
17	17	09:00	09:15	6	2	0	0	0	0	0	8	8	09:00	09:15	8	0	0	0	0	0	
8	8	09:15	09:30	7	1	0	0	0	0	0	8	8	09:15	09:30	14	1	0	0	0	0	
13	14.5	09:30	09:45	10	2	1	0	0	0	0	13	13.5	09:30	09:45	6	1	1	0	0	0	
18	18	09:45	10:00	6	1	0	0	0	0	0	7	7	09:45	10:00	11	1	0	0	0	0	
12	12.5	10:00	10:15	8	4	2	0	0	0	0	14	15	10:00	10:15	9	3	0	0	0	0	
4	4	10:15	10:30	4	1	0	0	0	0	0	5	5	10:15	10:30	3	2	1	0	0	0	
7	8	10:30	10:45	9	0	0	0	0	0	0	9	9	10:30	10:45	11	2	1	0	0	0	
3	3	10:45	11:00	10	1	0	0	0	0	0	11	11	10:45	11:00	12	1	0	0	0	0	
7	7	11:00	11:15	8	0	0	0	0	0	0	8	8	11:00	11:15	7	1	1	0	0	0	
12	12	11:15	11:30	8	0	0	0	0	0	1	9	8.2	11:15	11:30	11	3	0	0	0	0	
10	11	11:30	11:45	7	0	0	0	0	0	0	7	7	11:30	11:45	8	0	1	0	0	0	
11	11	11:45	12:00	9	1	0	0	0	0	0	10	10	11:45	12:00	7	4	0	0	0	0	
16	16	12:00	12:15	10	4	0	0	0	0	0	14	14	12:00	12:15	14	4	0	0	0	0	
18	17.2	12:15	12:30	11	2	0	0	0	0	0	13	13	12:15	12:30	13	4	0	0	0	0	
17	17.2	12:30	12:45	12	0	1	0	0	0	0	13	13.5	12:30	12:45	13	0	0	0	0	0	
11	11	12:45	13:00	12	1	0	0	0	0	0	13	13	12:45	13:00	9	3	0	0	0	0	
12	12	13:00	13:15	7	1	0	0	0	0	0	8	8	13:00	13:15	8	3	0	0	0	0	
11	11	13:15	13:30	5	2	0	0	0	0	0	7	7	13:15	13:30	9	1	0	0	0	0	
9	10	13:30	13:45	6	0	0	0	0	0	0	6	6	13:30	13:45	11	1	0	0	0	0	
5	5	13:45	14:00	9	3	0	0	0	0	0	12	12	13:45	14:00	9	0	0	0	0	0	
15	15	14:00	14:15	10	2	0	0	0	0	0	12	12	14:00	14:15	8	1	0	0	0	0	
12	12	14:15	14:30	17	1	0	0	0	0	0	18	18	14:15	14:30	12	3	0	0	0	0	
11	12	14:30	14:45	11	0	0	0	0	0	1	12	11.2	14:30	14:45	7	1	0	0	0	0	
17	17	14:45	15:00	16	1	0	0	0	0	0	17	17	14:45	15:00	9	3	0	0	0	0	
16	17.5	15:00	15:15	30	2	1	0	1	0	0	34	35.5	15:00	15:15	12	0	0	0	0	0	
47	48	15:15	15:30	24	3	0	0	0	0	0	27	27	15:15	15:30	41	4	0	0	0	0	
26	28	15:30	15:45	10	2	0	0	0	0	0	12	12	15:30	15:45	42	0	0	0	0	0	
12	12	15:45	16:00	12	0	0	0	0	0	0	12	12	15:45	16:00	15	3	0	0	0	0	
10	10	16:00	16:15	14	0	0	0	0	0	1	15	14.2	16:00	16:15	11	1	0	0	0	0	
40	38.4	16:15	16:30	20	0	0	0	0	0	0	20	20	16:15	16:30	16	3	0	0	0	0	
28	28	16:30	16:45	9	4	0	0	0	0	0	13	13	16:30	16:45	22	4	0	0	0	0	
24	24	16:45	17:00	18	1	0	0	0	0	0	19	19	16:45	17:00	15	1	0	0	0	0	
17	18	17:00	17:15	7	1	1	0	0	0	0	9	9.5	17:00	17:15	20	4	0	0	0	0	
24	23.4	17:15	17:30	12	3	0	0	0	0	0	15	15.4	17:15	17:30	19	3	0	0	0	0	
19	18.2	17:30	17:45	19	2	0	0	0	1	1	23	21.6	17:30	17:45	19	0	0	0	0	1	
15	16	17:45	18:00	19	1	0	0	0	1	0	21	20.4	17:45	18:00	12	0	0	0	0	0	
15	15	18:00	18:15	15	2	0	0	0	0	0	17	17	18:00	18:15	15	1	0	0	0	0	
13	13	18:15	18:30	7	0	0	0	0	0	0	7	7	18:15	18:30	17	1	0	0	0	0	
6	6	18:30	18:45	8	0	0	0	0	0	0	8	8	18:30	18:45	12	1	0	0	0	0	
14	15	18:45	19:00	15	0	0	0	0	0	0	15	15	18:45	19:00	10	0	0	0	0	0	
805	816	TOTAL		634	73	7	0	3	0	7	727	726.1	TOTAL		678	79	5	0	0	3	

		Arm C - Entry (rolling hour)										Arm C - Exit (rolling hour)									
Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Time Interval		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	
43	42.2	07:00	08:00	47	7	0	0	0	0	1	55	54.2	07:00	08:00	40	5	0	0	0	1	
60	59.2	07:15	08:15	59	12	0	0	0	0	0	72	71.2	07:15	08:15	52	7	0	0	0	0	
90	90.7	07:30	08:30	108	14	1	0	1	0	3	123	122.1	07:30	08:30	80	8	0	0	0	1	
148	149.9	07:45	08:45	130	17	0	0	2	0	2	152	152.9	07:45	08:45	105	7	0	0	0	0	
160	161.9	08:00	09:00	130	15	1	0	2	0	2	150	150.9	08:00	09:00	111	7	0	0	0	0	
152	153.9	08:15	09:15	121	12	1	0	2	0	2	138	138.9	08:15	09:15	104	5	0	0	0	0	
125	125.4	08:30	09:30	75	9	0	0	1	0	0	85	86	08:30	09:30	85	3	0	0	0	0	
66	67.5	08:45	09:45	40	7	1	0	0	0	0	48	48.5	08:45	09:45	45	4	1	0	0	0	
56	57.5	09:00	10:00	29	6	1	0	0	0	0	36	36.5	09:00	10:00	39	3	1	0	0	0	
51	53	09:15	10:15	31	8	3	0	0	0	0	42	43.5	09:15	10:15	40	6	1	0	0	0	
47	47	09:30	10:30	28	8	2	0	0	0	0	39	40.5	09:30	10:30	29	7	2	0	0	0	
41	42.5	09:45	10:45	27	6	2	0	0	0	0	35	36	09:45	10:45	34	8	2	0	0	0	
26	27.5	10:00	11:00	31	6	2	0	0	0	0	39	40	10:00	11:00	35	8	2	0	0	0	
21	22	10:15	11:15	31	2	0	0	0	0	0	33	33	10:15	11:15	33	6	3	0	0	0	
29	30	10:30	11:30	35	1	0	0	0	0	1	37	36.2	10:30	11:30	41	7	2	0	0	0	
32	33	10:45	11:45	33	1	0	0	0	0	1	35	34.2	10:45	11:45	38	5	2	0	0	0	
40	41	11:00	12:00	32	1	0	0	0	0	1	34	33.2	11:00	12:00	33	8	2	0	0	0	
49	50	11:15	12:15	34	5	0	0	0	0	1	40										





Survey Date: 11/07/2023 Project ID and Name: IW/0154 Oxted  
 Survey Day: Tuesday Junction name: Clichele Road / Silkham Road

Survey Date: 11/07/2023  
 Survey Day: Tuesday

P/C	Total	PCU	Time Interval		All movements (15-minute intervals)							P/C	Total	PCU	
			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	Car	LGV	OGV1				OGV2
0	3	3	07:00	07:15	16	4	0	0	0	0	0	0	0	20	20
0	7	7	07:15	07:30	24	6	0	0	0	0	0	0	0	30	30
0	21	21	07:30	07:45	53	1	0	0	0	0	0	1	1	55	54.2
0	15	14.4	07:45	08:00	47	9	0	0	0	0	1	0	0	57	56.4
0	17	17	08:00	08:15	62	10	1	0	0	0	0	0	0	73	73.5
0	36	36	08:15	08:30	113	11	1	0	1	0	2	0	2	128	127.3
2	48	46.4	08:30	08:45	156	10	0	0	2	0	4	0	4	172	170.8
0	19	19	08:45	09:00	63	6	0	0	0	0	0	0	0	69	69
0	8	8	09:00	09:15	39	2	0	0	0	0	0	0	0	41	41
0	15	15	09:15	09:30	34	2	0	0	0	0	0	0	0	36	36
0	8	8.5	09:30	09:45	29	4	2	0	1	0	0	0	0	36	38
1	13	12.2	09:45	10:00	33	7	0	0	0	0	1	0	1	41	40.2
0	12	12	10:00	10:15	31	7	2	0	0	0	0	0	0	40	41
0	6	6.5	10:15	10:30	13	3	1	1	0	0	0	0	0	17	17.5
1	15	14.7	10:30	10:45	30	4	1	0	1	0	1	0	1	37	37.7
0	13	13	10:45	11:00	34	3	0	0	0	0	0	0	0	37	37
0	9	9.5	11:00	11:15	24	1	1	0	0	0	0	0	0	26	26.5
0	14	14	11:15	11:30	28	7	0	0	0	0	1	0	1	36	35.2
0	9	9.5	11:30	11:45	27	1	1	0	1	0	1	0	1	31	31.7
0	11	11	11:45	12:00	33	5	0	0	0	0	0	0	0	38	38
0	15	15	12:00	12:15	42	7	0	0	2	0	0	0	0	49	49
1	18	17.2	12:15	12:30	35	11	0	0	0	0	0	2	2	48	46.4
0	13	13	12:30	12:45	42	4	1	0	1	0	1	0	1	49	49.7
0	12	12	12:45	13:00	38	5	0	0	0	0	0	0	0	43	43
0	11	11	13:00	13:15	29	9	0	0	0	0	0	0	0	38	38
0	10	10	13:15	13:30	26	4	0	0	0	0	0	0	0	30	30
0	12	12	13:30	13:45	28	2	0	0	1	1	0	0	0	32	32.4
0	9	9	13:45	14:00	29	5	0	0	0	0	0	0	0	34	34
0	9	9	14:00	14:15	35	3	0	0	0	0	0	0	0	38	38
0	15	15	14:15	14:30	48	6	0	0	0	0	0	0	0	54	54
0	8	8	14:30	14:45	30	3	0	0	1	0	1	0	1	35	35.2
0	12	12	14:45	15:00	51	5	0	0	0	0	0	0	0	56	56
0	12	12	15:00	15:15	73	2	1	0	1	0	0	0	0	77	78.5
0	45	45	15:15	15:30	108	11	0	0	1	0	0	0	0	120	121
0	42	42	15:30	15:45	81	2	0	0	0	0	0	0	0	85	87
0	18	18	15:45	16:00	44	5	0	0	0	0	0	0	0	49	49
0	12	12	16:00	16:15	50	5	0	0	0	0	0	1	1	56	55.2
0	19	19	16:15	16:30	68	8	0	0	0	0	0	2	2	78	76.4
1	27	26.2	16:30	16:45	60	13	0	0	0	0	0	1	1	74	73.2
0	16	16	16:45	17:00	57	5	0	0	0	0	0	0	0	62	62
0	24	24	17:00	17:15	61	8	1	0	1	0	0	0	0	71	72.5
0	23	22	17:15	17:30	68	7	0	0	0	0	0	0	0	81	78.2
1	22	20.6	17:30	17:45	68	7	0	0	0	0	2	3	80	76.4	
1	13	12.2	17:45	18:00	60	2	0	0	1	1	2	2	66	64.8	
0	16	16	18:00	18:15	57	3	0	0	0	0	0	0	0	60	60
0	18	18	18:15	18:30	42	2	0	0	0	1	0	0	0	45	44.4
0	13	13	18:30	18:45	32	2	0	0	0	0	0	0	0	34	34
2	12	10.4	18:45	19:00	48	1	0	0	1	0	2	2	52	51.4	
10	775	767.7	Total		2299	253	13	0	16	9	26	26	2616	2612.3	

P/C	Total	PCU	Time Interval		All movements (rolling hour)							P/C	Total	PCU
			Car	LGV	OGV1	OGV2	PSV/Coach	M/C	Car	LGV	OGV1			
0	46	45.4	07:00	08:00	140	20	0	0	0	1	1	1	162	160.6
0	60	59.4	07:15	08:15	186	26	1	0	0	1	1	1	215	214.1
0	89	88.4	07:30	08:30	275	31	2	0	3	1	3	3	313	312
2	116	113.8	07:45	08:45	378	40	2	0	3	1	6	6	430	428.6
2	120	118.4	08:00	09:00	394	37	2	0	3	0	6	6	442	441.2
2	111	109.4	08:15	09:15	371	29	1	0	3	0	6	6	410	408.7
2	90	88.4	08:30	09:30	292	20	0	0	2	0	4	4	318	316.8
0	50	50.5	08:45	09:45	165	14	2	0	1	0	0	0	182	184
1	44	43.7	09:00	10:00	135	15	2	0	1	0	1	0	154	155.2
1	48	47.7	09:15	10:15	127	20	4	0	1	0	1	0	153	155.2
1	39	39.2	09:30	10:30	106	21	5	0	0	1	1	0	134	136.7
2	46	45.4	09:45	10:45	107	21	4	0	1	0	2	2	135	136.4
1	46	46.2	10:00	11:00	108	17	4	0	1	0	1	1	131	133.2
1	43	43.7	10:15	11:15	101	11	3	0	1	0	1	0	117	118.7
1	51	51.2	10:30	11:30	116	15	2	0	1	0	2	2	136	136.4
0	45	46	10:45	11:45	113	12	2	0	1	0	2	2	130	130.4
0	43	44	11:00	12:00	112	14	2	0	1	0	2	2	131	131.4
0	49	49.5	11:15	12:15	130	20	1	0	1	0	2	2	154	153.9
1	53	52.7	11:30	12:30	137	24	1	0	1	0	3	3	168	165.1
1	57	56.2	11:45	12:45	152	27	1	0	1	0	3	3	184	183.1
1	58	57.2	12:00	13:00	157	27	1	0	1	0	3	3	189	188.1
1	54	53.2	12:15	13:15	144	29	1	0	1	0	3	3	178	177.1
0	46	46	12:30	13:30	135	22	1	0	1	0	1	0	160	160.7
0	45	45	12:45	13:45	121	20	0	0	1	1	0	0	143	143.4
0	42	42	13:00	14:00	112	20	0	0	1	1	0	0	134	134.4
0	40	40	13:15	14:15	118	14	0	0	1	1	0	0	134	134.4
0	45	45	13:30	14:30	140	16	0	0	1	1	0	0	158	158.4
0	41	41	13:45	14:45	142	17	0	0	1	0	1	0	161	161.2
0	44	44	14:00	15:00	164	17	0	0	1	0	1	0	183	183.2
0	47	47	14:15	15:15	202	16	1	0	2	0	1	0	222	223.7
0	77	77	14:30	15:30	262	21	1	0	3	0	1	0	288	290.7
0	111	111	14:45	15:45	313	20	1	0	4	0	0	0	338	342.5
0	117	117	15:00	16:00	306	20	1	0	4	0	0	0	331	335.5
0	117	117	15:15	16:15	283	23	0	0	3	0	1	0	310	312.2
0	91	91	15:30	16:30	243	20	0	0	2	0	3	3	268	267.6
1	76	75.2	15:45	16:45	222	31	0	0	0	0	4	4	257	253.8
1	74	73.2	16:00	17:00	235	31	0	0	0	0	4	4	270	266.8
1	86	85.2	16:15	17:15	246	34	1	0	1	0	3	3	285	284.1
1	90	88.6	16:30	17:30	246	36	1	0	1	3	1	1	288	288.9
1	85	83	16:45	17:45	254	30	1	0	1	5	3	3	294	290.1
2	82	79.2	17:00	18:00	257	27	1	0	2	6	5	5	298	292.9
2	74	71.2	17:15	18:15	253	22	0	0	1	6	5	5	287	280.4
2	69	66.8	17:30	18:30	227	14	0	0	1	4	5	5	251	245.6
1	60	59.2	17:45	18:45	191	9	0	0	1	2	2	2	205	203.2
2	59	57.4	18:00	19:00	179	8	0	0	1	1	2	2	191	189.8
2	43	41.4	18:15	19:15	122	6	0	0	1	1	2	2	131	129.8
2	25	23.4	18:30	19:30	80	3	0	0	1	0	2	2	86	85.4
2	12	10.4	18:45	19:45	48	1	0	0	1	0	2	2	52	51.4
10	775	767.7	TOTAL		2299	253	13	0	16	9	26	26	2616	2612.3

## **Appendix C**

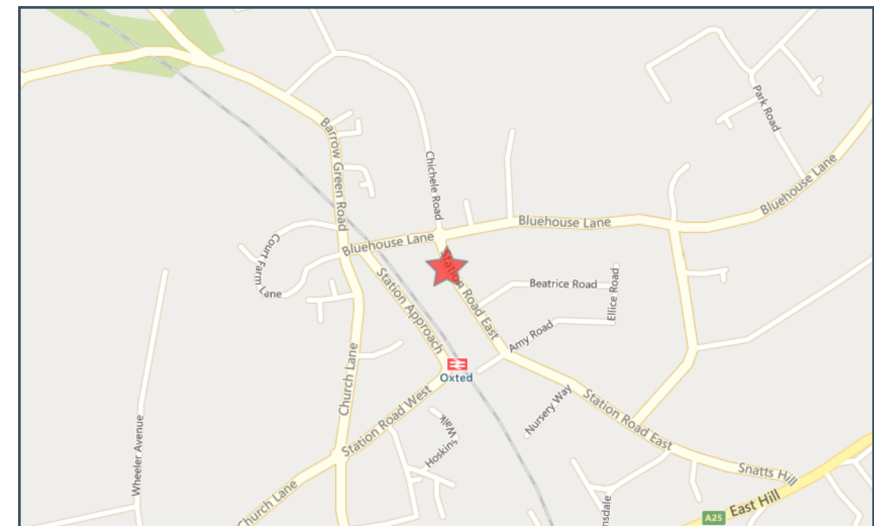
Crashmap Reports



**Validated Data**

**Crash Date:** Thursday, January 12, 2017      **Time of Crash:** 3:30:00 PM      **Crash Reference:** 2017450146736

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Surrey	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	539297 153002
<b>Local Authority:</b>	Tandridge District				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		5 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

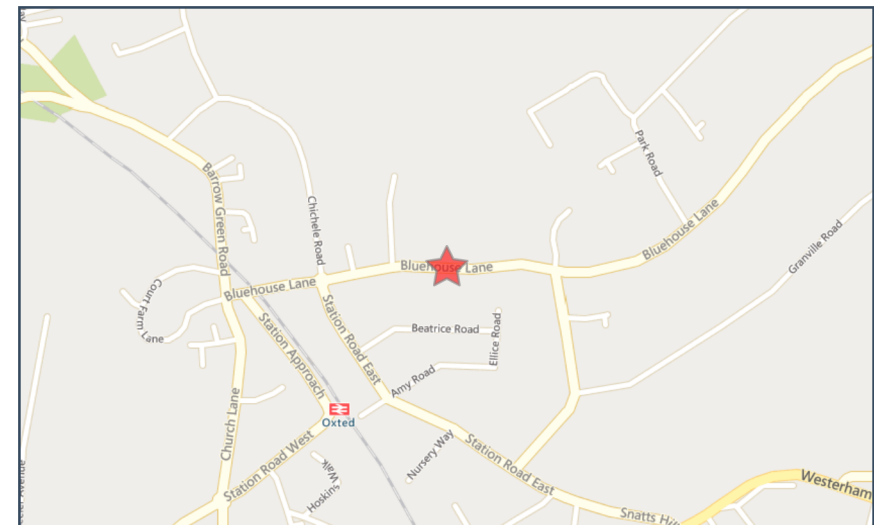
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Crash Date:** Sunday, August 05, 2018      **Time of Crash:** 12:00:00 PM      **Crash Reference:** 2018450317432

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Surrey			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Tandridge District			<b>OS Grid Reference:</b>	539470 153075
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	4	Female	16 - 20	Vehicle is in the act of turning left	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

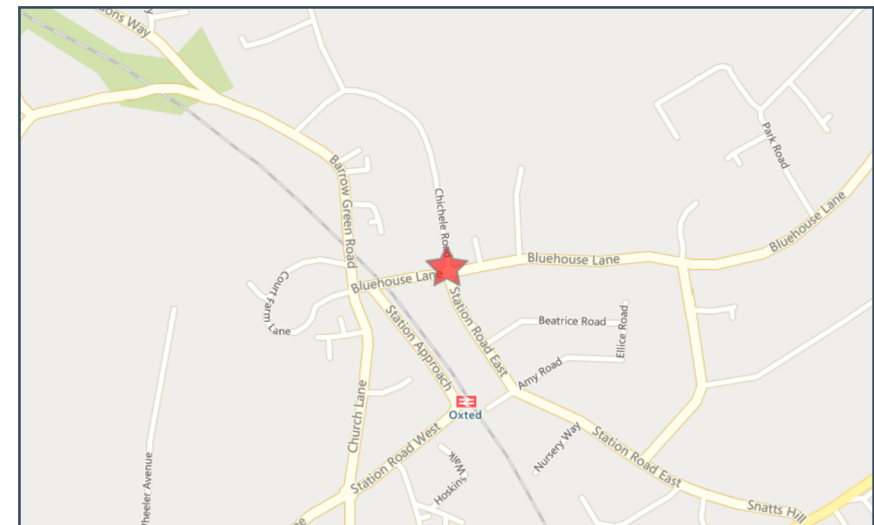
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Crash Date:** Wednesday, June 30, 2021      **Time of Crash:** 8:25:00 AM      **Crash Reference:** 2021451061469

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Surrey	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	539283 153060
<b>Local Authority:</b>	Tandridge District				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Mini roundabout				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	11 - 15	In centre of carriageway, not on refuge, central island or central reservation	In carriageway, stationary - not crossing (standing or playing)

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

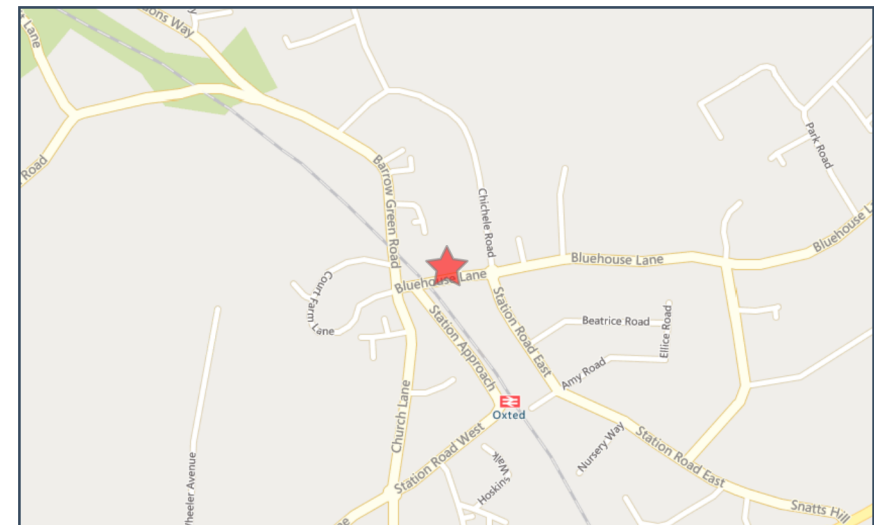
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





**Validated Data**

<b>Crash Date:</b>	Wednesday, November 17, 2021	<b>Time of Crash:</b>	5:15:00 PM	<b>Crash Reference:</b>	<b>202145112416</b>
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Surrey			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Tandridge District			<b>OS Grid Reference:</b>	539218 153061
<b>Weather Description:</b>	Other				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Darkness: street lights present and lit				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	Zebra crossing				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Electric Motorcycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	Over 75	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's offside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)

**Appendix D**  
Site Layout Plan





Scale @ A0  
 0 5 10 15 20 25m  
 Scale 1:500

Project: CHICHELE ROAD, OXTED  
 Title: PLANNING LAYOUT  
 Client: CALA  
 COOPERBALLE

Date: MARCH 2023  
 Drawn by: CP  
 Checked by: BB  
 Dig No: CB\_M\_313\_001

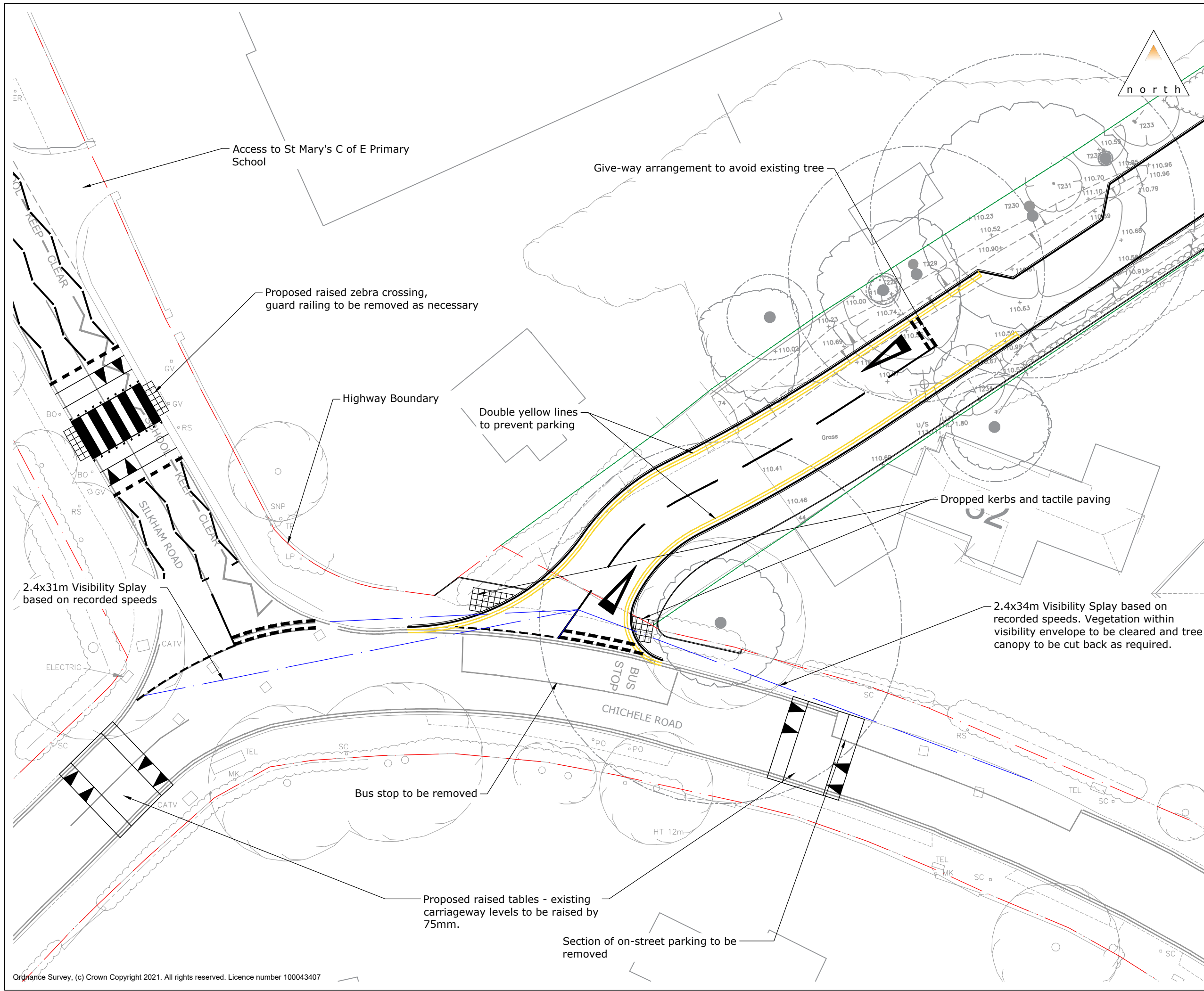
Please note these drawings are not for construction but for concept design and planning applications purposes only.  
 Cooper Ball Limited - Cotswold House, 24 Goodford Road, Highley, Stroud, G12 8JN, UK. Telephone: 01294 402239 - www.cooperball.co.uk



**Appendix E**

Proposed Access Arrangements

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte 1907029\Drawings\1907029-01G [Proposed Access Arrangements].dwg



Legend

- Site Boundary
- - - Highway Boundary



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF

T: 01483 531 300      T: 020 8065 5208

www.motion.co.uk

Project:  
**Land at Chichele Road, Oxted**

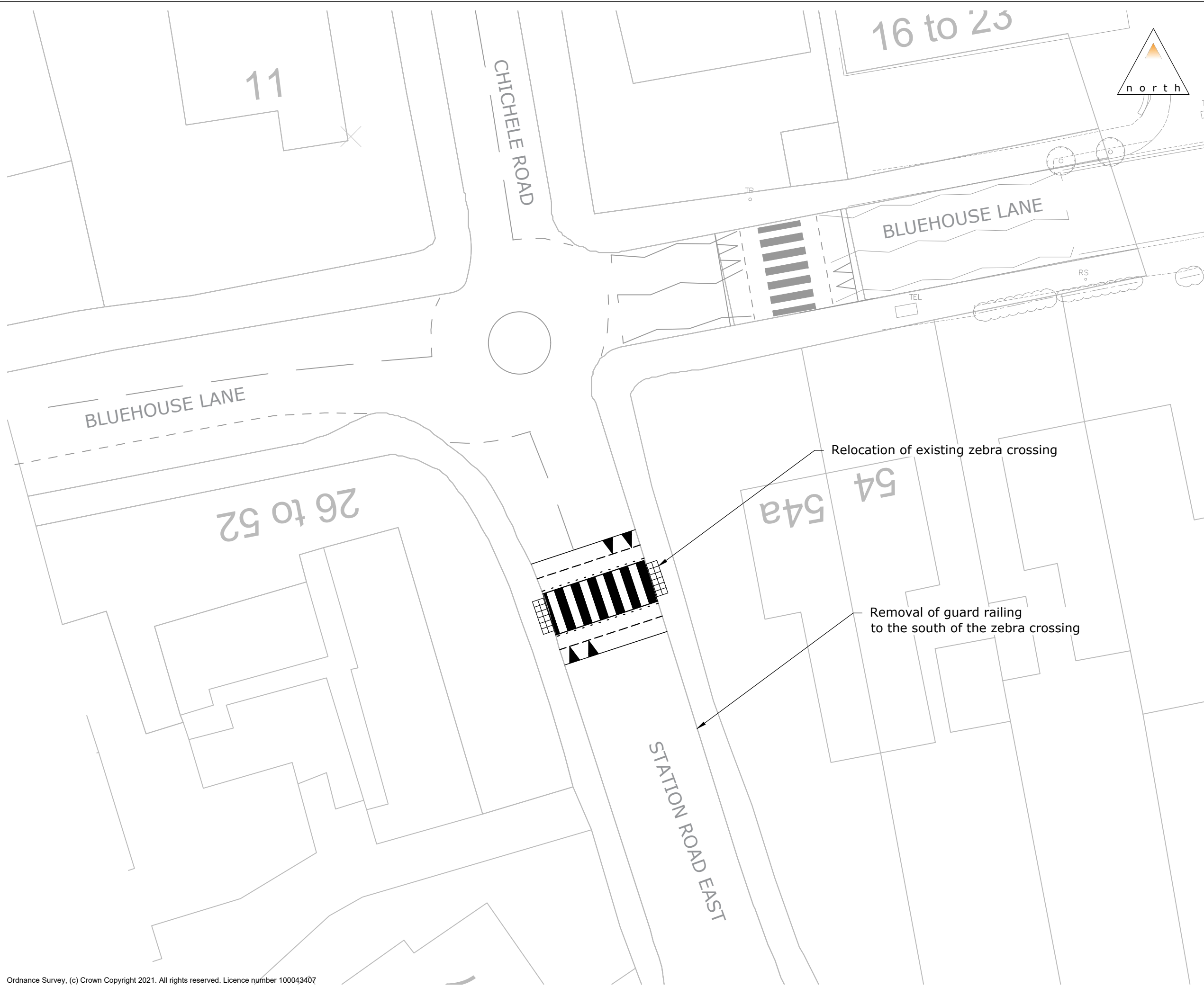
Title:  
**Proposed Access Arrangements**

Scale: 1:250 (@ A3)

Drawing: **1907029-01**      Revision: **G**

## **Appendix F**

Station Road East Zebra Crossing



Note: The existing zebra crossing will be removed in its entirety, including tactile paving and dropped kerbs. The surface will be replaced with high friction surfacing and any damage will be repaired.



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

Project:  
 Land at Chichele Road, Oxted

Title:  
 Station Road East  
 Zebra Crossing

Scale: 1:250 (@ A3)

Drawing:  
 1907029-02

Revision:  
 A

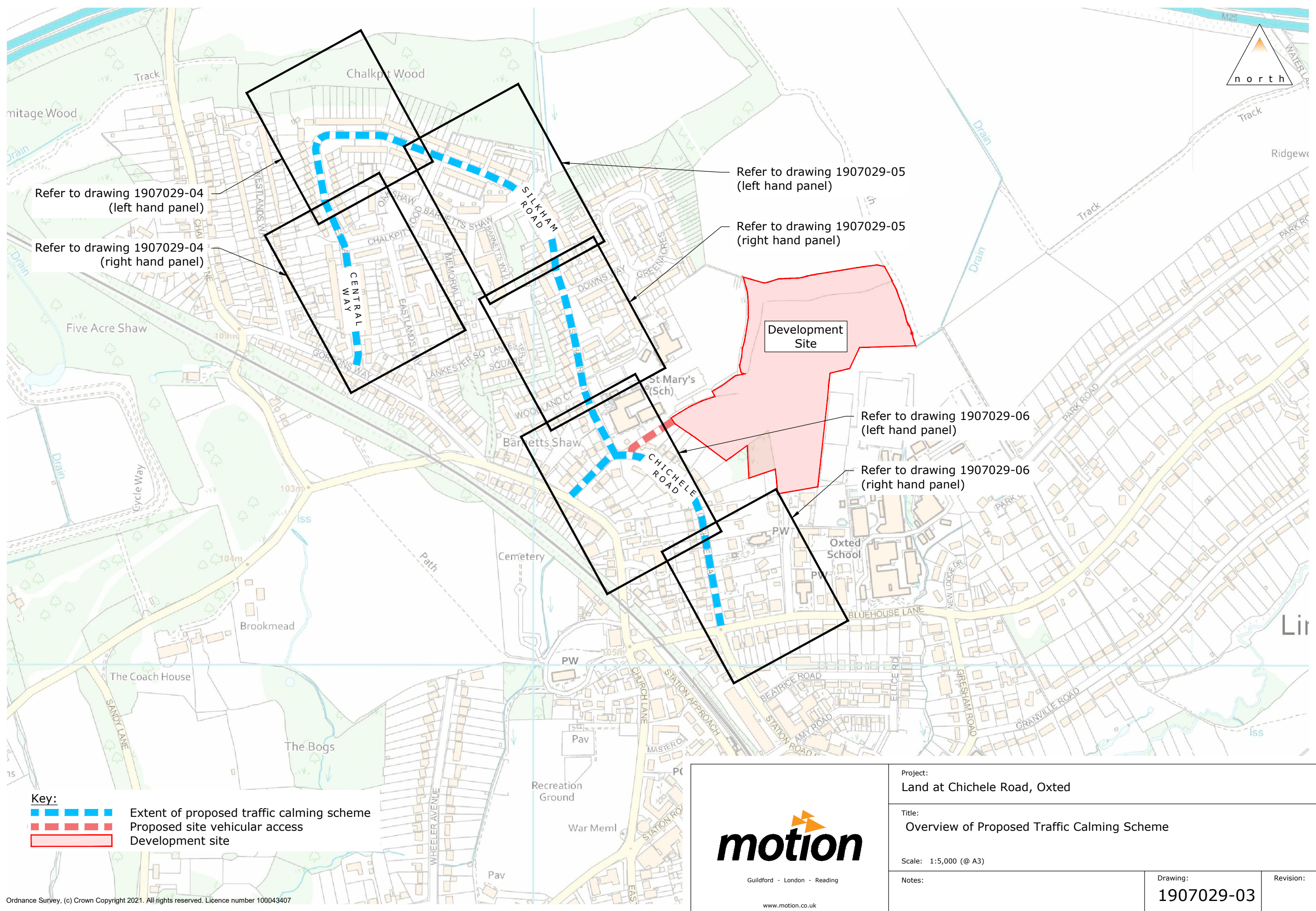


## **Appendix G**

20mph Speed Limit Scheme



C:\Users\JulianSmith\Motion\StaffSite - Coaxite 1907029\Drawings\1907029-03 [Traffic Calming Overview].dwg



Refer to drawing 1907029-04 (left hand panel)

Refer to drawing 1907029-04 (right hand panel)

Refer to drawing 1907029-05 (left hand panel)

Refer to drawing 1907029-05 (right hand panel)

Development Site

Refer to drawing 1907029-06 (left hand panel)

Refer to drawing 1907029-06 (right hand panel)

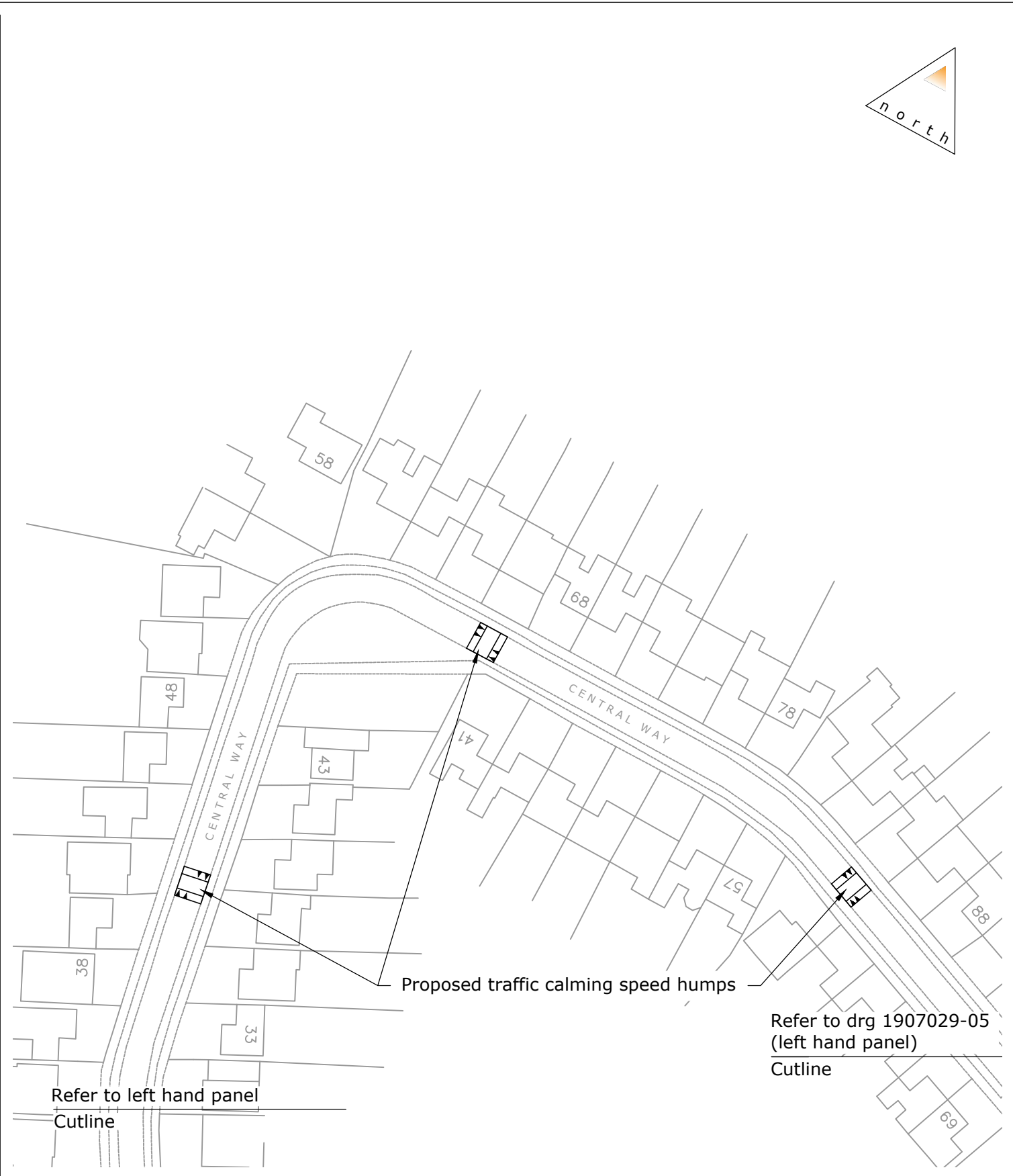
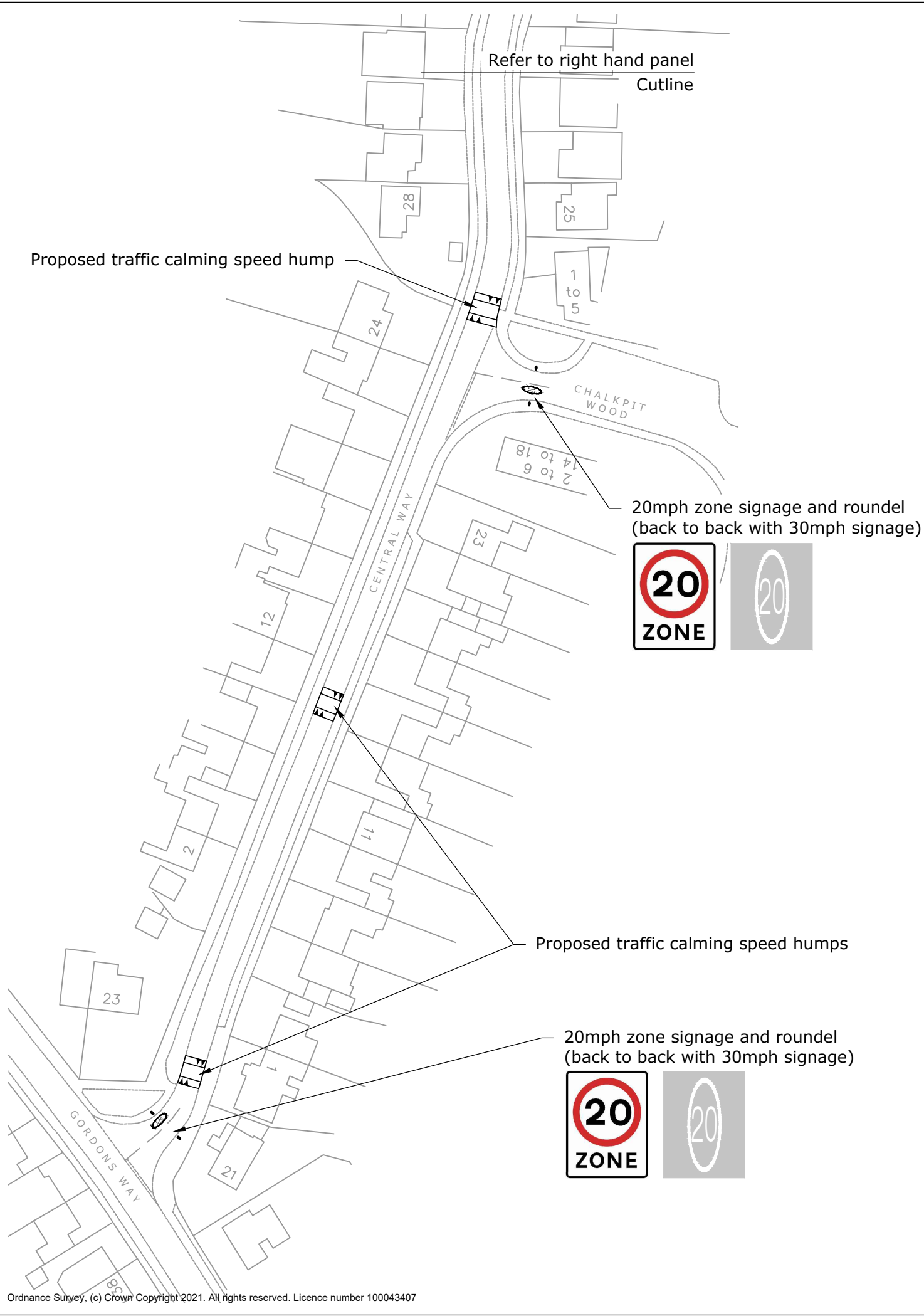
- Key:**
- - - Extent of proposed traffic calming scheme
  - - - Proposed site vehicular access
  - Development site



Project: Land at Chichele Road, Oxted	
Title: Overview of Proposed Traffic Calming Scheme	
Scale: 1:5,000 (@ A3)	
Notes:	Drawing: <b>1907029-03</b>
	Revision:

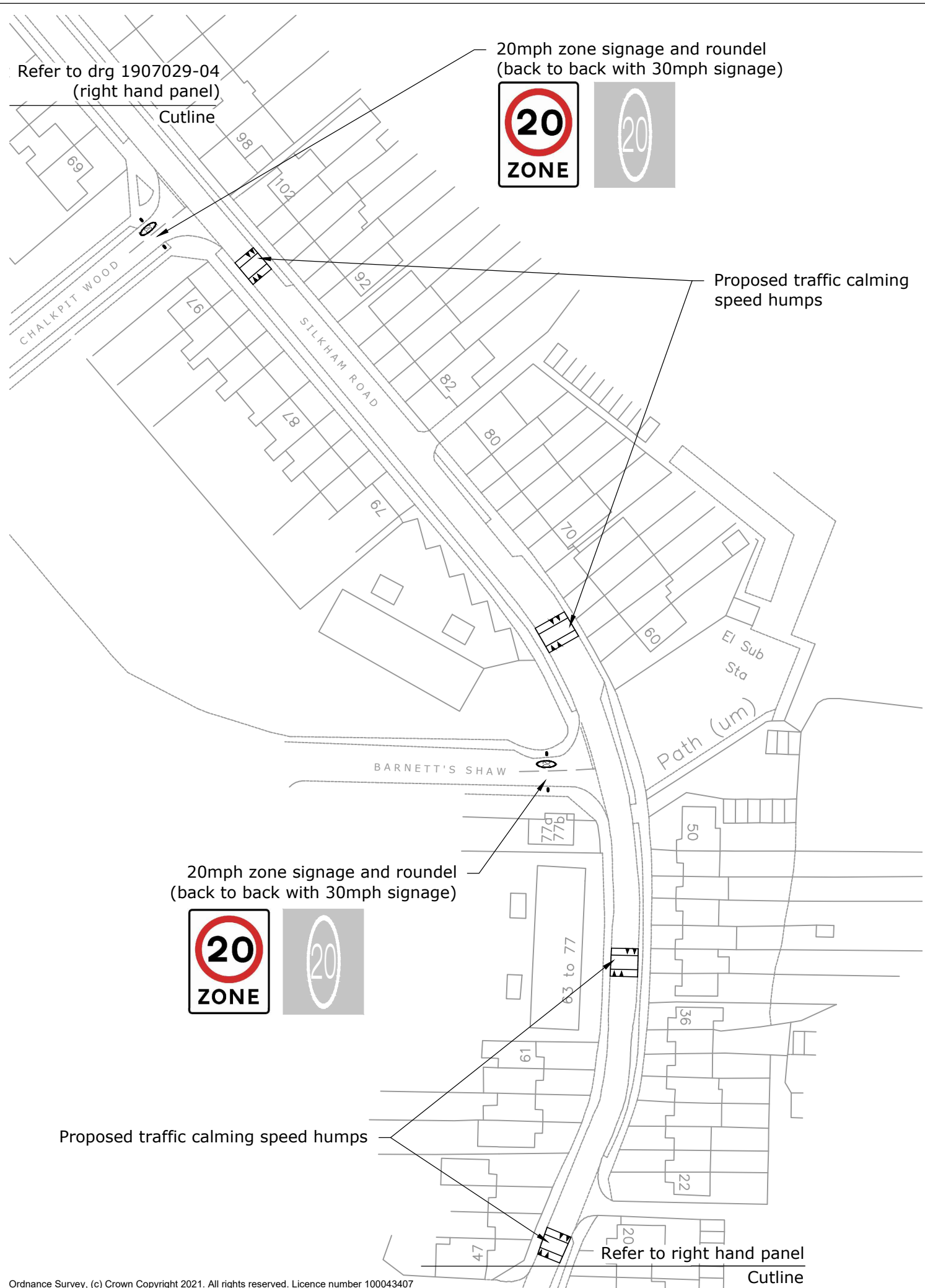


C:\Users\JulianSmith\Motion\StaffSite - Coaxite 1907029\Drawings\1907029-04,05,06 [Traffic Calming].dwg

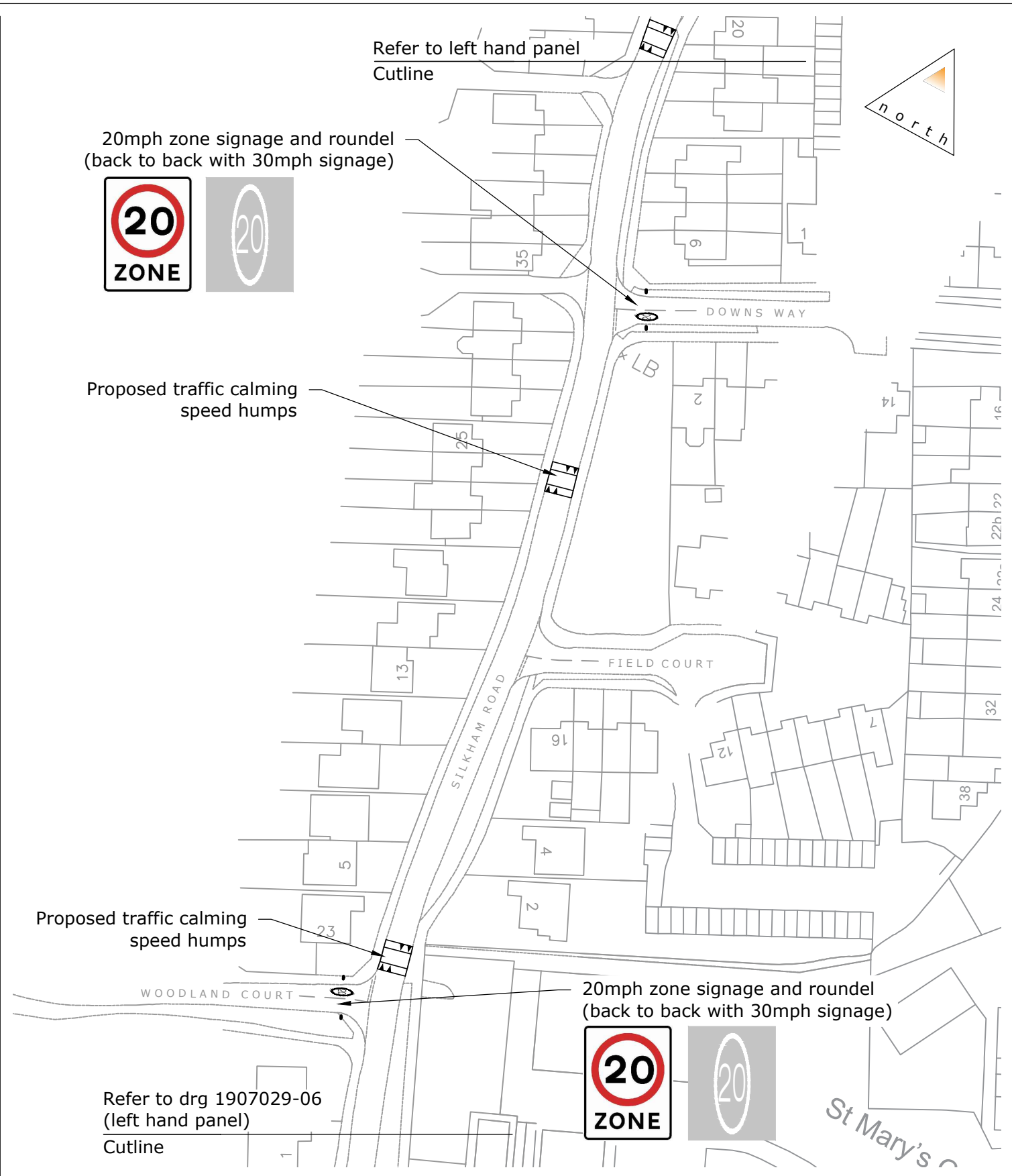


Project: Land Chichele Road, Oxted	
Title: Proposed Traffic Calming Scheme Central Way	
Scale: 1:1,000 (@ A3)	
Notes:	Drawing: 1907029-04
	Revision:

C:\Users\JulianSmith\Motion\StaffSite - Coaxite 1907029\Drawings\1907029-04,05,06 [Traffic Calming].dwg



Ordnance Survey, (c) Crown Copyright 2021. All rights reserved. Licence number 100043407



Guildford - London - Reading

www.motion.co.uk

Project:  
Land Chichele Road, Oxted

Title:  
Proposed Traffic Calming Scheme  
Silkham Road

Scale: 1:1,000 (@ A3)

Notes:

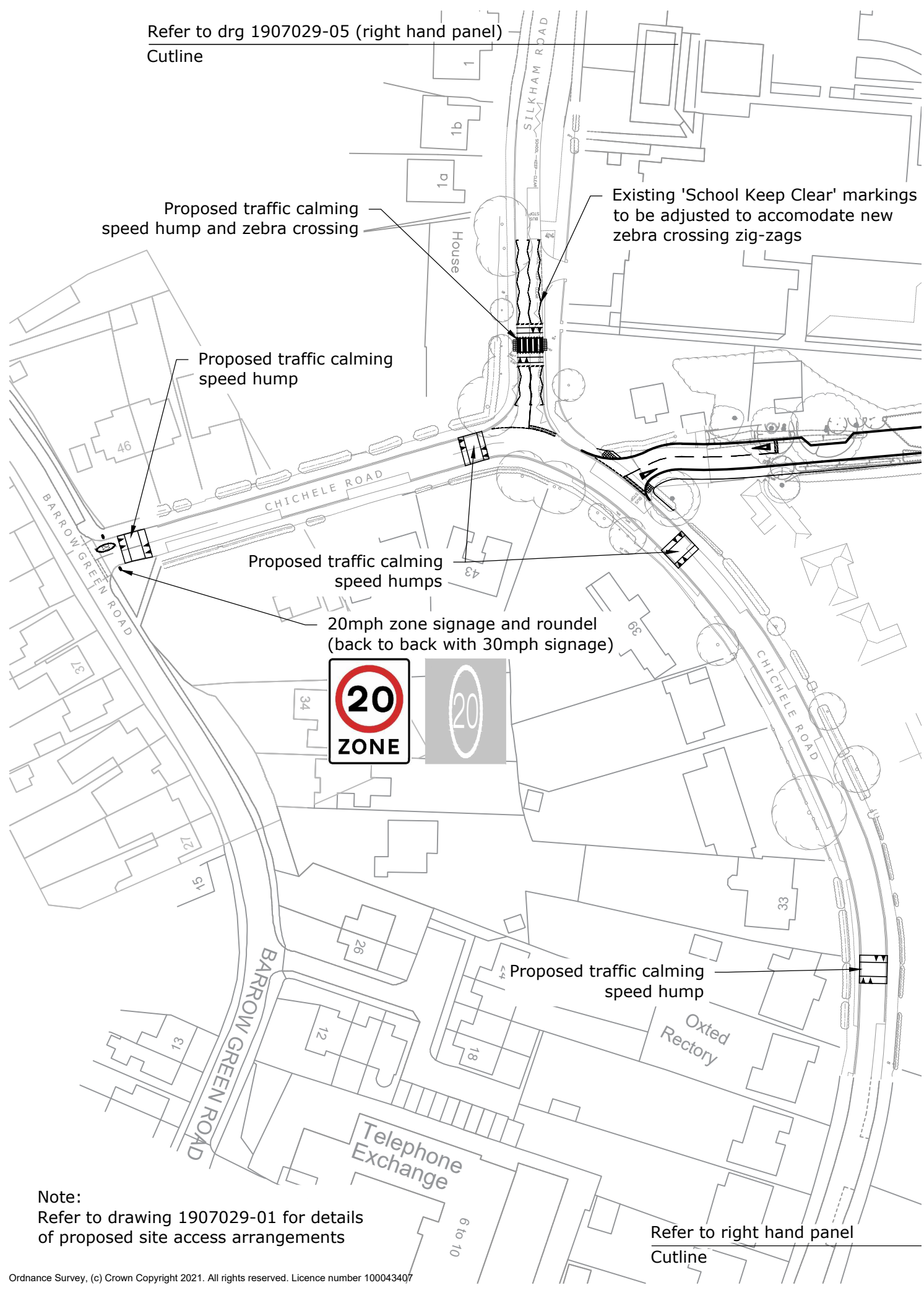
Drawing:  
1907029-05

Revision:



Refer to drg 1907029-05 (right hand panel)

Cutline



Proposed traffic calming speed hump and zebra crossing

Proposed traffic calming speed hump

Proposed traffic calming speed humps

20mph zone signage and roundel (back to back with 30mph signage)



Proposed traffic calming speed hump

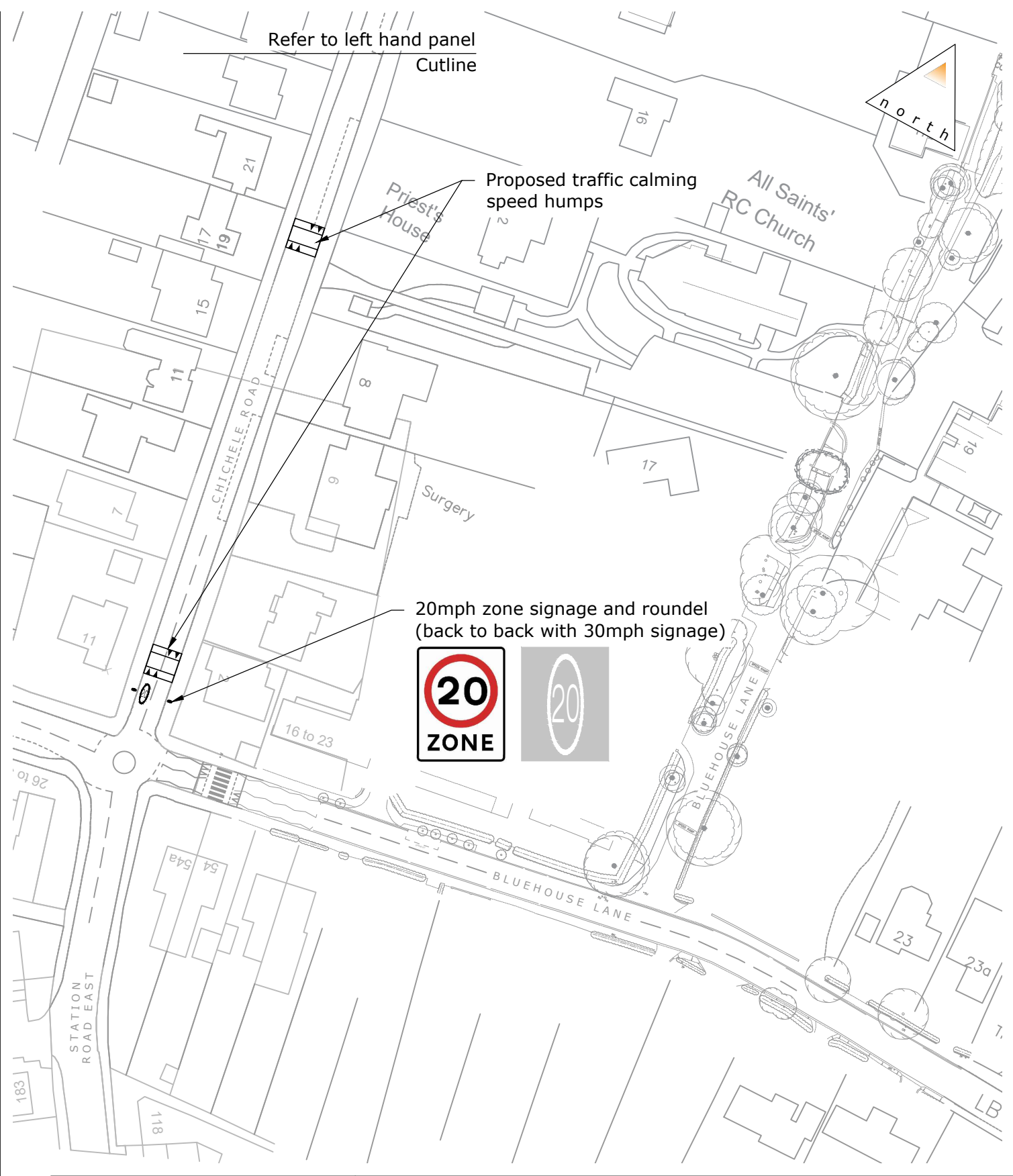
Oxted Rectory

Telephone Exchange

Refer to right hand panel  
Cutline

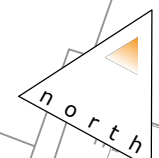
Refer to left hand panel

Cutline



Proposed traffic calming speed humps

20mph zone signage and roundel (back to back with 30mph signage)



Note:  
Refer to drawing 1907029-01 for details of proposed site access arrangements



Project:  
Land Chichele Road, Oxted

Title:  
Proposed Traffic Calming Scheme  
Central Way

Scale: 1:1,000 (@ A3)

Notes:

Drawing:  
1907029-06

Revision:

## **Appendix H**

Stage 1 Road Safety Audit

LAND AT CHICHELE ROAD, OXTED

Development Access and Off-site Highway Works

Stage 1 Road Safety Audit  
Prepared on behalf of Motion

September 2023



*Road Safety Engineering*

Project: Land at Chichele Road, Oxted  
Development Access and Off-site Highway Works

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: Surrey County Council

Client: Motion

Gateway RSE ref: SG/WP/2309-02 RSA1 v1.0

Issue date: 18/09/2023

Status: Issued as v1.0

Authorised by: SG

© Copyright Gateway RSE 2023



***Road Safety Engineering***

*Cheyenne House  
West Street  
Farnham  
GU9 7EQ  
01483 679350  
admin@gateway-rse.co.uk  
www.gateway-rse.co.uk*

*Gateway RSE Ltd is registered in England Number 14087123  
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ*





## CONTENTS

1	Introduction .....	1
2	Problems Identified by this Road Safety Audit .....	3
3	Audit Team Statement .....	6

## Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of access and highway works Oxted, within the District of Tandridge and the County of Surrey. The audit brief, dated 8<sup>th</sup> September 2023, describes the scheme as:

- Site access arrangements onto Chichele Road, near Silkham Road
- Relocation of zebra crossing on Station Road East, south of Chichele Road/Bluehouse Lane/Station Road East mini roundabout
- The proposed development comprises 116 dwellings

1.2 The local highway environment is characterised by 2-lane single carriageway roads with street lighting, footways and a mixture of parking bays, bus stops, school keep clear markings and double yellow lines. Chichele Road forms a crescent between its priority-controlled junction with Barrow Green Road and its mini-roundabout junction with Bluehouse Lane and Station Road East. A 30mph speed limit applies throughout.

1.3 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 11:30 and 12:15 on Friday 15<sup>th</sup> September 2023, when the weather was fine and the road surface dry. No traffic congestion was observed, whilst some pedestrian and cyclist movements occurred. Cars were observed parked within on-street parking bays during the site visit.

1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

### **Collision Data**

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)). This indicates that, during the latest available five-year period, one PIC occurred at the Chichele Road/Bluehouse Lane mini roundabout. It was in June 2021 in fine/dry/light conditions and involved a right-turning car striking a secondary school aged pedestrian on the zebra crossing on the east side of the junction.

### **Previous Road Safety Audit**

- 1.8 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

## 2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

### General Matters

#### 2.1 Problem

Carriageway and footway surface changes may lead to collisions due to water ponding

*Location: Raised tables in Chichele Road and Silkham Road*

Surface water drainage details are not considered by this Stage 1 Audit, although the Audit Team notes that Chichele Road falls from east to west near Silkham Road and the proposed site access. Ponding at the raised tables could cause loss of control collisions and pedestrian trips and falls, especially during icy conditions.

#### Recommendation

At the detailed design stage, surface water drainage should be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings.

#### 2.2 Problem

Collisions caused by service vehicles reversing to/from the public highway

*Location: Site access*

No vehicle swept path plots have been provided and it is not clear that service vehicles will be able to turn adequately to/from the site access. This may lead to reversing manoeuvres by large vehicles to/from the highway, increasing the risk of collisions with other road users.

#### Recommendation

Provide vehicle swept path analysis for service vehicles, demonstrating that they will be able to turn adequately to/from the site access.

### Local Alignment

#### 2.3 Problem

Priority arrangement and car parking may cause congestion/collisions in Chichele Road during school drop-off/collection times

*Location: Site access/Chichele Road*

The proposed priority arrangement (to preserve an existing tree), combined with potential car parking during school drop-off and collection times, may create congestion within the site access and spilling into Chichele Road. This may lead to congestion, with pedestrians forced to cross between stationary vehicles, where they will be vulnerable.

#### Recommendation

Implement measures to prevent car parking within the site access road between Chichele Road and the priority give way feature.

### Junctions

#### 2.4

##### Problem

Vehicle collisions due to misinterpretation of turning signals

*Location: Chichele Road/Silkham Road/site access*

The limited junction separation between Silkham Road and the site access may lead to drivers misinterpreting the signals of turning vehicles. For example, a driver waiting to turn out of Silkham Road may interpret a left turn signal for the site access as a left turn for Silkham Road, leading the non-priority vehicle to pull out into the path of the priority vehicle. Similarly, a right turn signal for the site access may be interpreted as a right turn into Silkham Road, causing a following vehicle on Chichele Road to 'shunt' into the rear of the turning vehicle.

##### Recommendation

Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials.

### Walking, Cycling and Horse Riding

#### 2.5

##### Problem

Pedestrian trips/falls

*Location: Site access road, both sides*

The tactile paving arrangement, as shown, may guide sight-impaired pedestrians crossing the site access road into the verge and/or highway boundaries. This could lead to trips/falls, or confusion causing them to enter the carriageway inadvertently.

#### Recommendation

Extend the footway on the west side of the site access to occupy the full width of the verge. Provide highway boundary treatments on both sides that are legible for sight-impaired pedestrians, guiding them toward the onward footway.

## 2.6

### Problem

Pedestrian/vehicle collisions

*Location: Station Road East, existing zebra crossing*

The existing zebra crossing is to be replaced with a raised table zebra crossing closer to the Bluehouse Lane mini roundabout, but it is not clear that the dropped kerbs and tactile paving will be reinstated to full-height footway/kerbs. If left in place, they could encourage pedestrians (particularly those with sight or mobility impairments) to cross where drivers are not expecting them to, leading to pedestrian/vehicle collisions.

### Recommendation

Remove the existing zebra crossing in its entirety, including the tactile pavements and dropped kerbs. Furthermore, replace the zebra crossing surface with high friction surfacing to match existing on either side and repair any damage caused by the removal of carriageway markings.

## **Road Signs, Carriageway Markings and Lighting**

## 2.7

The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting, other than those raised above.

### 3 AUDIT TEAM STATEMENT

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

#### Audit Team Leader

Steve Giles  
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 18/09/2023

#### Audit Team Member(s)

Wendy Palmer  
MCIHT, MSoRSA, FIHE, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 18/09/2023

## APPENDIX A

### Items Considered by this RSA



### Items Considered by this Road Safety Audit

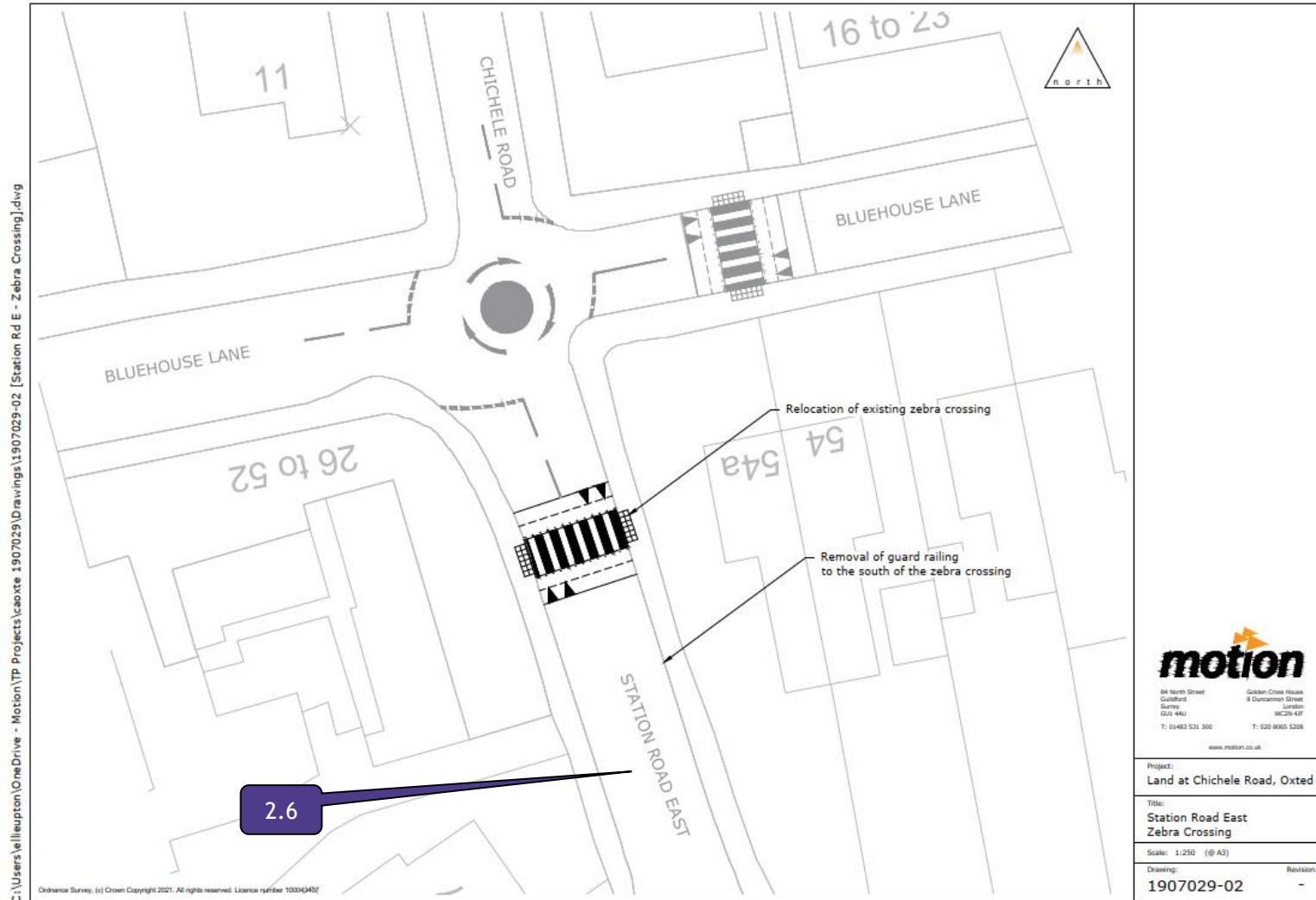
Document ref.	Rev.	Originator	Title
1907029-01	E	Motion	Proposed Access Arrangements
1907029-02	-	Motion	Station Road East Zebra Crossing

### Additional/background information provided to the Audit Team

- Audit Brief dated 8<sup>th</sup> September 2023 (Motion)

## APPENDIX B Location Plan(s)





## ROAD SAFETY AUDIT RESPONSE REPORT

### Project Details

Project: Land at Chichele Road, Oxted  
Development Access and Off-site Highway Works  
GRSE Ref: SG/WP/2309-02 RSA1 v1.0  
Status: Issued as v1.0  
Issue date: 18/09/2023  
Design Organisation: Motion  
Overseeing Organisation: Surrey County Council  
Client: Motion

### Authorisation

Prepared by:  
Name: Ellie Upton  
Position: Principal Transport Planner  
Organisation: Motion

Approved by:  
Name: Andrew Whittingham  
Position: Director  
Organisation: Motion  
Signed:

### The Scheme

The highway works considered by the Road Safety Audit comprise:

- Site access arrangements onto Chichele Road
- Relocation of zebra crossing on Station Road East, south of Chichele Road/Bluehouse Lane/Station Road East mini-roundabout
- The proposed development comprises 116 dwellings

### Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] Surrey County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Ellie Upton, Principal Transport Planner, Motion Andrew Whittingham, Director, Motion


RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	At the detailed design stage, surface water drainage should be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings.	This will be dealt with at the detailed design stage.		
2.2	Provide vehicle swept path analysis for service vehicles, demonstrating that they will be able to turn adequately to/from the site access.	Swept path analysis for a refuse vehicle has been undertaken to ensure vehicles can enter and exit the site.		
2.3	Implement measures to prevent car parking within the site access road between Chichele Road and the priority give way feature.	Parking restrictions in the form of double yellow lines will be implemented between Chichele Road and the priority give way feature.		
2.4	Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials.	The proposals include a potential 20mph speed limit scheme within the vicinity of the site in the form of signage and raised tables along Chichele Road, Silkham Road and Central Way.		
2.5	Extend the footway on the west side of the site access to occupy the full width of the verge. Provide highway boundary treatments on both sides	The footway has been extended on the west side of the site access to occupy the full width of the verge, along with highway boundary		

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	that are legible for sight-impaired pedestrians, guiding them toward the onward footway.	treatments on both sides for sight-impaired pedestrians.		
2.6	Remove the existing zebra crossing in its entirety, including the tactile pavements and dropped kerbs. Furthermore, replace the zebra crossing surface with high friction surfacing to match existing on either side and repair any damage caused by the removal of carriageway markings.	The existing crossing will be removed in its entirety, including tactile paving and dropped kerbs. The surface will be replaced with high friction surfacing and any damage will be repaired.		

**Design Organisation Statement:**

On behalf of the design organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.



.....  
Name: Andrew Whittingham

Organisation: Motion

Position: Director

Date: 04/10/2023

**Overseeing Organisation Statement:**

On behalf of the overseeing organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.

The agreed RSA actions will be progressed.

.....  
Name: [NAME (press F9)]

Organisation: Surrey County Council

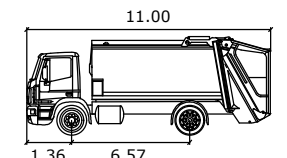
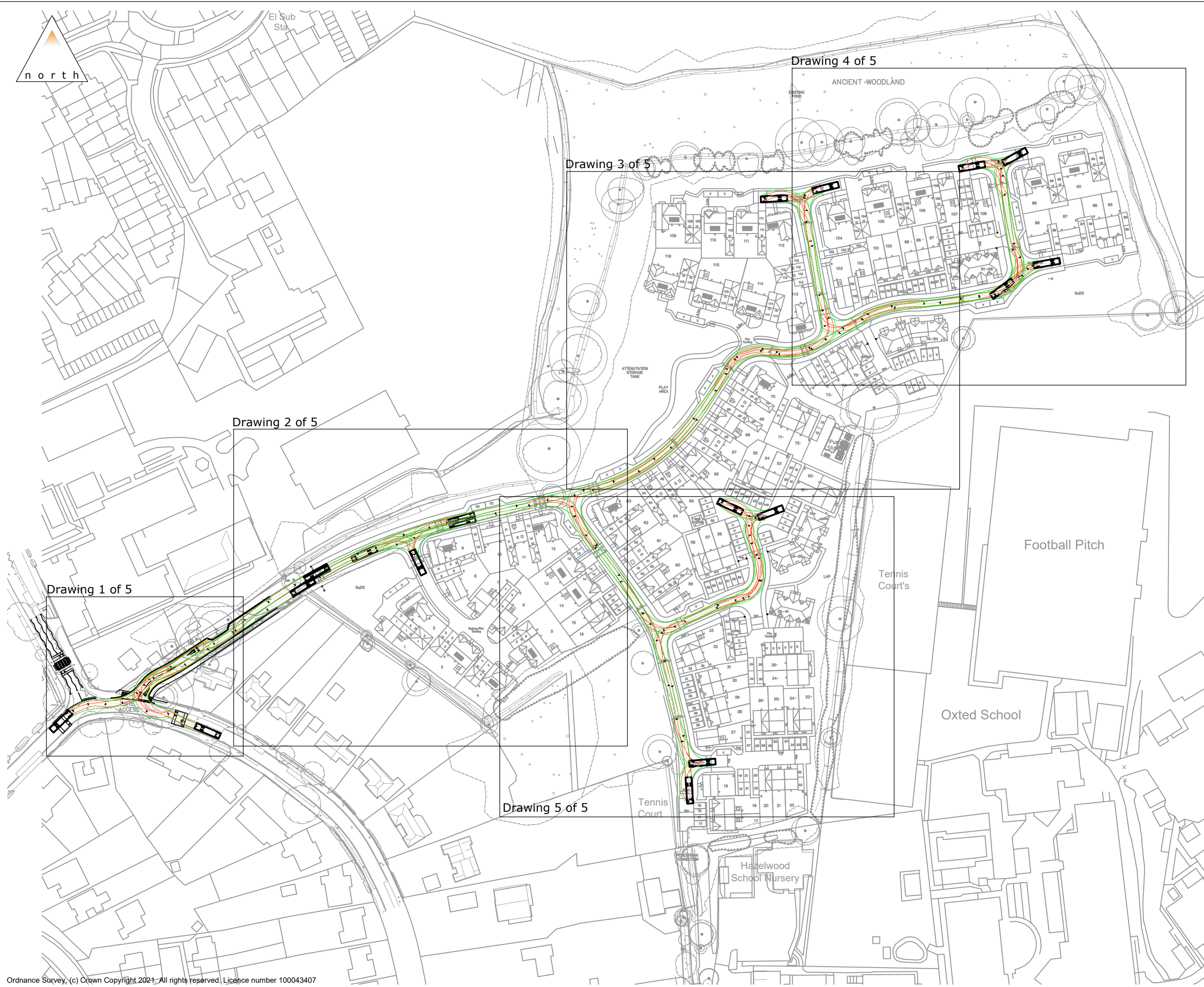
Position: [TITLE (press F9)]

Date: [DATE]



## **Appendix I**

Swept Path Analysis



**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

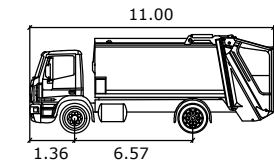
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle**

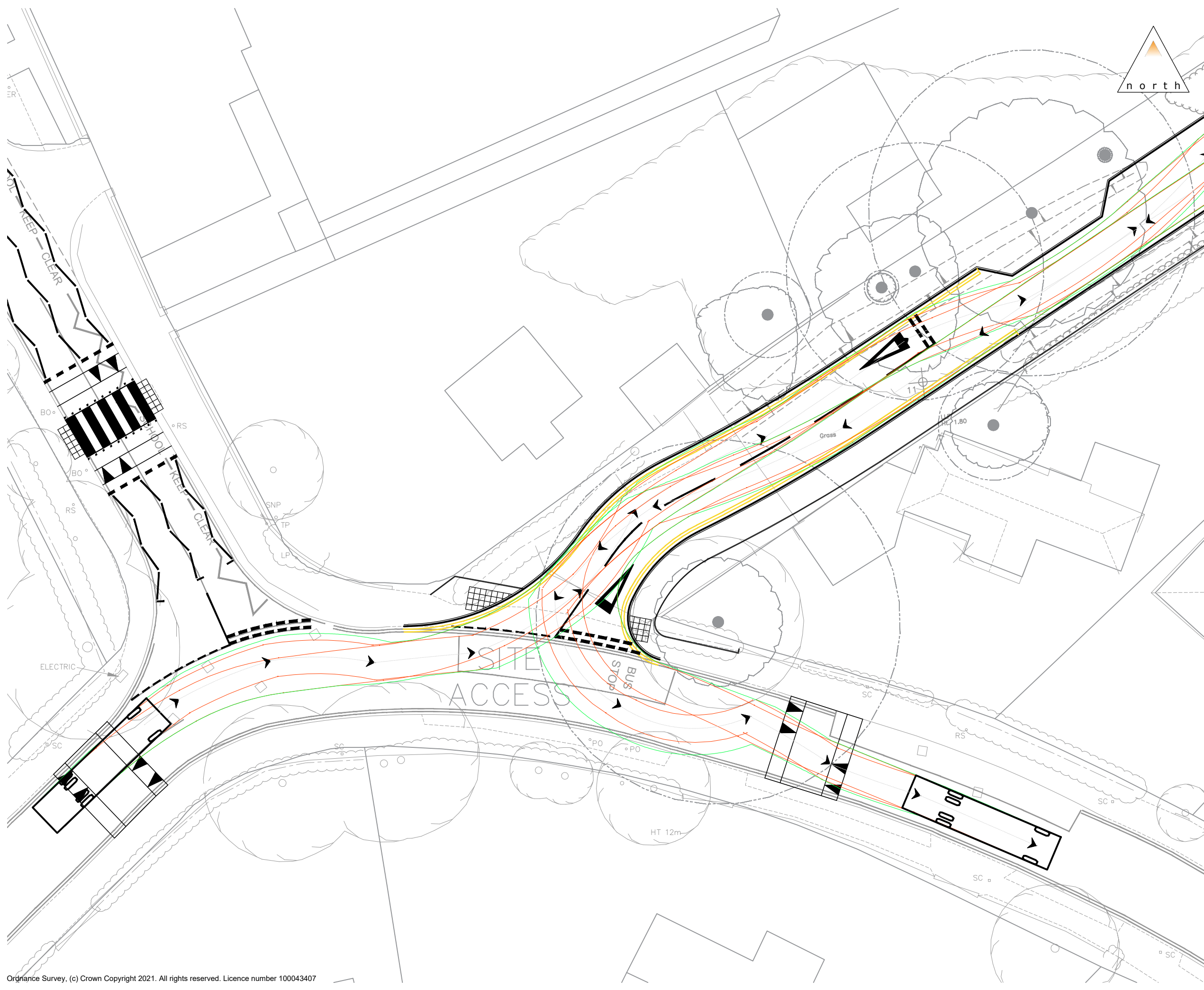
Scale: 1:1500 (@ A3)

Drawing: **1907029-TK01** Revision: **C**





**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

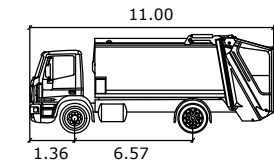
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle (1 of 5)**

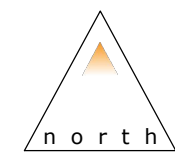
Scale: 1:250 (@ A3)

Drawing: **1907029-TK01.1**      Revision: **C**

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte 1907029\Drawings\1907029-TK01C [Refuse Vehicle].dwg



**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

Project:  
**Land at Chichele Road, Oxted**

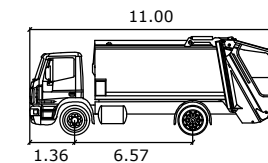
Title:  
**Swept Path Analysis  
 Refuse Vehicle (2 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK01.2** Revision: **C**

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte 1907029\Drawings\1907029-TK01C [Refuse Vehicle].dwg





**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

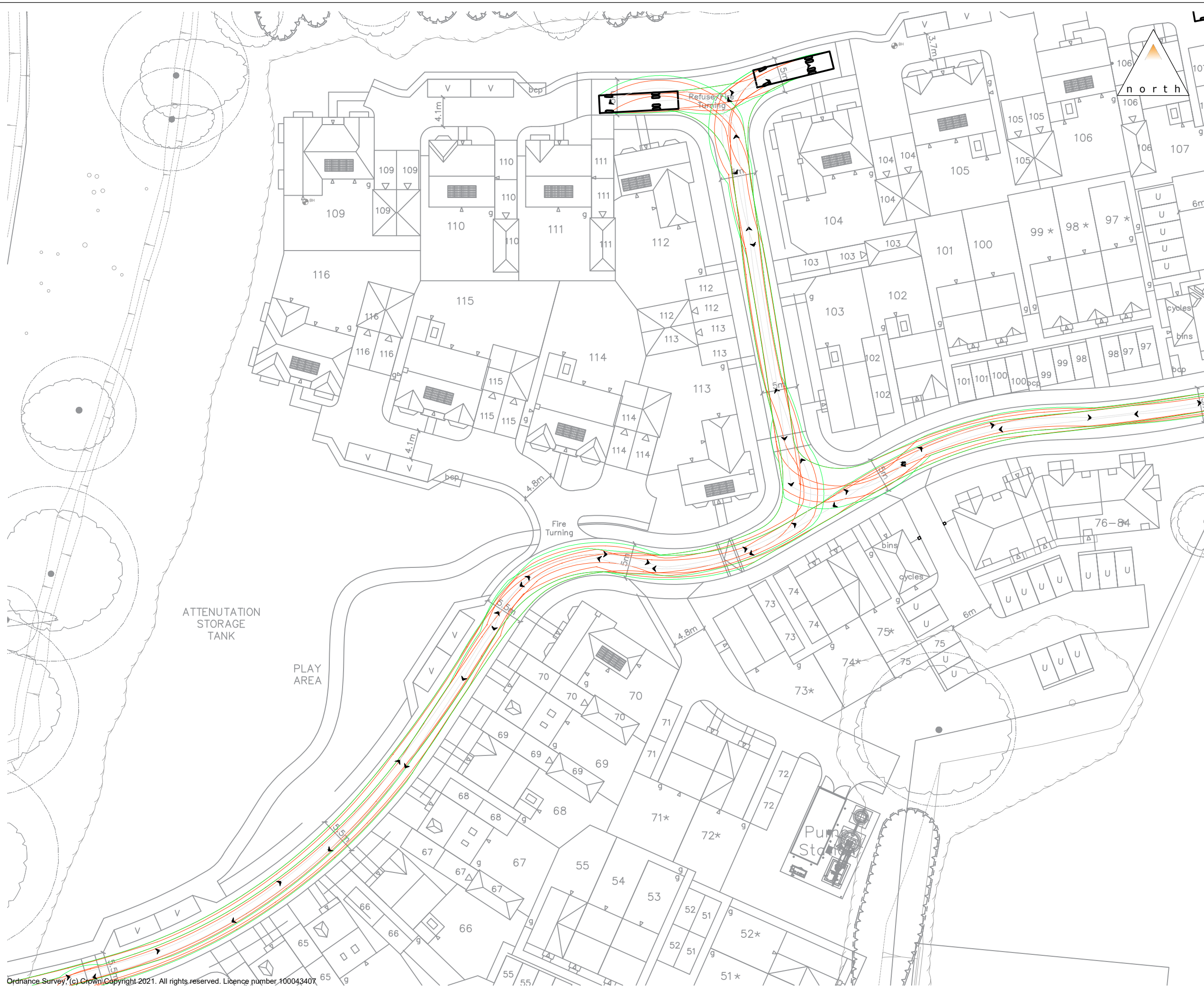
www.motion.co.uk

Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle (3 of 5)**

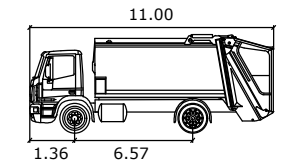
Scale: 1:500 (@ A3)

Drawing: **1907029-TK01.3** Revision: **C**



ANCIENT WOODLAND

EXISTING POND



**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

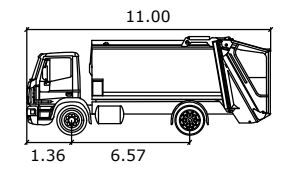
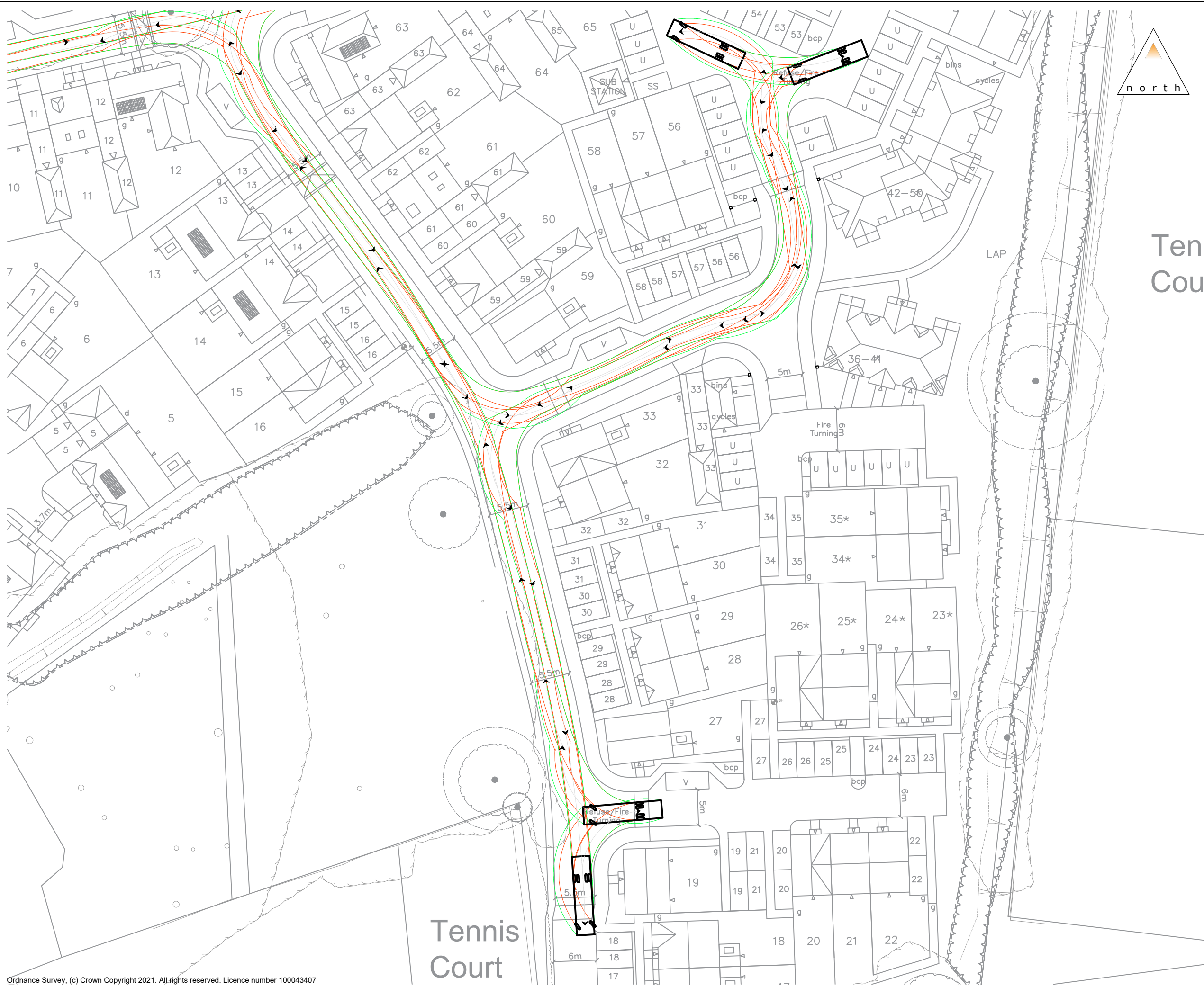
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle (4 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK01.4** Revision: **C**





**Iveco ML 180 (2009)**  
 meters  
 Width : 2.47  
 Track : 2.45  
 Lock to Lock Time : 6.0  
 Steering Angle : 51.5



Teni  
Cou



84 North Street  
 Guildford  
 Surrey  
 GU1 4AU  
 T: 01483 531 300

Golden Cross House  
 8 Duncannon Street  
 London  
 WC2N 4JF  
 T: 020 8065 5208

www.motion.co.uk

Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Refuse Vehicle (5 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK01.5** Revision: **C**





El Sub Sta

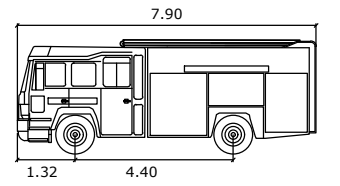
Drawing 4 of 5

Drawing 3 of 5

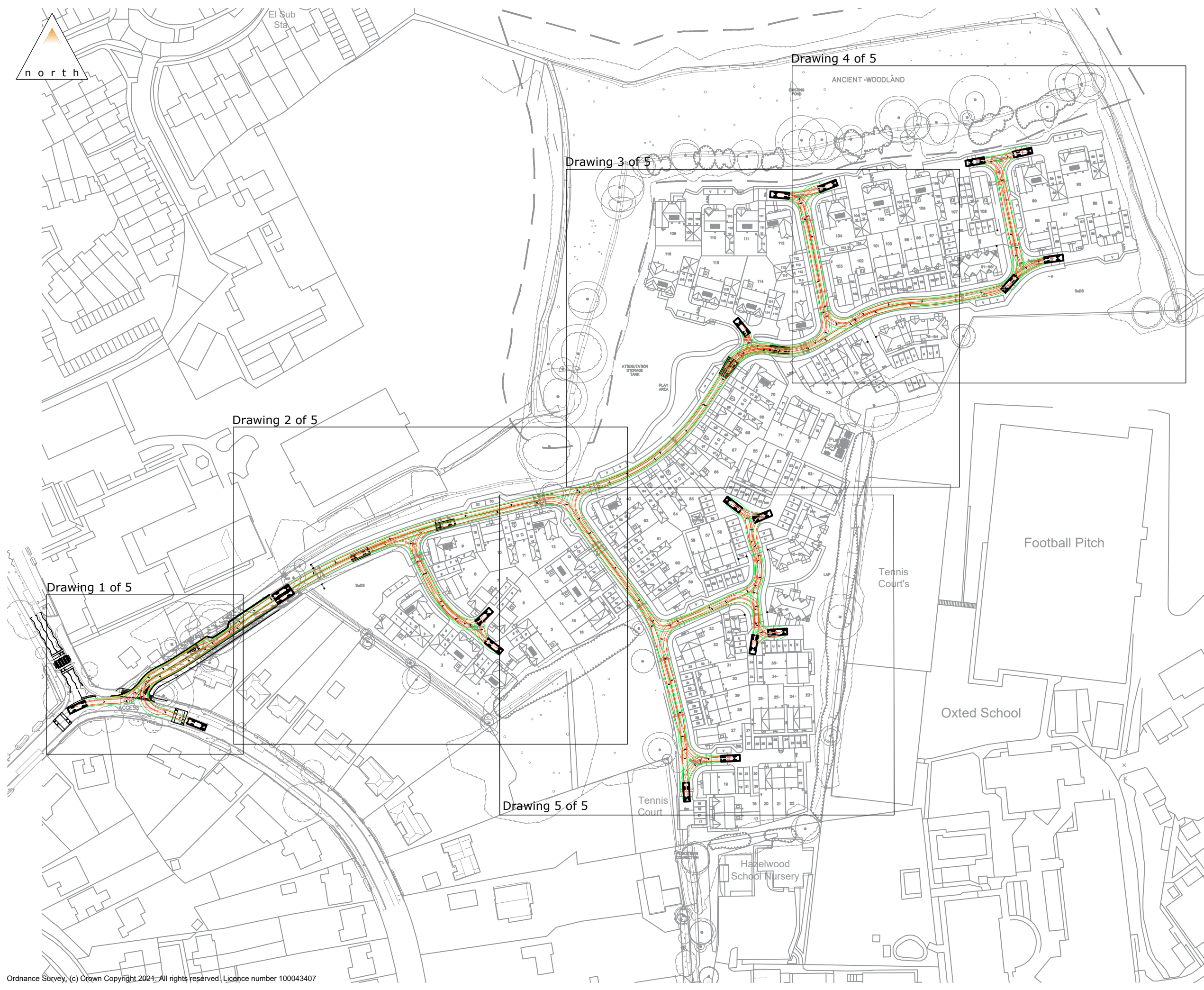
Drawing 2 of 5

Drawing 1 of 5

Drawing 5 of 5



**Pumping Appliance**  
 meters  
 Width : 2.50    Lock to Lock Time : 6.0  
 Track : 1.75    Steering Angle : 34.3



84 North Street    Golden Cross House  
 Guildford    8 Duncannon Street  
 Surrey    London  
 GU1 4AU    WC2N 4JF

T: 01483 531 300    T: 020 8065 5208

www.motion.co.uk

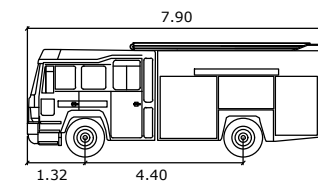
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Fire Appliance**

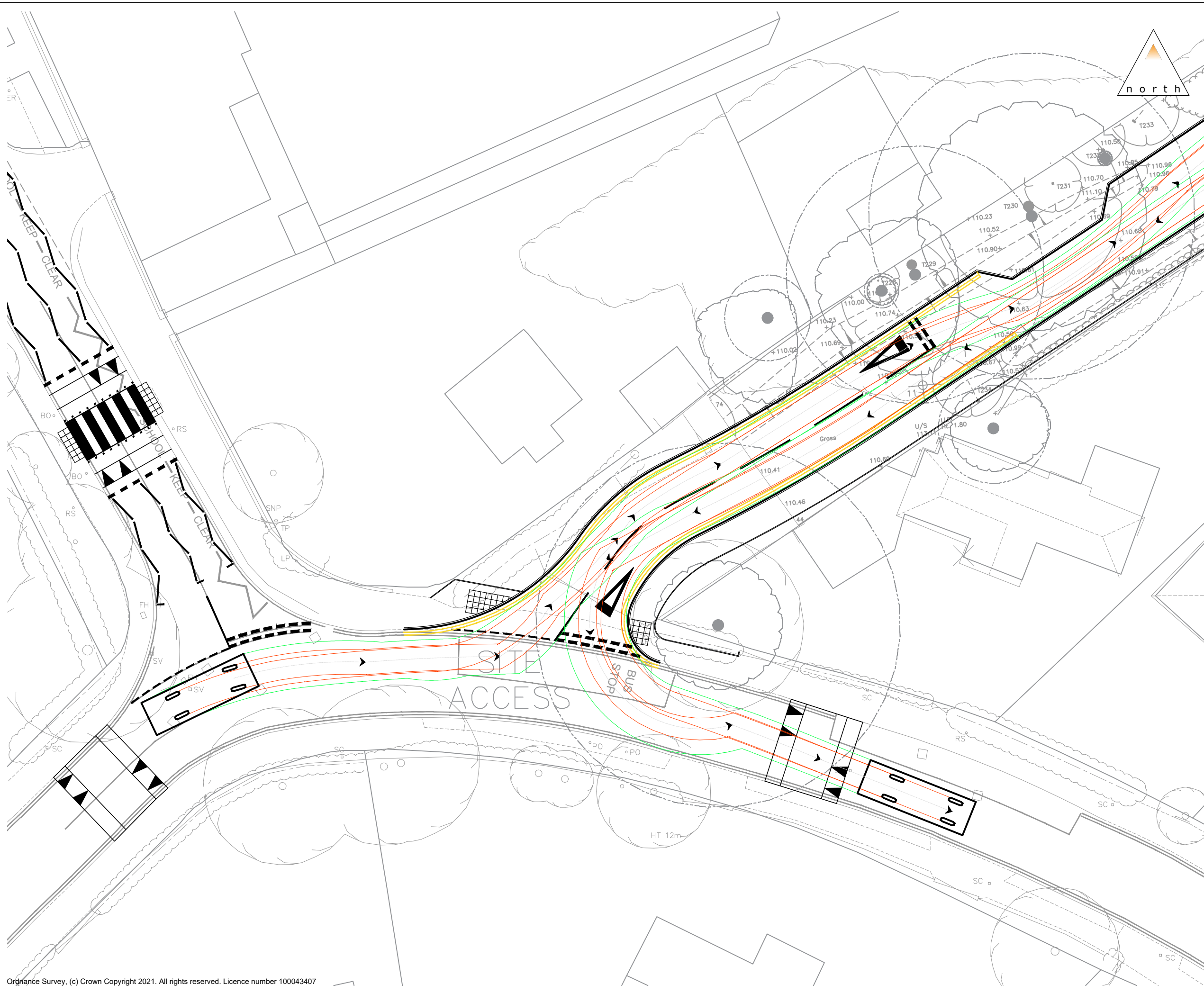
Scale: 1:1500 (@ A3)

Drawing: **1907029-TK02**    Revision: **C**





**Pumping Appliance**  
 meters  
 Width : 2.50    Lock to Lock Time : 6.0  
 Track : 1.75    Steering Angle : 34.3



84 North Street    Golden Cross House  
 Guildford    8 Duncannon Street  
 Surrey    London  
 GU1 4AU    WC2N 4JF  
 T: 01483 531 300    T: 020 8065 5208

[www.motion.co.uk](http://www.motion.co.uk)

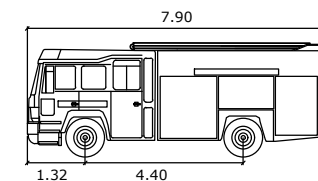
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Fire Appliance (1 of 5)**

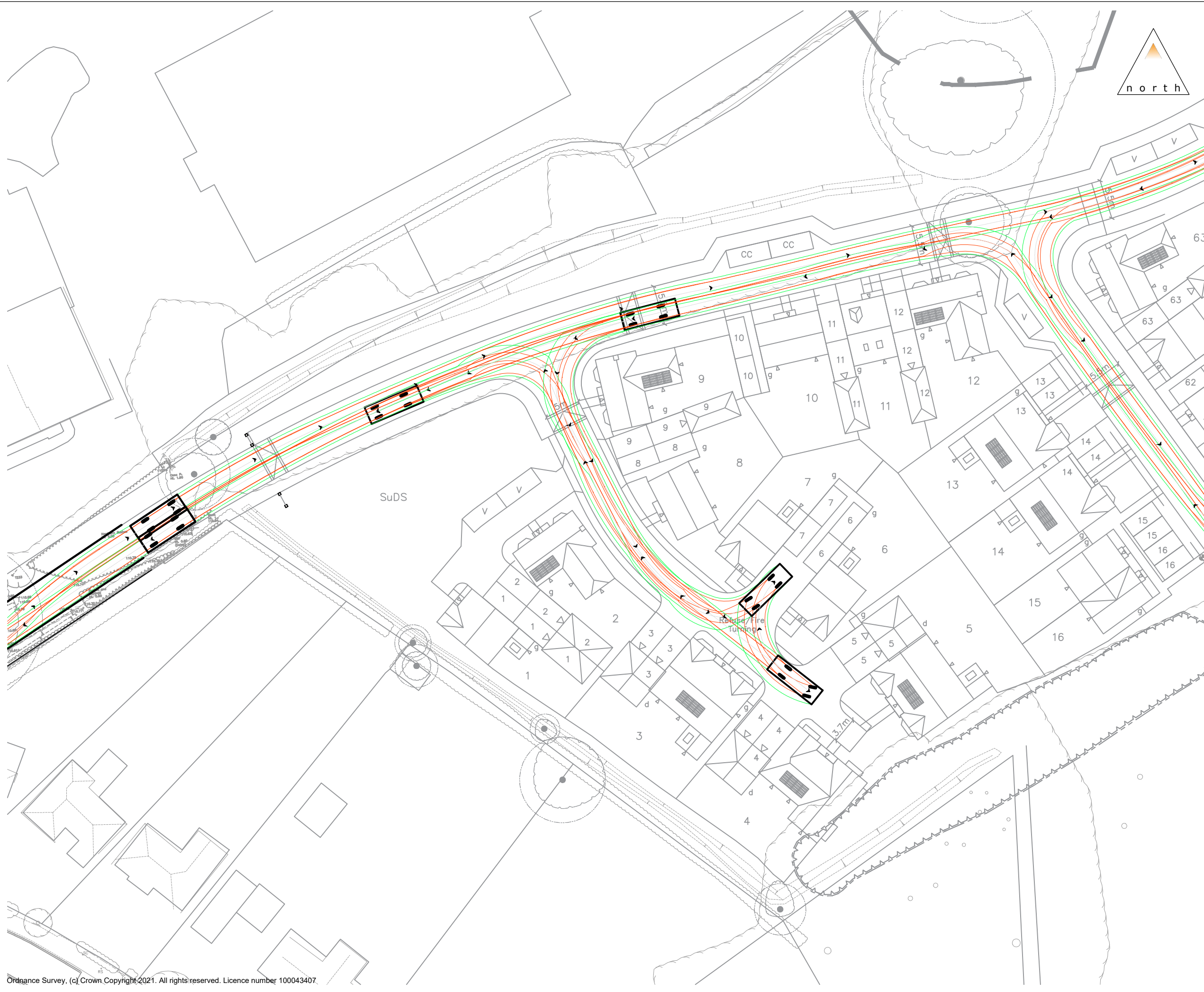
Scale: 1:250 (@ A3)

Drawing: **1907029-TK02.1**    Revision: **C**

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte 1907029\Drawings\1907029-TK02C [Fire Appliance].dwg



**Pumping Appliance**  
 meters  
 Width : 2.50    Lock to Lock Time : 6.0  
 Track : 1.75    Steering Angle : 34.3



84 North Street    Golden Cross House  
 Guildford    8 Duncannon Street  
 Surrey    London  
 GU1 4AU    WC2N 4JF  
 T: 01483 531 300    T: 020 8065 5208

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
**Land at Chichele Road, Oxted**

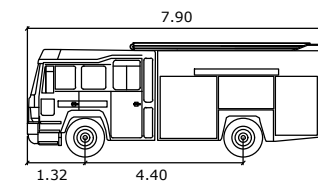
Title:  
**Swept Path Analysis  
 Fire Appliance (2 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK02.2**    Revision: **C**

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte 1907029\Drawings\1907029-TK02C [Fire Appliance].dwg





**Pumping Appliance**  
 meters  
 Width : 2.50    Lock to Lock Time : 6.0  
 Track : 1.75    Steering Angle : 34.3



84 North Street    Golden Cross House  
 Guildford    8 Duncannon Street  
 Surrey    London  
 GU1 4AU    WC2N 4JF

T: 01483 531 300    T: 020 8065 5208

www.motion.co.uk

Project: <b>B</b>	
Title: <b>Swept Path Analysis Fire Appliance (3 of 5)</b>	
Scale: 1:500 (@ A3)	
Drawing: <b>1907029-TK02.3</b>	Revision: <b>C</b>

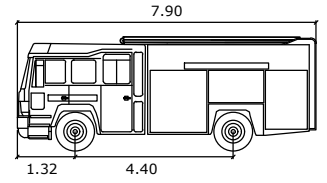


Ordnance Survey, (C) Crown Copyright 2021. All rights reserved. Licence number 100043407

C:\Users\ellieupton\OneDrive - Motion\TP Projects\caoxte\1907029\Drawings\1907029-TK02C [Fire Appliance].dwg

ANCIENT WOODLAND

EXISTING POND



**Pumping Appliance**  
 meters  
 Width : 2.50    Lock to Lock Time : 6.0  
 Track : 1.75    Steering Angle : 34.3



84 North Street    Golden Cross House  
 Guildford    8 Duncannon Street  
 Surrey    London  
 GU1 4AU    WC2N 4JF

T: 01483 531 300    T: 020 8065 5208

www.motion.co.uk

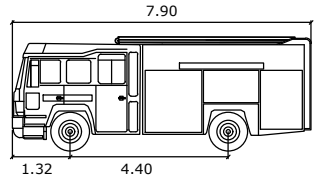
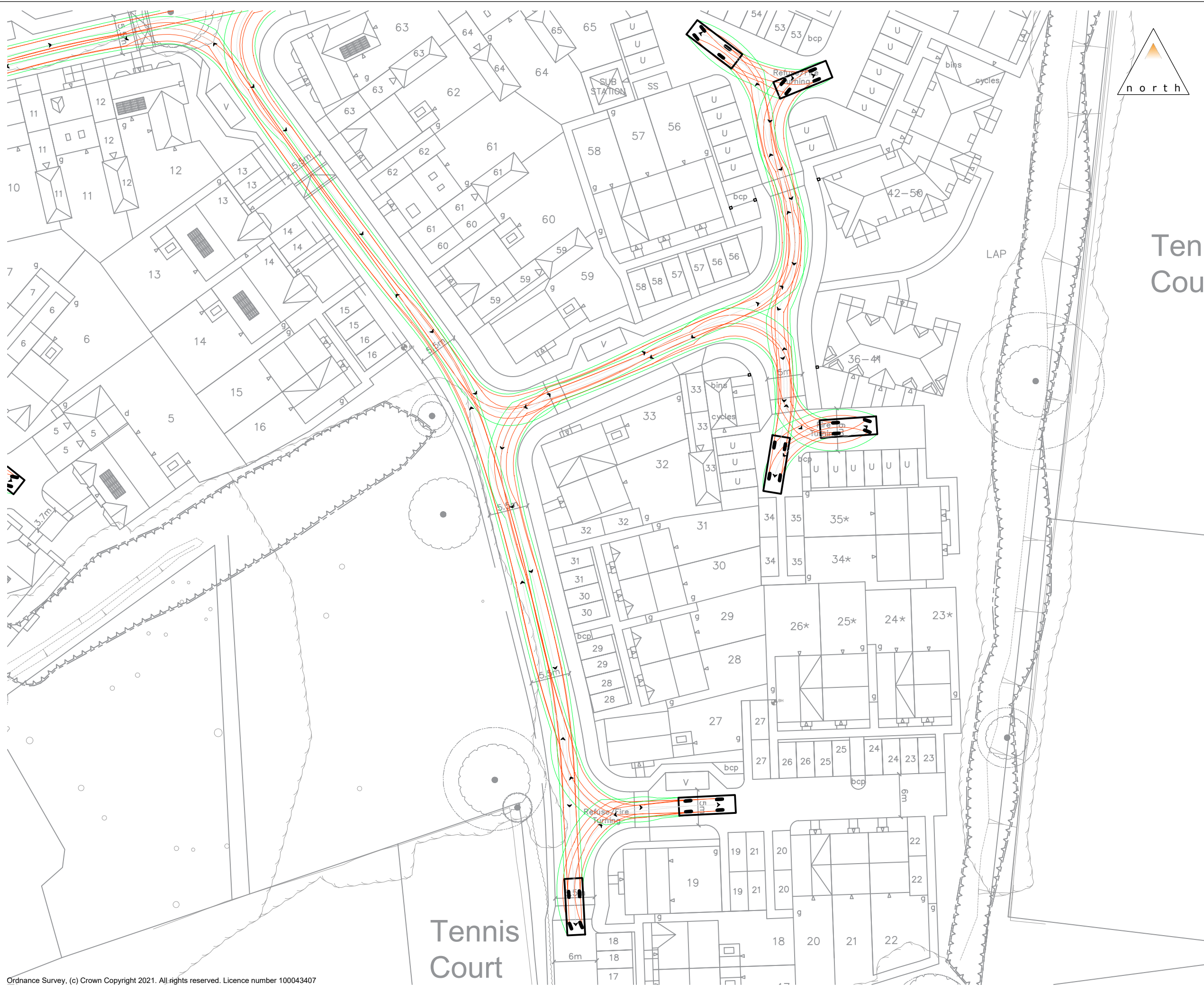
Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
 Fire Appliance (4 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK02.4**    Revision: **C**





**Pumping Appliance**

Width	: 2.50 meters	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

Teni  
Cou

Tennis  
Court



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 8065 5208

www.motion.co.uk

Project:  
**Land at Chichele Road, Oxted**

Title:  
**Swept Path Analysis  
Fire Appliance (5 of 5)**

Scale: 1:500 (@ A3)

Drawing: **1907029-TK02.5**      Revision: **C**

## **Appendix J**

TRICS Output – Private Houses

Calculation Reference: AUDIT-734001-230905-0910

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 10 to 116 (units: )  
 Range Selected by User: 6 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	17 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:

*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 17

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
 Servicing vehicles Excluded 15 days - Selected

Secondary Filtering selection:

Use Class:

C3 17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 4 days  
 10,001 to 15,000 4 days  
 15,001 to 20,000 2 days  
 20,001 to 25,000 2 days  
 25,001 to 50,000 5 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 4 days  
 25,001 to 50,000 1 days  
 50,001 to 75,000 2 days  
 75,001 to 100,000 2 days  
 125,001 to 250,000 6 days  
 250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.5 or Less 1 days  
 0.6 to 1.0 5 days  
 1.1 to 1.5 11 days

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

Travel Plan:

Yes 4 days  
 No 13 days

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

PTAL Rating:

No PTAL Present 17 days

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



LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
5	FU-03-A-02	DETACHED/TERRACED HOUSING		WESTMORLAND & FURNESS
	MACADAM WAY			
	PENRITH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	21/06/16		Survey Type: MANUAL
6	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19		Survey Type: MANUAL
7	HC-03-A-30	TERRACED HOUSES		HAMPSHIRE
	MEUDON AVENUE			
	FARNBOROUGH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	31		
	Survey date: FRIDAY	14/10/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
9	LN-03-A-04 EGERTON ROAD LINCOLN  Edge of Town Centre Residential Zone Total No of Dwellings: 30 <i>Survey date: MONDAY 29/06/15</i>	DETACHED & SEMI -DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>
10	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 <i>Survey date: TUESDAY 13/09/22</i>	SEMI -DETACHED	NORFOLK	<i>Survey Type: MANUAL</i>
11	NY-03-A-12 RACECOURSE LANE NORTHALLERTON  Edge of Town Centre Residential Zone Total No of Dwellings: 47 <i>Survey date: TUESDAY 27/09/16</i>	TOWN HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
12	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
13	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>	DETACHED HOUSES	PETERBOROUGH	<i>Survey Type: MANUAL</i>
14	SD-03-A-01 HEADLANDS GROVE SWINDON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>	SEMI DETACHED	SWINDON	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
	<i>Survey Type: MANUAL</i>		
16	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		
	<i>Survey Type: MANUAL</i>		
17	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings: 89 <i>Survey date: MONDAY 21/11/16</i>		
	<i>Survey Type: 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.*

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.80

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	17	49	0.070	17	49	0.261	17	49	0.331
08:00 - 09:00	17	49	0.133	17	49	0.378	17	49	0.511
09:00 - 10:00	17	49	0.180	17	49	0.169	17	49	0.349
10:00 - 11:00	17	49	0.144	17	49	0.177	17	49	0.321
11:00 - 12:00	17	49	0.142	17	49	0.148	17	49	0.290
12:00 - 13:00	17	49	0.170	17	49	0.176	17	49	0.346
13:00 - 14:00	17	49	0.165	17	49	0.171	17	49	0.336
14:00 - 15:00	17	49	0.154	17	49	0.194	17	49	0.348
15:00 - 16:00	17	49	0.247	17	49	0.181	17	49	0.428
16:00 - 17:00	17	49	0.282	17	49	0.157	17	49	0.439
17:00 - 18:00	17	49	0.349	17	49	0.181	17	49	0.530
18:00 - 19:00	17	49	0.223	17	49	0.144	17	49	0.367
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.259</b>			<b>2.337</b>			<b>4.596</b>

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

#### Parameter summary

Trip rate parameter range selected:	10 - 116 (units: )
Survey date date range:	01/01/15 - 01/03/23
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.*

Motion High Street Guildford

Licence No: 734001

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.80

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	17	49	0.113	17	49	0.454	17	49	0.567
08:00 - 09:00	17	49	0.199	17	49	0.831	17	49	1.030
09:00 - 10:00	17	49	0.286	17	49	0.327	17	49	0.613
10:00 - 11:00	17	49	0.261	17	49	0.332	17	49	0.593
11:00 - 12:00	17	49	0.241	17	49	0.257	17	49	0.498
12:00 - 13:00	17	49	0.285	17	49	0.288	17	49	0.573
13:00 - 14:00	17	49	0.268	17	49	0.273	17	49	0.541
14:00 - 15:00	17	49	0.273	17	49	0.300	17	49	0.573
15:00 - 16:00	17	49	0.593	17	49	0.331	17	49	0.924
16:00 - 17:00	17	49	0.534	17	49	0.291	17	49	0.825
17:00 - 18:00	17	49	0.609	17	49	0.316	17	49	0.925
18:00 - 19:00	17	49	0.379	17	49	0.251	17	49	0.630
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.041			4.251			8.292

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.

## **Appendix K**

TRICS Output – Private Flats

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	PO	PORTSMOUTH	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 9 to 146 (units: )  
 Range Selected by User: 6 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	10 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 Centre	4
Suburban Area (PPS6 Out of Centre)	6

*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:

Development Zone	1
Residential Zone	3
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
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:

Yes	2 days
No	8 days

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

PTAL Rating:

No PTAL Present	10 days
-----------------	---------

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



LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 82 <i>Survey date: MONDAY 18/09/17</i>			
	<i>Survey Type: MANUAL</i>			
2	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 15/05/18</i>			
	<i>Survey Type: MANUAL</i>			
3	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 146 <i>Survey date: TUESDAY 15/05/18</i>			
	<i>Survey Type: MANUAL</i>			
4	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 <i>Survey date: WEDNESDAY 25/09/19</i>			
	<i>Survey Type: MANUAL</i>			
5	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 14/11/19</i>			
	<i>Survey Type: MANUAL</i>			
6	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 <i>Survey date: TUESDAY 13/11/18</i>			
	<i>Survey Type: MANUAL</i>			
7	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 <i>Survey date: MONDAY 18/11/19</i>			
	<i>Survey Type: MANUAL</i>			
8	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)		NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 <i>Survey date: TUESDAY 08/11/16</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

9	NG-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 135 <i>Survey date: WEDNESDAY 09/11/16</i>		
10	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 <i>Survey date: TUESDAY 05/06/18</i> <i>Survey Type: 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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	Covid
SF-03-C-05	Covid

Motion High Street Guildford

Licence No: 734001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.49

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	10	78	0.054	10	78	0.149	10	78	0.203
08:00 - 09:00	10	78	0.054	10	78	0.193	10	78	0.247
09:00 - 10:00	10	78	0.070	10	78	0.100	10	78	0.170
10:00 - 11:00	10	78	0.054	10	78	0.066	10	78	0.120
11:00 - 12:00	10	78	0.056	10	78	0.063	10	78	0.119
12:00 - 13:00	10	78	0.082	10	78	0.088	10	78	0.170
13:00 - 14:00	10	78	0.066	10	78	0.072	10	78	0.138
14:00 - 15:00	10	78	0.063	10	78	0.061	10	78	0.124
15:00 - 16:00	10	78	0.103	10	78	0.055	10	78	0.158
16:00 - 17:00	10	78	0.119	10	78	0.074	10	78	0.193
17:00 - 18:00	10	78	0.158	10	78	0.084	10	78	0.242
18:00 - 19:00	10	78	0.155	10	78	0.087	10	78	0.242
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.034			1.092			2.126

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

#### Parameter summary

Trip rate parameter range selected: 9 - 146 (units: )  
Survey date date range: 01/01/15 - 11/05/22  
Number of weekdays (Monday-Friday): 10  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 0  
Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.49

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	10	78	0.083	10	78	0.393	10	78	0.476
08:00 - 09:00	10	78	0.110	10	78	0.580	10	78	0.690
09:00 - 10:00	10	78	0.151	10	78	0.248	10	78	0.399
10:00 - 11:00	10	78	0.124	10	78	0.163	10	78	0.287
11:00 - 12:00	10	78	0.125	10	78	0.140	10	78	0.265
12:00 - 13:00	10	78	0.203	10	78	0.193	10	78	0.396
13:00 - 14:00	10	78	0.160	10	78	0.163	10	78	0.323
14:00 - 15:00	10	78	0.163	10	78	0.163	10	78	0.326
15:00 - 16:00	10	78	0.295	10	78	0.138	10	78	0.433
16:00 - 17:00	10	78	0.301	10	78	0.160	10	78	0.461
17:00 - 18:00	10	78	0.430	10	78	0.213	10	78	0.643
18:00 - 19:00	10	78	0.396	10	78	0.201	10	78	0.597
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.541			2.755			5.296

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.

## **Appendix L**

Census Data Distribution

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

ONS Crown Copyright Reserved [from Nomis on 7 February 2023]

population All usual residents aged 16 and over in employment the week before the census  
 units Persons  
 date 2011  
 usual residence E02006433 : Tandridge 006 (2011 super output area - middle layer)

place of work	All categories: Method of	Driving a car or van	Percentage	From Site		Chichele Rd/Silkham Road		Chichele Rd/ Barrow Green Rd		Barrow Green Road/ Gordons Way	
				North	South	North	West	West	East	North	West
E02006433 : Tandridge 006	663	286	19%	3%	16%	1%	2%	2%			2%
Reigate and Banstead	211	191	13%	13%			13%	13%			13%
Sevenoaks	219	190	13%	6%	6%		6%	6%			6%
Croydon	185	126	8%	8%			8%	8%		8%	
Bromley	89	76	5%	5%			5%	5%		5%	
Crawley	77	66	4%	4%			4%	4%			4%
E02006431 : Tandridge 004	70	51	3%	3%			3%	3%			3%
E02006436 : Tandridge 009	49	43	3%	3%			3%	3%			3%
E02006434 : Tandridge 007	57	42	3%		3%						
E02006437 : Tandridge 010	48	42	3%	3%			3%	3%			3%
Sutton	46	39	3%	3%			3%	3%			3%
Mid Sussex	45	37	2%	2%			2%	2%			2%
Mole Valley	36	35	2%	2%			2%	2%			2%
E02006435 : Tandridge 008	37	32	2%	2%			2%	2%			2%
Tonbridge and Malling	25	23	2%	2%			2%	2%			2%
Tunbridge Wells	20	20	1%		1%						
E02006430 : Tandridge 003	21	19	1%	1%			1%	1%			1%
Hillingdon	20	19	1%	1%			1%	1%			1%
E02006790 : Tandridge 012	20	18	1%	1%			1%	1%		1%	
E02006432 : Tandridge 005	18	15	1%	1%			1%	1%		1%	
E02006438 : Tandridge 011	13	13	1%	1%			1%	1%			1%
Kingston upon Thames	17	13	1%	1%			1%	1%			1%
Westminster, City of London	528	13	1%	1%			1%	1%		1%	
Elmbridge	13	13	1%	1%			1%	1%			1%
Epsom and Ewell	16	13	1%	1%			1%	1%			1%
Guildford	16	13	1%	1%			1%	1%			1%
Dartford	13	12	1%	0.5%	0.50%		0.5%	0.5%			0.5%
Lambeth	38	11	1%	1%			1%	1%		1%	
Lewisham	13	10	1%	1%			1%	1%			1%
Wandsworth	27	10	1%	1%			1%	1%			1%
Wealden	11	10	1%	0.5%	0.5%		0.5%	0.5%			0.5%
Woking	13	10	1%	1%			1%	1%			1%
		1,511	100%	73%	27%	1%	72%	72%	0%	16%	56%
				100%		73%		72%		16%	56%

Barrow Green Road/ A25				A25/A22				Chichele Rd / Bluehouse Ln / Station Road East			
West	South	East	North	South	West	North	East	East	West	south	
		2%					13%		5%	5%	6%
13%							6%				6%
6%											
	4%						4%				
	3%						3%				
	3%				3%					3%	
		3%					3%				
3%							2%				
2%							2%				
2%							2%				
2%					2%		2%				
2%							1%				
1%							1%				
1%							1%				
					1%		1%				
1%							1%				
1%							1%				
1%							1%				
1%							0.00%				0.4%
0.00%											
1%							1%				
1%							1%				
		0.0%					0.0%				0.3%
1%							1%				
51%	5%	0%	0%	1%	5%	45%	0%	5%	8%		14%
	56%					51%			27%		

## **Appendix M**

Junctions 9 Outputs



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

Filename: Site Access.j9  
 Path: C:\Users\meganslade\Desktop\caoxte  
 Report generation date: 08/09/2023 17:21:57

- »2023, AM
- »2023, PM
- »2028, AM
- »2028, PM
- »2028 + Development, AM
- »2028 + Development, PM

**Summary of junction performance**

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023										
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2028										
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2028 + Development										
Stream B-AC	D7	0.1	7.17	0.09	A	D8	0.0	6.52	0.03	A
Stream C-AB		0.0	5.68	0.01	A		0.0	5.79	0.02	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.*

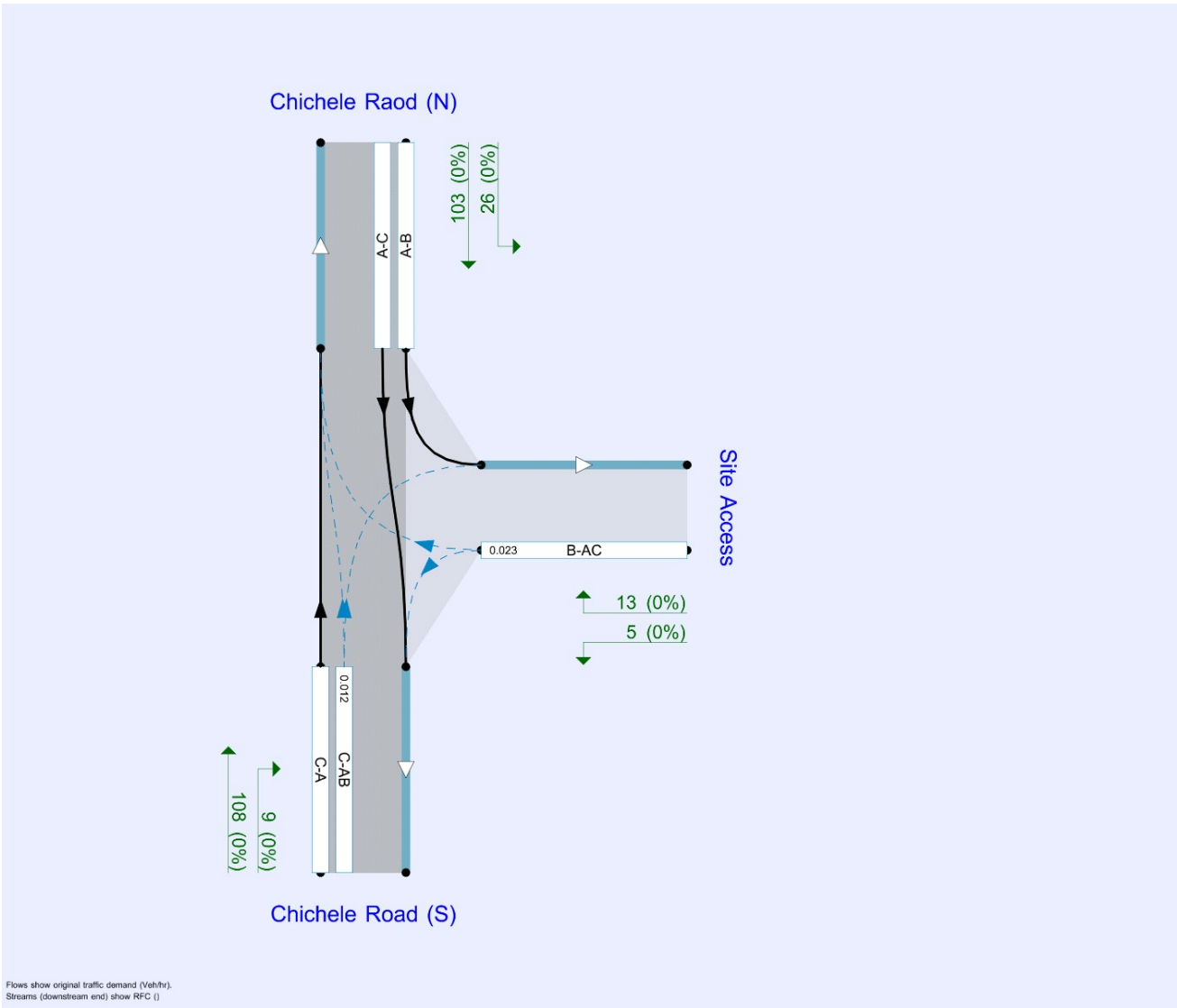
**File summary**

**File Description**

Title	
Location	
Site number	
Date	08/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\mslade
Description	

**Units**

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



Flows show original traffic demand (Veh/hr).  
Streams (downstream end) show RFC []

The junction diagram reflects the last run of Junctions.

**Analysis Options**

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

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.029
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.029
D5	Development	AM	ONE HOUR	08:00	09:30	15			
D6	Development	PM	ONE HOUR	17:00	18:30	15			
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

### Analysis Set Details

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

# 2023, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Chichele Raod (N)		Major
B	Site Access		Minor
C	Chichele Road (S)		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)
Chichele Road (S)	6.10			40.0	✓	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)
Site Access	One lane	4.52	21	52

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	587	0.107	0.269	0.169	0.385
B-C	756	0.115	0.292	-	-
C-B	597	0.230	0.230	-	-

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)	Run automatically
D1	2023	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	155	100.000
Site Access		ONE HOUR	✓	0	100.000
Chichele Road (S)		ONE HOUR	✓	129	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	155
	Site Access	0	0	0
	Chichele Road (S)	129	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	1
	Site Access	0	0	0
	Chichele Road (S)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					118	178
A-B					0	0
A-C					142	213

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	617	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	117	29			117				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	609	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	0	0			0				
A-C	139	35			139				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	142	36			142				
A-B	0	0			0				
A-C	171	43			171				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	142	36			142				
A-B	0	0			0				
A-C	171	43			171				

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	609	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	0	0			0				
A-C	139	35			139				

#### 09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	617	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	117	29			117				

# 2023, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		0.00	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)	Run automatically
D2	2023	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	100	100.000
Site Access		ONE HOUR	✓	0	100.000
Chichele Road (S)		ONE HOUR	✓	105	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	Chichele Raod (N)	Site Access	Chichele Road (S)
Chichele Raod (N)	0	0	100
Site Access	0	0	0
Chichele Road (S)	105	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	Chichele Raod (N)	Site Access	Chichele Road (S)
Chichele Raod (N)	0	0	0
Site Access	0	0	0
Chichele Road (S)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					96	145
A-B					0	0
A-C					92	138

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	631	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	0	0			0				
A-C	75	19			75				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	625	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
A-B	0	0			0				
A-C	90	22			90				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	617	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	0	0			0				
A-C	110	28			110				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	617	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	116	29			116				
A-B	0	0			0				
A-C	110	28			110				



18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	625	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	94	24			94				
A-B	0	0			0				
A-C	90	22			90				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	631	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	79	20			79				
A-B	0	0			0				
A-C	75	19			75				

# 2028, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	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)	Run automatically	Relationship type	Relationship
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*1.029

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	159	100.000
Site Access		ONE HOUR	✓	0	100.000
Chichele Road (S)		ONE HOUR	✓	133	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	159
	Site Access	0	0	0
	Chichele Road (S)	133	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	1
	Site Access	0	0	0
	Chichele Road (S)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					122	183
A-B					0	0
A-C					146	220

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	120	30			120				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	607	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	143	36			143				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	176	44			176				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
C-A	146	37			146				
A-B	0	0			0				
A-C	176	44			176				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	607	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	143	36			143				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	100	25			100				
A-B	0	0			0				
A-C	120	30			120				

# 2028, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		0.00	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)	Run automatically	Relationship type	Relationship
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2*1.029

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	103	100.000
Site Access		ONE HOUR	✓	0	100.000
Chichele Road (S)		ONE HOUR	✓	108	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	103
	Site Access	0	0	0
	Chichele Road (S)	108	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	0
	Site Access	0	0	0
	Chichele Road (S)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					99	149
A-B					0	0
A-C					94	142

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	630	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
C-A	81	20			81				
A-B	0	0			0				
A-C	77	19			77				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	624	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	93	23			93				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	113	28			113				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	616	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	113	28			113				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	624	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	97	24			97				
A-B	0	0			0				
A-C	93	23			93				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	630	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
C-A	81	20			81				
A-B	0	0			0				
A-C	77	19			77				

# 2028 + Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.02	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)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	167	100.000
Site Access		ONE HOUR	✓	47	100.000
Chichele Road (S)		ONE HOUR	✓	136	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	8	159
	Site Access	34	0	13
	Chichele Road (S)	133	3	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	1
	Site Access	0	0	0
	Chichele Road (S)	0	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	7.17	0.1	A	43	65
C-AB	0.01	5.68	0.0	A	3	5
C-A					121	182
A-B					7	11
A-C					146	220

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.0	0.1	6.642	A
C-AB	3	0.67	636	0.004	3	0.0	0.0	5.681	A
C-A	100	25			100				
A-B	6	2			6				
A-C	120	30			120				

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	567	0.074	42	0.1	0.1	6.855	A
C-AB	3	0.83	644	0.005	3	0.0	0.0	5.616	A
C-A	119	30			119				
A-B	7	2			7				
A-C	143	36			143				

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	554	0.093	52	0.1	0.1	7.165	A
C-AB	4	1	655	0.006	4	0.0	0.0	5.528	A
C-A	145	36			145				
A-B	9	2			9				
A-C	176	44			176				

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52	13	554	0.093	52	0.1	0.1	7.165	A
C-AB	4	1	655	0.007	4	0.0	0.0	5.528	A
C-A	145	36			145				
A-B	9	2			9				
A-C	176	44			176				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42	11	567	0.074	42	0.1	0.1	6.857	A
C-AB	3	0.83	644	0.005	3	0.0	0.0	5.619	A
C-A	119	30			119				
A-B	7	2			7				
A-C	143	36			143				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	35	9	577	0.061	35	0.1	0.1	6.649	A
C-AB	3	0.67	636	0.004	3	0.0	0.0	5.684	A
C-A	100	25			100				
A-B	6	2			6				
A-C	120	30			120				

# 2028 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		0.68	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Chichele Raod (N)		ONE HOUR	✓	129	100.000
Site Access		ONE HOUR	✓	18	100.000
Chichele Road (S)		ONE HOUR	✓	117	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	26	103
	Site Access	13	0	5
	Chichele Road (S)	108	9	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Raod (N)	Site Access	Chichele Road (S)
From	Chichele Raod (N)	0	0	0
	Site Access	0	0	0
	Chichele Road (S)	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.52	0.0	A	17	25
C-AB	0.02	5.79	0.0	A	10	15
C-A					98	146
A-B					24	36
A-C					94	142

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	589	0.023	13	0.0	0.0	6.256	A
C-AB	8	2	630	0.012	8	0.0	0.0	5.783	A
C-A	80	20			80				
A-B	20	5			20				
A-C	77	19			77				

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	582	0.028	16	0.0	0.0	6.365	A
C-AB	10	2	637	0.015	10	0.0	0.0	5.738	A
C-A	96	24			96				
A-B	23	6			23				
A-C	93	23			93				

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	572	0.035	20	0.0	0.0	6.523	A
C-AB	12	3	646	0.019	12	0.0	0.0	5.678	A
C-A	117	29			117				
A-B	29	7			29				
A-C	113	28			113				

#### 17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	5	572	0.035	20	0.0	0.0	6.523	A
C-AB	12	3	646	0.019	12	0.0	0.0	5.678	A
C-A	117	29			117				
A-B	29	7			29				
A-C	113	28			113				

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	4	582	0.028	16	0.0	0.0	6.366	A
C-AB	10	2	637	0.015	10	0.0	0.0	5.739	A
C-A	96	24			96				
A-B	23	6			23				
A-C	93	23			93				

**18:15 - 18:30**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	3	589	0.023	14	0.0	0.0	6.256	A
C-AB	8	2	630	0.012	8	0.0	0.0	5.786	A
C-A	80	20			80				
A-B	20	5			20				
A-C	77	19			77				

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

**Filename:** Barrow Green Road, Chichele Road -15mins.j9  
**Path:** C:\Users\ellieupton\Desktop\caoxte 2023-09-19  
**Report generation date:** 19/09/2023 16:17:31

- »2023, AM
- »2023, PM
- »2028, AM
- »2028, PM
- »2028 + Development, AM
- »2028 + Development, PM

**Summary of junction performance**

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023										
Stream B-AC	D1	0.5	10.49	0.34	B	D2	0.2	9.26	0.19	A
Stream C-AB		0.5	7.36	0.29	A		0.1	5.65	0.05	A
2028										
Stream B-AC	D3	0.5	10.72	0.35	B	D4	0.2	9.36	0.20	A
Stream C-AB		0.5	7.45	0.30	A		0.1	5.65	0.05	A
2028 + Development										
Stream B-AC	D7	0.8	13.01	0.44	B	D8	0.3	9.78	0.23	A
Stream C-AB		0.5	7.48	0.30	A		0.1	5.70	0.05	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.*

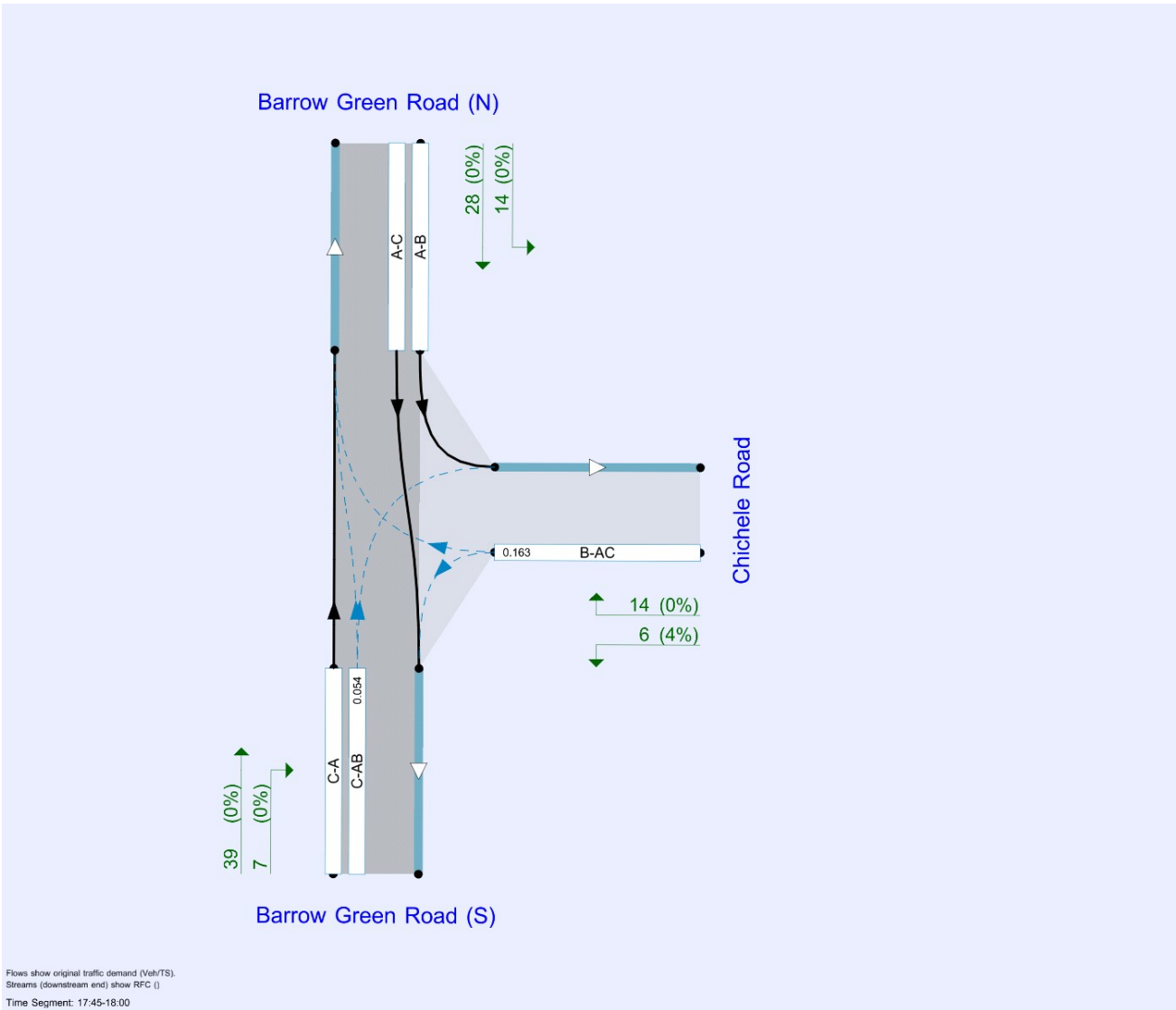
**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	08/09/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	MOTION\mslade
<b>Description</b>	

**Units**

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



The junction diagram reflects the last run of Junctions.

**Analysis Options**

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

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓		
D2	2023	PM	DIRECT	17:00	18:00	60	15	✓		
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029
D4	2028	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.029
D5	Development	AM	DIRECT	08:00	09:00	60	15			
D6	Development	PM	DIRECT	17:00	18:00	60	15			
D7	2028 + Development	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2028 + Development	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

### Analysis Set Details

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



# 2023, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.30	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Barrow Green Road (N)		Major
B	Chichele Road		Minor
C	Barrow Green Road (S)		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)
Barrow Green Road (S)	4.80			100.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Chichele Road	One lane	3.34	26	18

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	127.988	0.098	0.248	0.156	0.354
B-C	164.344	0.106	0.268	-	-
C-B	157.969	0.258	0.258	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To			
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)	
08:00 - 08:15	From	Barrow Green Road (N)	0.00	14.00	30.00
		Chichele Road	4.00	0.00	7.00
		Barrow Green Road (S)	36.00	8.00	0.00

### Demand (Veh/TS)

		To			
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)	
08:15 - 08:30	From	Barrow Green Road (N)	0.00	21.00	33.00
		Chichele Road	8.00	0.00	14.00
		Barrow Green Road (S)	41.00	38.00	0.00

### Demand (Veh/TS)

		To			
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)	
08:30 - 08:45	From	Barrow Green Road (N)	0.00	28.00	38.00
		Chichele Road	14.00	0.00	29.00
		Barrow Green Road (S)	46.00	29.00	0.00

### Demand (Veh/TS)

		To			
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)	
08:45 - 09:00	From	Barrow Green Road (N)	0.00	11.00	29.00
		Chichele Road	10.00	0.00	11.00
		Barrow Green Road (S)	31.00	2.00	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0	0	3
	Chichele Road	0	0	0
	Barrow Green Road (S)	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.34	10.49	0.5	B	24.25	97.00
C-AB	0.29	7.36	0.5	A	25.58	102.33
C-A					32.17	128.67
A-B					18.50	74.00
A-C					32.50	130.00

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.00	11.00	134.96	0.082	10.91	0.0	0.1	7.250	A
C-AB	10.14	10.14	170.57	0.059	10.05	0.0	0.1	5.608	A
C-A	33.86	33.86			33.86				
A-B	14.00	14.00			14.00				
A-C	30.00	30.00			30.00				

#### 08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.00	22.00	126.79	0.174	21.88	0.1	0.2	8.569	A
C-AB	49.95	49.95	171.58	0.291	49.54	0.1	0.5	7.360	A
C-A	29.05	29.05			29.05				
A-B	21.00	21.00			21.00				
A-C	33.00	33.00			33.00				

#### 08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43.00	43.00	128.24	0.335	42.71	0.2	0.5	10.487	B
C-AB	39.72	39.72	172.23	0.231	39.82	0.5	0.4	6.812	A
C-A	35.28	35.28			35.28				
A-B	28.00	28.00			28.00				
A-C	38.00	38.00			38.00				

#### 08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.00	21.00	132.41	0.159	21.31	0.5	0.2	8.123	A
C-AB	2.52	2.52	168.20	0.015	2.89	0.4	0.0	5.458	A
C-A	30.48	30.48			30.48				
A-B	11.00	11.00			11.00				
A-C	29.00	29.00			29.00				

# 2023, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	PM	DIRECT	17:00	18:00	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

17:00 - 17:15

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	6.00	17.00
	Chichele Road	19.00	0.00	4.00
	Barrow Green Road (S)	42.00	6.00	0.00

### Demand (Veh/TS)

17:15 - 17:30

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	6.00	29.00
	Chichele Road	16.00	0.00	7.00
	Barrow Green Road (S)	28.00	7.00	0.00

**Demand (Veh/TS)**

17:30 - 17:45

		To		
From		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
	Barrow Green Road (N)	0.00	10.00	30.00
	Chichele Road	9.00	0.00	7.00
	Barrow Green Road (S)	38.00	4.00	0.00

**Demand (Veh/TS)**

17:45 - 18:00

		To		
From		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
	Barrow Green Road (N)	0.00	8.00	27.00
	Chichele Road	10.00	0.00	6.00
	Barrow Green Road (S)	38.00	7.00	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
From		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
	Barrow Green Road (N)	0	0	0
	Chichele Road	0	0	4
	Barrow Green Road (S)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.19	9.26	0.2	A	19.50	78.00
C-AB	0.05	5.65	0.1	A	7.59	30.34
C-A					34.91	139.66
A-B					7.50	30.00
A-C					25.75	103.00

**Main Results for each time segment**

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.00	23.00	119.75	0.192	22.77	0.0	0.2	9.258	A
C-AB	7.83	7.83	179.85	0.044	7.77	0.0	0.1	5.229	A
C-A	40.17	40.17			40.17				
A-B	6.00	6.00			6.00				
A-C	17.00	17.00			17.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.00	23.00	122.39	0.188	23.00	0.2	0.2	9.029	A
C-AB	8.41	8.41	167.69	0.050	8.41	0.1	0.1	5.650	A
C-A	26.59	26.59			26.59				
A-B	6.00	6.00			6.00				
A-C	29.00	29.00			29.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	125.81	0.127	16.09	0.2	0.1	8.181	A
C-AB	5.14	5.14	173.20	0.030	5.17	0.1	0.0	5.359	A
C-A	36.86	36.86			36.86				
A-B	10.00	10.00			10.00				
A-C	30.00	30.00			30.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	123.90	0.129	16.00	0.1	0.1	8.352	A
C-AB	8.96	8.96	174.38	0.051	8.92	0.0	0.1	5.440	A
C-A	36.04	36.04			36.04				
A-B	8.00	8.00			8.00				
A-C	27.00	27.00			27.00				

# 2028, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.37	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
08:00 - 08:15	From			
	Barrow Green Road (N)	0.00	14.41	30.87
	Chichele Road	4.12	0.00	7.20
	Barrow Green Road (S)	37.04	8.23	0.00

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
08:15 - 08:30	From			
	Barrow Green Road (N)	0.00	21.61	33.96
	Chichele Road	8.23	0.00	14.41
	Barrow Green Road (S)	42.19	39.10	0.00

**Demand (Veh/TS)**

08:30 - 08:45

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	28.81	39.10
	Chichele Road	14.41	0.00	29.84
	Barrow Green Road (S)	47.33	29.84	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	11.32	29.84
	Chichele Road	10.29	0.00	11.32
	Barrow Green Road (S)	31.90	2.06	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0	0	3
	Chichele Road	0	0	0
	Barrow Green Road (S)	1	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.35	10.72	0.5	B	24.95	99.81
C-AB	0.30	7.45	0.5	A	26.56	106.22
C-A					32.87	131.48
A-B					19.04	76.15
A-C					33.44	133.77

**Main Results for each time segment**

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11.32	11.32	134.55	0.084	11.23	0.0	0.1	7.293	A
C-AB	10.51	10.51	170.96	0.061	10.42	0.0	0.1	5.604	A
C-A	34.77	34.77			34.77				
A-B	14.41	14.41			14.41				
A-C	30.87	30.87			30.87				



**08:15 - 08:30**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22.64	22.64	126.10	0.180	22.51	0.1	0.2	8.677	A
C-AB	51.83	51.83	172.01	0.301	51.40	0.1	0.5	7.446	A
C-A	29.46	29.46			29.46				
A-B	21.61	21.61			21.61				
A-C	33.96	33.96			33.96				

**08:30 - 08:45**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44.25	44.25	127.56	0.347	43.94	0.2	0.5	10.724	B
C-AB	41.27	41.27	172.70	0.239	41.38	0.5	0.4	6.869	A
C-A	35.91	35.91			35.91				
A-B	28.81	28.81			28.81				
A-C	39.10	39.10			39.10				

**08:45 - 09:00**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.61	21.61	132.04	0.164	21.93	0.5	0.2	8.196	A
C-AB	2.61	2.61	168.52	0.015	3.01	0.4	0.0	5.454	A
C-A	31.35	31.35			31.35				
A-B	11.32	11.32			11.32				
A-C	29.84	29.84			29.84				

# 2028, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.39	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2*1.029

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
17:00 - 17:15	From			
	Barrow Green Road (N)	0.00	6.17	17.49
	Chichele Road	19.55	0.00	4.12
	Barrow Green Road (S)	43.22	6.17	0.00

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
17:15 - 17:30	From			
	Barrow Green Road (N)	0.00	6.17	29.84
	Chichele Road	16.46	0.00	7.20
	Barrow Green Road (S)	28.81	7.20	0.00

**Demand (Veh/TS)**

17:30 - 17:45

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	10.29	30.87
	Chichele Road	9.26	0.00	7.20
	Barrow Green Road (S)	39.10	4.12	0.00

**Demand (Veh/TS)**

17:45 - 18:00

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	8.23	27.78
	Chichele Road	10.29	0.00	6.17
	Barrow Green Road (S)	39.10	7.20	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0	0	0
	Chichele Road	0	0	4
	Barrow Green Road (S)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.20	9.36	0.2	A	20.07	80.26
C-AB	0.05	5.65	0.1	A	7.86	31.44
C-A					35.87	143.49
A-B					7.72	30.87
A-C					26.50	105.99

**Main Results for each time segment**

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.67	23.67	119.38	0.198	23.42	0.0	0.2	9.357	A
C-AB	8.12	8.12	180.50	0.045	8.05	0.0	0.1	5.218	A
C-A	41.27	41.27			41.27				
A-B	6.17	6.17			6.17				
A-C	17.49	17.49			17.49				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23.67	23.67	122.00	0.194	23.67	0.2	0.2	9.124	A
C-AB	8.70	8.70	167.99	0.052	8.70	0.1	0.1	5.652	A
C-A	27.31	27.31			27.31				
A-B	6.17	6.17			6.17				
A-C	29.84	29.84			29.84				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.46	16.46	125.40	0.131	16.55	0.2	0.2	8.247	A
C-AB	5.33	5.33	173.67	0.031	5.36	0.1	0.0	5.348	A
C-A	37.89	37.89			37.89				
A-B	10.29	10.29			10.29				
A-C	30.87	30.87			30.87				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.46	16.46	123.49	0.133	16.46	0.2	0.2	8.420	A
C-AB	9.29	9.29	174.88	0.053	9.25	0.0	0.1	5.434	A
C-A	37.02	37.02			37.02				
A-B	8.23	8.23			8.23				
A-C	27.78	27.78			27.78				

# 2028 + Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

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

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
08:00 - 08:15	From			
	Barrow Green Road (N)	0.00	16.41	30.87
	Chichele Road	12.62	0.00	7.20
	Barrow Green Road (S)	37.04	8.23	0.00

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
08:15 - 08:30	From			
	Barrow Green Road (N)	0.00	23.61	33.96
	Chichele Road	16.73	0.00	14.41
	Barrow Green Road (S)	42.19	39.10	0.00

**Demand (Veh/TS)**

08:30 - 08:45

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	30.81	39.10
	Chichele Road	22.91	0.00	29.84
	Barrow Green Road (S)	47.33	29.84	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	13.32	29.84
	Chichele Road	18.79	0.00	11.32
	Barrow Green Road (S)	31.90	2.06	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0	0	3
	Chichele Road	0	0	0
	Barrow Green Road (S)	1	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.44	13.01	0.8	B	33.45	133.81
C-AB	0.30	7.48	0.5	A	26.58	106.32
C-A					32.84	131.38
A-B					21.04	84.15
A-C					33.44	133.77

**Main Results for each time segment**

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.82	19.82	122.56	0.162	19.63	0.0	0.2	8.729	A
C-AB	10.52	10.52	170.49	0.062	10.43	0.0	0.1	5.620	A
C-A	34.76	34.76			34.76				
A-B	16.41	16.41			16.41				
A-C	30.87	30.87			30.87				

**08:15 - 08:30**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.14	31.14	116.18	0.268	30.97	0.2	0.4	10.541	B
C-AB	51.88	51.88	171.55	0.302	51.44	0.1	0.5	7.478	A
C-A	29.41	29.41			29.41				
A-B	23.61	23.61			23.61				
A-C	33.96	33.96			33.96				

**08:30 - 08:45**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	52.75	52.75	121.15	0.435	52.36	0.4	0.8	13.010	B
C-AB	41.31	41.31	172.24	0.240	41.42	0.5	0.4	6.896	A
C-A	35.86	35.86			35.86				
A-B	30.81	30.81			30.81				
A-C	39.10	39.10			39.10				

**08:45 - 09:00**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30.11	30.11	126.05	0.239	30.54	0.8	0.3	9.464	A
C-AB	2.61	2.61	168.05	0.016	3.01	0.4	0.0	5.470	A
C-A	31.35	31.35			31.35				
A-B	13.32	13.32			13.32				
A-C	29.84	29.84			29.84				

# 2028 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Barrow Green Road (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.56	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

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

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Barrow Green Road (N)		DIRECT	✓	100.000
Chichele Road		DIRECT	✓	100.000
Barrow Green Road (S)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
17:00 - 17:15	From			
	Barrow Green Road (N)	0.00	12.42	17.49
	Chichele Road	22.80	0.00	4.12
	Barrow Green Road (S)	43.22	6.17	0.00

### Demand (Veh/TS)

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
17:15 - 17:30	From			
	Barrow Green Road (N)	0.00	12.42	29.84
	Chichele Road	19.71	0.00	7.20
	Barrow Green Road (S)	28.81	7.20	0.00



**Demand (Veh/TS)**

17:30 - 17:45

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	16.54	30.87
	Chichele Road	12.51	0.00	7.20
	Barrow Green Road (S)	39.10	4.12	0.00

**Demand (Veh/TS)**

17:45 - 18:00

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0.00	14.48	27.78
	Chichele Road	13.54	0.00	6.17
	Barrow Green Road (S)	39.10	7.20	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Barrow Green Road (N)	Chichele Road	Barrow Green Road (S)
From	Barrow Green Road (N)	0	0	0
	Chichele Road	0	0	4
	Barrow Green Road (S)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.23	9.78	0.3	A	23.32	93.26
C-AB	0.05	5.70	0.1	A	7.88	31.51
C-A					35.85	143.42
A-B					13.97	55.87
A-C					26.50	105.99

**Main Results for each time segment**

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.92	26.92	118.09	0.228	26.63	0.0	0.3	9.778	A
C-AB	8.14	8.14	179.05	0.045	8.07	0.0	0.1	5.263	A
C-A	41.25	41.25			41.25				
A-B	12.42	12.42			12.42				
A-C	17.49	17.49			17.49				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.92	26.92	120.20	0.224	26.92	0.3	0.3	9.621	A
C-AB	8.72	8.72	166.48	0.052	8.72	0.1	0.1	5.704	A
C-A	27.29	27.29			27.29				
A-B	12.42	12.42			12.42				
A-C	29.84	29.84			29.84				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.71	19.71	122.30	0.161	19.81	0.3	0.2	8.766	A
C-AB	5.34	5.34	172.20	0.031	5.37	0.1	0.0	5.397	A
C-A	37.88	37.88			37.88				
A-B	16.54	16.54			16.54				
A-C	30.87	30.87			30.87				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.71	19.71	120.74	0.163	19.71	0.2	0.2	8.919	A
C-AB	9.31	9.31	173.41	0.054	9.27	0.0	0.1	5.483	A
C-A	37.00	37.00			37.00				
A-B	14.48	14.48			14.48				
A-C	27.78	27.78			27.78				

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

**Filename:** Silkham Road, Chichele Road - 15mins.j9  
**Path:** C:\Users\ellieupton\Desktop\caoxte 2023-09-19  
**Report generation date:** 19/09/2023 15:23:43

- »2023, AM
- »2023, PM
- »2028, AM
- »2028, PM
- »2028 + Development, AM
- »2028 + Development, PM

**Summary of junction performance**

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023										
Stream B-AC	D1	0.8	11.37	0.46	B	D2	0.4	8.36	0.27	A
Stream C-AB		0.2	6.95	0.18	A		0.1	6.10	0.08	A
2028										
Stream B-AC	D3	0.9	11.71	0.47	B	D4	0.4	8.47	0.28	A
Stream C-AB		0.3	7.00	0.19	A		0.1	6.11	0.08	A
2028 + Development										
Stream B-AC	D7	0.9	11.88	0.48	B	D8	0.4	8.47	0.28	A
Stream C-AB		0.3	6.81	0.19	A		0.1	6.11	0.08	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.*

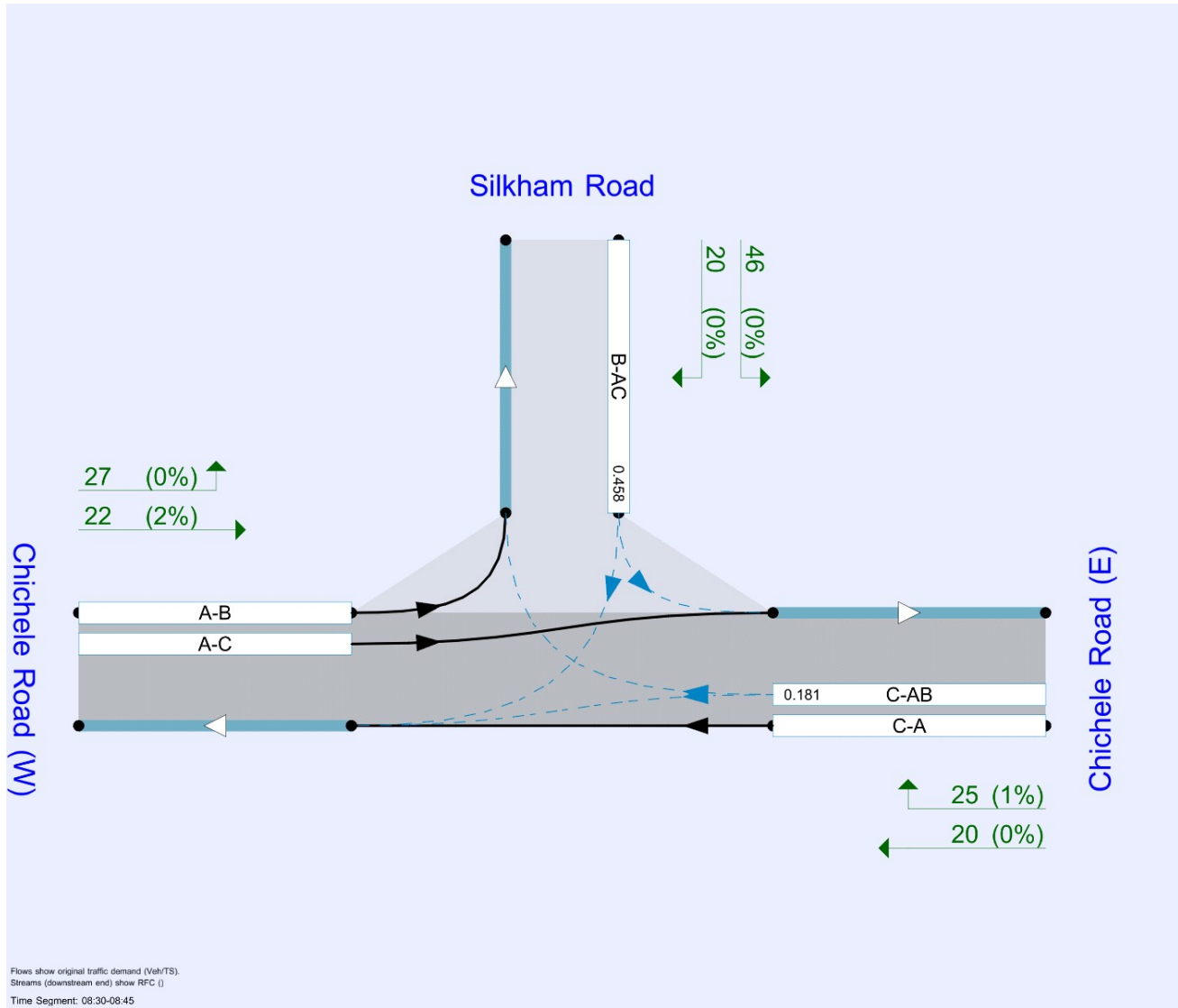
**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	08/09/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	MOTION\mslade
<b>Description</b>	

**Units**

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



**Analysis Options**

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

**Demand Set Summary**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓		
D2	2023	PM	DIRECT	16:00	17:00	60	15	✓		
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029
D4	2028	PM	DIRECT	16:00	17:00	60	15	✓	Simple	D2*1.029
D5	Development	AM	DIRECT	08:00	09:00	60	15			
D6	Development	PM	DIRECT	16:00	17:00	60	15			
D7	2028 + Development	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2028 + Development	PM	DIRECT	16:00	17:00	60	15	✓	Simple	D4+D6

### Analysis Set Details

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

# 2023, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Chichele Road (W)		Major
B	Silkham Road		Minor
C	Chichele Road (E)		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)
Chichele Road (E)	6.15			100.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Silkham Road	One lane	3.65	80	20

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.667	0.099	0.250	0.157	0.357
B-C	169.488	0.103	0.261	-	-
C-B	157.969	0.243	0.243	-	-

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

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:00 - 08:15	From	Chichele Road (W)	0.00	13.00	6.00
		Silkham Road	11.00	0.00	18.00
		Chichele Road (E)	6.00	17.00	0.00

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:15 - 08:30	From	Chichele Road (W)	0.00	34.00	23.00
		Silkham Road	15.00	0.00	11.00
		Chichele Road (E)	21.00	21.00	0.00

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:30 - 08:45	From	Chichele Road (W)	0.00	27.00	22.00
		Silkham Road	20.00	0.00	46.00
		Chichele Road (E)	20.00	25.00	0.00

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:45 - 09:00	From	Chichele Road (W)	0.00	8.00	11.00
		Silkham Road	14.00	0.00	17.00
		Chichele Road (E)	5.00	14.00	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0	0	2
	Silkham Road	0	0	0
	Chichele Road (E)	0	1	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.46	11.37	0.8	B	38.00	152.00
C-AB	0.18	6.95	0.2	A	21.27	85.07
C-A					10.98	43.93
A-B					20.50	82.00
A-C					15.50	62.00

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.00	29.00	148.83	0.195	28.76	0.0	0.2	7.480	A
C-AB	17.68	17.68	155.78	0.114	17.55	0.0	0.1	6.506	A
C-A	5.32	5.32			5.32				
A-B	13.00	13.00			13.00				
A-C	6.00	6.00			6.00				

#### 08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.00	26.00	131.68	0.197	26.00	0.2	0.2	8.516	A
C-AB	24.26	24.26	156.91	0.155	24.19	0.1	0.2	6.784	A
C-A	17.74	17.74			17.74				
A-B	34.00	34.00			34.00				
A-C	23.00	23.00			23.00				

#### 08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66.00	66.00	144.00	0.458	65.42	0.2	0.8	11.371	B
C-AB	28.65	28.65	158.09	0.181	28.61	0.2	0.2	6.951	A
C-A	16.35	16.35			16.35				
A-B	27.00	27.00			27.00				
A-C	22.00	22.00			22.00				

#### 08:45 - 09:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.00	31.00	145.91	0.212	31.55	0.8	0.3	7.907	A
C-AB	14.47	14.47	155.11	0.093	14.61	0.2	0.1	6.409	A
C-A	4.53	4.53			4.53				
A-B	8.00	8.00			8.00				
A-C	11.00	11.00			11.00				



# 2023, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		4.51	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	PM	DIRECT	16:00	17:00	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

16:00 - 16:15

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	13.00	1.00
	Silkham Road	4.00	0.00	9.00
	Chichele Road (E)	20.00	8.00	0.00

### Demand (Veh/TS)

16:15 - 16:30

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	6.00	14.00
	Silkham Road	13.00	0.00	24.00
	Chichele Road (E)	13.00	6.00	0.00

**Demand (Veh/TS)**

16:30 - 16:45

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	7.00	6.00
	Silkham Road	18.00	0.00	22.00
	Chichele Road (E)	8.00	12.00	0.00

**Demand (Veh/TS)**

16:45 - 17:00

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	12.00	7.00
	Silkham Road	8.00	0.00	17.00
	Chichele Road (E)	8.00	10.00	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0	0	0
	Silkham Road	0	0	0
	Chichele Road (E)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.27	8.36	0.4	A	28.75	115.00
C-AB	0.08	6.10	0.1	A	9.70	38.78
C-A					11.55	46.22
A-B					9.50	38.00
A-C					7.00	28.00

**Main Results for each time segment**

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.00	13.00	153.69	0.085	12.91	0.0	0.1	6.388	A
C-AB	9.08	9.08	167.69	0.054	9.02	0.0	0.1	5.671	A
C-A	18.92	18.92			18.92				
A-B	13.00	13.00			13.00				
A-C	1.00	1.00			1.00				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37.00	37.00	150.08	0.247	36.77	0.1	0.3	7.927	A
C-AB	6.53	6.53	161.69	0.040	6.55	0.1	0.0	5.804	A
C-A	12.47	12.47			12.47				
A-B	6.00	6.00			6.00				
A-C	14.00	14.00			14.00				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40.00	40.00	147.52	0.271	39.96	0.3	0.4	8.363	A
C-AB	12.63	12.63	160.06	0.079	12.59	0.0	0.1	6.101	A
C-A	7.37	7.37			7.37				
A-B	7.00	7.00			7.00				
A-C	6.00	6.00			6.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.00	25.00	152.15	0.164	25.17	0.4	0.2	7.096	A
C-AB	10.54	10.54	158.62	0.066	10.55	0.1	0.1	6.078	A
C-A	7.46	7.46			7.46				
A-B	12.00	12.00			12.00				
A-C	7.00	7.00			7.00				

# 2028, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.58	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
08:00 - 08:15	From			
	Chichele Road (W)	0.00	13.38	6.17
	Silkham Road	11.32	0.00	18.52
	Chichele Road (E)	6.17	17.49	0.00

### Demand (Veh/TS)

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
08:15 - 08:30	From			
	Chichele Road (W)	0.00	34.99	23.67
	Silkham Road	15.44	0.00	11.32
	Chichele Road (E)	21.61	21.61	0.00

**Demand (Veh/TS)**

08:30 - 08:45

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	27.78	22.64
	Silkham Road	20.58	0.00	47.33
	Chichele Road (E)	20.58	25.73	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	8.23	11.32
	Silkham Road	14.41	0.00	17.49
	Chichele Road (E)	5.15	14.41	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0	0	2
	Silkham Road	0	0	0
	Chichele Road (E)	0	1	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.47	11.71	0.9	B	39.10	156.41
C-AB	0.19	7.00	0.3	A	21.95	87.81
C-A					11.23	44.94
A-B					21.09	84.38
A-C					15.95	63.80

**Main Results for each time segment**

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.84	29.84	148.64	0.201	29.59	0.0	0.2	7.545	A
C-AB	18.22	18.22	155.76	0.117	18.08	0.0	0.1	6.532	A
C-A	5.45	5.45			5.45				
A-B	13.38	13.38			13.38				
A-C	6.17	6.17			6.17				

**08:15 - 08:30**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.75	26.75	131.17	0.204	26.75	0.2	0.3	8.619	A
C-AB	25.08	25.08	156.95	0.160	25.00	0.1	0.2	6.820	A
C-A	18.14	18.14			18.14				
A-B	34.99	34.99			34.99				
A-C	23.67	23.67			23.67				

**08:30 - 08:45**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67.91	67.91	143.58	0.473	67.29	0.3	0.9	11.706	B
C-AB	29.60	29.60	158.16	0.187	29.56	0.2	0.3	6.999	A
C-A	16.70	16.70			16.70				
A-B	27.78	27.78			27.78				
A-C	22.64	22.64			22.64				

**08:45 - 09:00**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.90	31.90	145.70	0.219	32.49	0.9	0.3	7.989	A
C-AB	14.91	14.91	155.08	0.096	15.05	0.3	0.1	6.429	A
C-A	4.64	4.64			4.64				
A-B	8.23	8.23			8.23				
A-C	11.32	11.32			11.32				

# 2028, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		4.55	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	DIRECT	16:00	17:00	60	15	✓	Simple	D2*1.029

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

16:00 - 16:15

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	13.38	1.03
	Silkham Road	4.12	0.00	9.26
	Chichele Road (E)	20.58	8.23	0.00

### Demand (Veh/TS)

16:15 - 16:30

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	6.17	14.41
	Silkham Road	13.38	0.00	24.70
	Chichele Road (E)	13.38	6.17	0.00

**Demand (Veh/TS)**

16:30 - 16:45

		To		
From		Chichele Road (W)	Silkham Road	Chichele Road (E)
	Chichele Road (W)	0.00	7.20	6.17
	Silkham Road	18.52	0.00	22.64
	Chichele Road (E)	8.23	12.35	0.00

**Demand (Veh/TS)**

16:45 - 17:00

		To		
From		Chichele Road (W)	Silkham Road	Chichele Road (E)
	Chichele Road (W)	0.00	12.35	7.20
	Silkham Road	8.23	0.00	17.49
	Chichele Road (E)	8.23	10.29	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
From		Chichele Road (W)	Silkham Road	Chichele Road (E)
	Chichele Road (W)	0	0	0
	Silkham Road	0	0	0
	Chichele Road (E)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.28	8.47	0.4	A	29.58	118.34
C-AB	0.08	6.11	0.1	A	10.00	40.00
C-A					11.87	47.47
A-B					9.78	39.10
A-C					7.20	28.81

**Main Results for each time segment**

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.38	13.38	153.57	0.087	13.28	0.0	0.1	6.411	A
C-AB	9.38	9.38	167.98	0.056	9.31	0.0	0.1	5.671	A
C-A	19.43	19.43			19.43				
A-B	13.38	13.38			13.38				
A-C	1.03	1.03			1.03				



16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38.07	38.07	149.90	0.254	37.83	0.1	0.3	8.015	A
C-AB	6.74	6.74	161.80	0.042	6.76	0.1	0.1	5.807	A
C-A	12.81	12.81			12.81				
A-B	6.17	6.17			6.17				
A-C	14.41	14.41			14.41				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41.16	41.16	147.36	0.279	41.11	0.3	0.4	8.467	A
C-AB	13.02	13.02	160.12	0.081	12.98	0.1	0.1	6.115	A
C-A	7.56	7.56			7.56				
A-B	7.20	7.20			7.20				
A-C	6.17	6.17			6.17				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.73	25.73	152.00	0.169	25.90	0.4	0.2	7.146	A
C-AB	10.86	10.86	158.64	0.068	10.87	0.1	0.1	6.093	A
C-A	7.66	7.66			7.66				
A-B	12.35	12.35			12.35				
A-C	7.20	7.20			7.20				

# 2028 + Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.19	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 period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2028 + Development	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:00 - 08:15	From	Chichele Road (W)	0.00	13.38	8.17
		Silkham Road	11.32	0.00	18.52
		Chichele Road (E)	14.67	17.49	0.00

### Demand (Veh/TS)

		To			
		Chichele Road (W)	Silkham Road	Chichele Road (E)	
08:15 - 08:30	From	Chichele Road (W)	0.00	34.99	25.67
		Silkham Road	15.44	0.00	11.32
		Chichele Road (E)	30.11	21.61	0.00

**Demand (Veh/TS)**

08:30 - 08:45

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	27.78	24.64
	Silkham Road	20.58	0.00	47.33
	Chichele Road (E)	29.08	25.73	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	8.23	13.32
	Silkham Road	14.41	0.00	17.49
	Chichele Road (E)	13.65	14.41	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0	0	2
	Silkham Road	0	0	0
	Chichele Road (E)	0	1	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.48	11.88	0.9	B	39.10	156.41
C-AB	0.19	6.81	0.3	A	23.23	92.91
C-A					18.46	73.83
A-B					21.09	84.38
A-C					17.95	71.80

**Main Results for each time segment**

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29.84	29.84	147.42	0.202	29.59	0.0	0.3	7.623	A
C-AB	19.25	19.25	160.93	0.120	19.10	0.0	0.1	6.341	A
C-A	12.92	12.92			12.92				
A-B	13.38	13.38			13.38				
A-C	8.17	8.17			8.17				

**08:15 - 08:30**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	26.75	26.75	129.68	0.206	26.75	0.3	0.3	8.743	A
C-AB	26.56	26.56	162.34	0.164	26.47	0.1	0.2	6.628	A
C-A	25.16	25.16			25.16				
A-B	34.99	34.99			34.99				
A-C	25.67	25.67			25.67				

**08:30 - 08:45**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67.91	67.91	142.44	0.477	67.28	0.3	0.9	11.878	B
C-AB	31.33	31.33	163.51	0.192	31.29	0.2	0.3	6.807	A
C-A	23.47	23.47			23.47				
A-B	27.78	27.78			27.78				
A-C	24.64	24.64			24.64				

**08:45 - 09:00**

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31.90	31.90	144.40	0.221	32.50	0.9	0.3	8.086	A
C-AB	15.77	15.77	160.26	0.098	15.93	0.3	0.1	6.238	A
C-A	12.28	12.28			12.28				
A-B	8.23	8.23			8.23				
A-C	13.32	13.32			13.32				

# 2028 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
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	untitled	T-Junction	Two-way		4.55	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	DIRECT	16:00	17:00	60	15	✓	Simple	D4+D6

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road (W)		DIRECT	✓	100.000
Silkham Road		DIRECT	✓	100.000
Chichele Road (E)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

16:00 - 16:15

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	13.38	1.03
	Silkham Road	4.12	0.00	9.26
	Chichele Road (E)	20.58	8.23	0.00

### Demand (Veh/TS)

16:15 - 16:30

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	6.17	14.41
	Silkham Road	13.38	0.00	24.70
	Chichele Road (E)	13.38	6.17	0.00

**Demand (Veh/TS)**

16:30 - 16:45

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	7.20	6.17
	Silkham Road	18.52	0.00	22.64
	Chichele Road (E)	8.23	12.35	0.00

**Demand (Veh/TS)**

16:45 - 17:00

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0.00	12.35	7.20
	Silkham Road	8.23	0.00	17.49
	Chichele Road (E)	8.23	10.29	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To		
		Chichele Road (W)	Silkham Road	Chichele Road (E)
From	Chichele Road (W)	0	0	0
	Silkham Road	0	0	0
	Chichele Road (E)	0	0	0

## Results

**Results Summary for whole modelled period**

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.28	8.47	0.4	A	29.58	118.34
C-AB	0.08	6.11	0.1	A	10.00	40.00
C-A					11.87	47.47
A-B					9.78	39.10
A-C					7.20	28.81

**Main Results for each time segment**

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13.38	13.38	153.57	0.087	13.28	0.0	0.1	6.411	A
C-AB	9.38	9.38	167.98	0.056	9.31	0.0	0.1	5.671	A
C-A	19.43	19.43			19.43				
A-B	13.38	13.38			13.38				
A-C	1.03	1.03			1.03				

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38.07	38.07	149.90	0.254	37.83	0.1	0.3	8.015	A
C-AB	6.74	6.74	161.80	0.042	6.76	0.1	0.1	5.807	A
C-A	12.81	12.81			12.81				
A-B	6.17	6.17			6.17				
A-C	14.41	14.41			14.41				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41.16	41.16	147.36	0.279	41.11	0.3	0.4	8.467	A
C-AB	13.02	13.02	160.12	0.081	12.98	0.1	0.1	6.115	A
C-A	7.56	7.56			7.56				
A-B	7.20	7.20			7.20				
A-C	6.17	6.17			6.17				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.73	25.73	152.00	0.169	25.90	0.4	0.2	7.146	A
C-AB	10.86	10.86	158.64	0.068	10.87	0.1	0.1	6.093	A
C-A	7.66	7.66			7.66				
A-B	12.35	12.35			12.35				
A-C	7.20	7.20			7.20				

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

**Filename:** Bluehouse Ln, Station Rd, Chichelle Rd Mini Rdbout - 15mins.j9  
**Path:** C:\Users\ellieupton\Desktop\caoxte 2023-09-19  
**Report generation date:** 19/09/2023 14:14:23

- »2023, AM
- »2023, PM
- »2028, AM
- »2028, PM
- »2028 + Development, AM
- »2028 + Development, PM

**Summary of junction performance**

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
<b>2023</b>										
Chichele Road	D1	1.0	10.10	0.50	B	D2	0.2	5.72	0.18	A
Bluehouse Lane (E)		0.8	8.41	0.44	A		0.4	6.01	0.31	A
Station Road (E)		0.7	7.81	0.42	A		0.7	7.28	0.43	A
Bluehouse Lane (W)		0.7	6.75	0.40	A		0.6	6.10	0.36	A
<b>2028</b>										
Chichele Road	D3	1.1	10.61	0.52	B	D4	0.2	5.84	0.15	A
Bluehouse Lane (E)		0.8	8.74	0.46	A		0.4	6.06	0.29	A
Station Road (E)		0.8	8.07	0.44	A		0.8	7.60	0.44	A
Bluehouse Lane (W)		0.7	6.94	0.42	A		0.6	6.29	0.37	A
<b>2028 + Development</b>										
Chichele Road	D7	1.1	11.00	0.54	B	D8	0.2	5.86	0.19	A
Bluehouse Lane (E)		0.9	8.91	0.46	A		0.5	6.18	0.32	A
Station Road (E)		0.8	8.16	0.44	A		0.8	7.59	0.45	A
Bluehouse Lane (W)		0.7	6.97	0.42	A		0.6	6.31	0.38	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.*



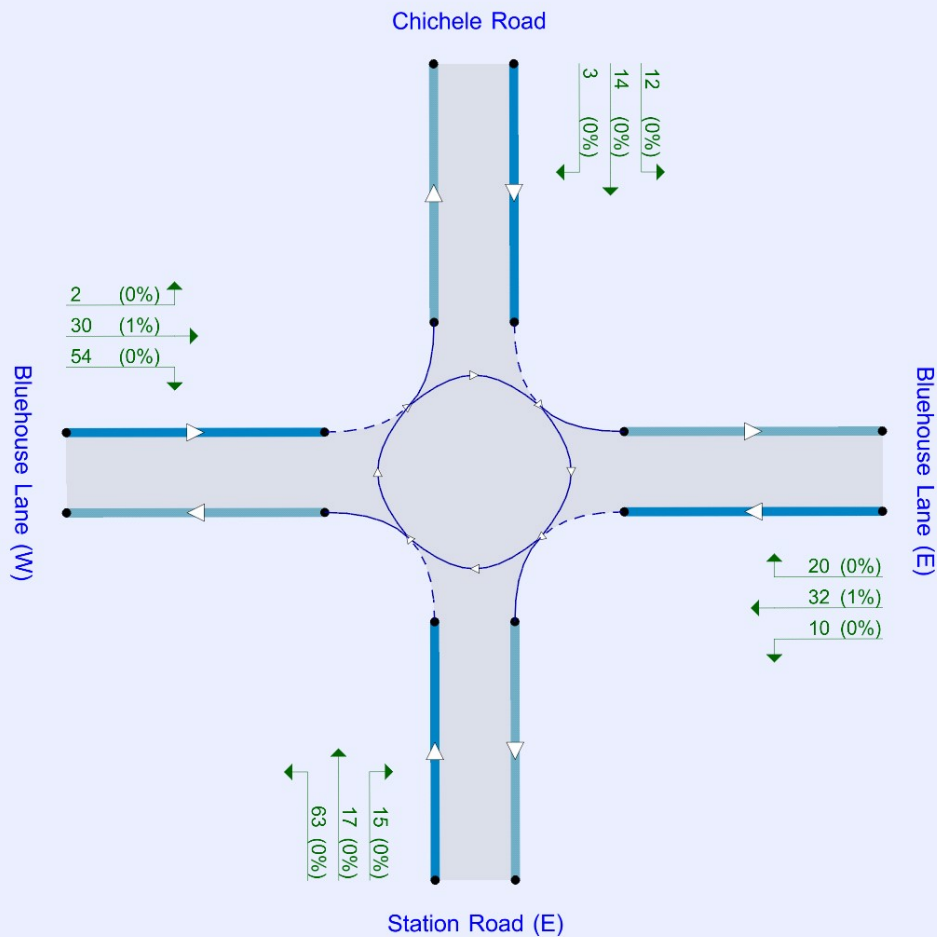
## File summary

### File Description

Title	
Location	
Site number	
Date	11/09/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\mslade
Description	

## Units

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



Flows show original traffic demand (Veh/TS).  
Time Segment: 16:15-16:30

The junction diagram reflects the last run of Junctions.

### Analysis Options

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

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓		
D2	2023	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029
D4	2028	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D2*1.029
D5	Development	AM	DIRECT	08:00	09:00	60	15			
D6	Development	PM	DIRECT	16:15	17:15	60	15			
D7	2028 + Development	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D3+D5
D8	2028 + Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

### Analysis Set Details

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

# 2023, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	7.96	A

### Junction Network Options

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

## Arms

### Arms

Arm	Name	Description
1	Chichele Road	
2	Bluehouse Lane (E)	
3	Station Road (E)	
4	Bluehouse Lane (W)	

### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
Chichele Road	3.15	2.78	3.97	8.6	7.60	3.00	0.0	
Bluehouse Lane (E)	3.53	3.19	3.82	13.3	10.36	5.85	0.0	
Station Road (E)	3.19	3.13	4.86	2.3	8.34	5.95	0.0	
Bluehouse Lane (W)	3.43	2.96	3.94	10.5	9.98	6.05	0.0	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
Chichele Road	0.613	242.526
Bluehouse Lane (E)	0.618	254.655
Station Road (E)	0.615	245.775
Bluehouse Lane (W)	0.617	259.306

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023	AM	DIRECT	08:00	09:00	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:00 - 08:15	From	Chichele Road	0.00	6.00	12.00	2.00
		Bluehouse Lane (E)	6.00	0.00	13.00	33.00
		Station Road (E)	22.00	17.00	0.00	30.00
		Bluehouse Lane (W)	6.00	58.00	29.00	0.00

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:15 - 08:30	From	Chichele Road	0.00	4.00	16.00	4.00
		Bluehouse Lane (E)	9.00	0.00	8.00	36.00
		Station Road (E)	29.00	15.00	0.00	47.00
		Bluehouse Lane (W)	5.00	47.00	31.00	0.00

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:30 - 08:45	From	Chichele Road	0.00	25.00	52.00	10.00
		Bluehouse Lane (E)	12.00	0.00	15.00	57.00
		Station Road (E)	23.00	22.00	0.00	36.00
		Bluehouse Lane (W)	3.00	47.00	40.00	0.00

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:45 - 09:00	From	Chichele Road	0.00	6.00	22.00	0.00
		Bluehouse Lane (E)	4.00	1.00	25.00	47.00
		Station Road (E)	8.00	16.00	0.00	35.00
		Bluehouse Lane (W)	2.00	31.00	47.00	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0	0	1	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	1
	Bluehouse Lane (W)	0	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.50	10.10	1.0	B	39.75	159.00
Bluehouse Lane (E)	0.44	8.41	0.8	A	66.50	266.00
Station Road (E)	0.42	7.81	0.7	A	75.00	300.00
Bluehouse Lane (W)	0.40	6.75	0.7	A	86.50	346.00

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	20.00	20.00	103.26	177.98	0.112	19.87	33.78	0.0	0.1	5.684	A
Bluehouse Lane (E)	52.00	52.00	42.70	226.56	0.230	51.70	80.44	0.0	0.3	5.139	A
Station Road (E)	69.00	69.00	40.77	219.57	0.314	68.55	53.64	0.0	0.5	5.941	A
Bluehouse Lane (W)	93.00	93.00	44.71	230.98	0.403	92.33	64.60	0.0	0.7	6.460	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	24.00	24.00	93.06	184.06	0.130	23.98	42.90	0.1	0.1	5.622	A
Bluehouse Lane (E)	53.00	53.00	50.95	221.36	0.239	52.98	66.09	0.3	0.3	5.345	A
Station Road (E)	91.00	91.00	48.94	214.37	0.425	90.73	54.99	0.5	0.7	7.262	A
Bluehouse Lane (W)	83.00	83.00	52.89	225.81	0.368	83.08	86.78	0.7	0.6	6.311	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	87.00	87.00	108.83	174.52	0.499	86.18	37.99	0.1	1.0	10.097	B
Bluehouse Lane (E)	84.00	84.00	101.35	190.14	0.442	83.53	93.66	0.3	0.8	8.406	A
Station Road (E)	81.00	81.00	78.54	196.29	0.413	81.02	106.35	0.7	0.7	7.810	A
Bluehouse Lane (W)	90.00	90.00	56.90	223.18	0.403	89.92	102.66	0.6	0.7	6.748	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	28.00	28.00	95.23	182.44	0.153	28.79	14.24	1.0	0.2	5.886	A
Bluehouse Lane (E)	77.00	77.00	69.55	209.94	0.367	77.19	54.47	0.8	0.6	6.788	A
Station Road (E)	59.00	59.00	52.36	212.06	0.278	59.32	94.39	0.7	0.4	5.904	A
Bluehouse Lane (W)	80.00	80.00	29.31	239.80	0.334	80.16	82.37	0.7	0.5	5.645	A

# 2023, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	6.45	A

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023	PM	DIRECT	16:15	17:15	60	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
16:15 - 16:30	From				
	Chichele Road	0.00	11.00	13.00	3.00
	Bluehouse Lane (E)	19.00	0.00	10.00	31.00
	Station Road (E)	15.00	15.00	0.00	61.00
	Bluehouse Lane (W)	1.00	29.00	52.00	0.00

### Demand (Veh/TS)

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
16:30 - 16:45	From				
	Chichele Road	0.00	12.00	18.00	5.00
	Bluehouse Lane (E)	9.00	0.00	16.00	41.00
	Station Road (E)	7.00	12.00	1.00	56.00
	Bluehouse Lane (W)	1.00	20.00	37.00	0.00

**Demand (Veh/TS)**

16:45 - 17:00

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	5.00	15.00	2.00
	Bluehouse Lane (E)	13.00	0.00	11.00	28.00
	Station Road (E)	15.00	19.00	1.00	51.00
	Bluehouse Lane (W)	2.00	18.00	45.00	0.00

**Demand (Veh/TS)**

17:00 - 17:15

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	5.00	18.00	1.00
	Bluehouse Lane (E)	6.00	0.00	22.00	32.00
	Station Road (E)	16.00	8.00	1.00	58.00
	Bluehouse Lane (W)	1.00	32.00	43.00	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0	0	0	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	0
	Bluehouse Lane (W)	0	1	0	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.18	5.72	0.2	A	27.00	108.00
Bluehouse Lane (E)	0.31	6.01	0.4	A	59.50	238.00
Station Road (E)	0.43	7.28	0.7	A	84.00	336.00
Bluehouse Lane (W)	0.36	6.10	0.6	A	70.25	281.00

**Main Results for each time segment**

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.00	27.00	95.33	183.91	0.147	26.83	34.75	0.0	0.2	5.723	A
Bluehouse Lane (E)	60.00	60.00	67.55	211.80	0.283	59.61	54.61	0.0	0.4	5.898	A
Station Road (E)	91.00	91.00	52.65	213.23	0.427	90.27	74.50	0.0	0.7	7.280	A
Bluehouse Lane (W)	82.00	82.00	48.63	228.47	0.359	81.45	94.29	0.0	0.6	6.098	A

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	35.00	35.00	70.26	199.33	0.176	34.96	17.13	0.2	0.2	5.473	A
Bluehouse Lane (E)	66.00	66.00	61.10	215.54	0.306	65.95	44.11	0.4	0.4	6.015	A
Station Road (E)	76.00	76.00	54.98	211.74	0.359	76.17	72.07	0.7	0.6	6.646	A
Bluehouse Lane (W)	58.00	58.00	29.16	240.47	0.241	58.23	101.99	0.6	0.3	4.944	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	22.00	22.00	82.88	191.61	0.115	22.08	29.91	0.2	0.1	5.310	A
Bluehouse Lane (E)	52.00	52.00	62.97	214.57	0.242	52.12	41.99	0.4	0.3	5.543	A
Station Road (E)	86.00	86.00	43.10	219.12	0.392	85.93	71.99	0.6	0.6	6.754	A
Bluehouse Lane (W)	65.00	65.00	47.87	229.12	0.284	64.93	81.15	0.3	0.4	5.479	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	24.00	24.00	84.01	190.83	0.126	23.99	23.04	0.1	0.1	5.394	A
Bluehouse Lane (E)	60.00	60.00	63.00	214.56	0.280	59.94	45.00	0.3	0.4	5.817	A
Station Road (E)	83.00	83.00	39.02	221.60	0.375	83.03	83.92	0.6	0.6	6.496	A
Bluehouse Lane (W)	76.00	76.00	31.12	239.09	0.318	75.93	90.93	0.4	0.5	5.513	A



# 2028, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.25	A

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2028	AM	DIRECT	08:00	09:00	60	15	✓	Simple	D1*1.029

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:00 - 08:15	From	Chichele Road	0.00	6.17	12.35	2.06
	Bluehouse Lane (E)	6.17	0.00	13.38	33.96	
	Station Road (E)	22.64	17.49	0.00	30.87	
	Bluehouse Lane (W)	6.17	59.68	29.84	0.00	

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:15 - 08:30	From	Chichele Road	0.00	4.12	16.46	4.12
	Bluehouse Lane (E)	9.26	0.00	8.23	37.04	
	Station Road (E)	29.84	15.44	0.00	48.36	
	Bluehouse Lane (W)	5.15	48.36	31.90	0.00	

**Demand (Veh/TS)**

08:30 - 08:45

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	25.73	53.51	10.29
	Bluehouse Lane (E)	12.35	0.00	15.44	58.65
	Station Road (E)	23.67	22.64	0.00	37.04
	Bluehouse Lane (W)	3.09	48.36	41.16	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	6.17	22.64	0.00
	Bluehouse Lane (E)	4.12	1.03	25.73	48.36
	Station Road (E)	8.23	16.46	0.00	36.02
	Bluehouse Lane (W)	2.06	31.90	48.36	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0	0	1	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	1
	Bluehouse Lane (W)	0	0	1	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.52	10.61	1.1	B	40.90	163.61
Bluehouse Lane (E)	0.46	8.74	0.8	A	68.43	273.72
Station Road (E)	0.44	8.07	0.8	A	77.18	308.70
Bluehouse Lane (W)	0.42	6.94	0.7	A	89.01	356.03

**Main Results for each time segment**

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	20.58	20.58	106.24	176.16	0.117	20.45	34.75	0.0	0.1	5.775	A
Bluehouse Lane (E)	53.51	53.51	43.94	225.80	0.237	53.20	82.75	0.0	0.3	5.204	A
Station Road (E)	71.00	71.00	41.94	218.84	0.324	70.53	55.19	0.0	0.5	6.048	A
Bluehouse Lane (W)	95.70	95.70	46.00	230.19	0.416	94.99	66.47	0.0	0.7	6.623	A

**08:15 - 08:30**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	24.70	24.70	95.76	182.41	0.135	24.67	44.14	0.1	0.2	5.705	A
Bluehouse Lane (E)	54.54	54.54	52.43	220.44	0.247	54.52	68.01	0.3	0.3	5.424	A
Station Road (E)	93.64	93.64	50.36	213.50	0.439	93.34	56.59	0.5	0.8	7.472	A
Bluehouse Lane (W)	85.41	85.41	54.41	224.87	0.380	85.49	89.29	0.7	0.6	6.463	A

**08:30 - 08:45**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	89.52	89.52	111.98	172.60	0.519	88.63	39.08	0.2	1.1	10.609	B
Bluehouse Lane (E)	86.44	86.44	104.26	188.34	0.459	85.93	96.35	0.3	0.8	8.745	A
Station Road (E)	83.35	83.35	80.79	194.90	0.428	83.36	109.40	0.8	0.8	8.072	A
Bluehouse Lane (W)	92.61	92.61	58.54	222.17	0.417	92.52	105.61	0.6	0.7	6.937	A

**08:45 - 09:00**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	28.81	28.81	98.01	180.74	0.159	29.67	14.66	1.1	0.2	5.990	A
Bluehouse Lane (E)	79.23	79.23	71.60	208.67	0.380	79.45	56.08	0.8	0.6	6.978	A
Station Road (E)	60.71	60.71	53.89	211.11	0.288	61.06	97.15	0.8	0.4	6.011	A
Bluehouse Lane (W)	82.32	82.32	30.17	239.27	0.344	82.50	84.78	0.7	0.5	5.748	A

# 2028, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Profile Type	D4 - 2028, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	6.65	A

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2028	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D2*1.029

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	11.32	13.38	3.09
	Bluehouse Lane (E)	19.55	0.00	10.29	31.90
	Station Road (E)	15.44	15.44	0.00	62.77
	Bluehouse Lane (W)	1.03	29.84	53.51	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
From		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
	Chichele Road	0	0	0	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	0
	Bluehouse Lane (W)	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.15	5.84	0.2	A	27.78	111.13
Bluehouse Lane (E)	0.29	6.06	0.4	A	61.74	246.96
Station Road (E)	0.44	7.60	0.8	A	93.64	374.56
Bluehouse Lane (W)	0.37	6.29	0.6	A	84.38	337.51

### Main Results for each time segment

#### 16:15 - 16:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.78	27.78	98.08	182.22	0.152	27.60	35.75	0.0	0.2	5.815	A
Bluehouse Lane (E)	61.74	61.74	69.50	210.60	0.293	61.33	56.19	0.0	0.4	6.014	A
Station Road (E)	93.64	93.64	54.17	212.29	0.441	92.86	76.65	0.0	0.8	7.489	A
Bluehouse Lane (W)	84.38	84.38	50.03	227.61	0.371	83.80	97.00	0.0	0.6	6.233	A

#### 16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.78	27.78	98.78	181.79	0.153	27.78	36.01	0.2	0.2	5.843	A
Bluehouse Lane (E)	61.74	61.74	69.97	210.31	0.294	61.74	56.59	0.4	0.4	6.057	A
Station Road (E)	93.64	93.64	54.53	212.07	0.442	93.63	77.17	0.8	0.8	7.598	A
Bluehouse Lane (W)	84.38	84.38	50.42	227.37	0.371	84.37	97.75	0.6	0.6	6.293	A

#### 16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.78	27.78	98.78	181.79	0.153	27.78	36.01	0.2	0.2	5.843	A
Bluehouse Lane (E)	61.74	61.74	69.97	210.31	0.294	61.74	56.59	0.4	0.4	6.057	A
Station Road (E)	93.64	93.64	54.54	212.07	0.442	93.64	77.17	0.8	0.8	7.598	A
Bluehouse Lane (W)	84.38	84.38	50.42	227.37	0.371	84.38	97.75	0.6	0.6	6.293	A

#### 17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.78	27.78	98.78	181.79	0.153	27.78	36.01	0.2	0.2	5.843	A
Bluehouse Lane (E)	61.74	61.74	69.97	210.31	0.294	61.74	56.59	0.4	0.4	6.057	A
Station Road (E)	93.64	93.64	54.54	212.07	0.442	93.64	77.17	0.8	0.8	7.598	A
Bluehouse Lane (W)	84.38	84.38	50.42	227.37	0.371	84.38	97.75	0.6	0.6	6.293	A



# 2028 + Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	8.41	A

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

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

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:00 - 08:15	From	Chichele Road	0.00	6.67	14.10	3.06
	Bluehouse Lane (E)	6.42	0.00	13.38	33.96	
	Station Road (E)	23.14	17.49	0.00	30.87	
	Bluehouse Lane (W)	6.42	59.68	29.84	0.00	

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
08:15 - 08:30	From	Chichele Road	0.00	4.62	18.21	5.12
	Bluehouse Lane (E)	9.51	0.00	8.23	37.04	
	Station Road (E)	30.34	15.44	0.00	48.36	
	Bluehouse Lane (W)	5.40	48.36	31.90	0.00	

**Demand (Veh/TS)**

08:30 - 08:45

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	26.23	55.26	11.29
	Bluehouse Lane (E)	12.60	0.00	15.44	58.65
	Station Road (E)	24.17	22.64	0.00	37.04
	Bluehouse Lane (W)	3.34	48.36	41.16	0.00

**Demand (Veh/TS)**

08:45 - 09:00

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	6.67	24.39	1.00
	Bluehouse Lane (E)	4.37	1.03	25.73	48.36
	Station Road (E)	8.73	16.46	0.00	36.02
	Bluehouse Lane (W)	2.31	31.90	48.36	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0	0	1	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	1
	Bluehouse Lane (W)	0	0	1	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.54	11.00	1.1	B	44.15	176.61
Bluehouse Lane (E)	0.46	8.91	0.9	A	68.68	274.71
Station Road (E)	0.44	8.16	0.8	A	77.68	310.70
Bluehouse Lane (W)	0.42	6.97	0.7	A	89.26	357.04

**Main Results for each time segment**

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	23.83	23.83	106.24	176.31	0.135	23.67	35.74	0.0	0.2	5.890	A
Bluehouse Lane (E)	53.76	53.76	46.66	224.13	0.240	53.44	83.25	0.0	0.3	5.263	A
Station Road (E)	71.50	71.50	43.18	218.09	0.328	71.02	56.93	0.0	0.5	6.100	A
Bluehouse Lane (W)	95.95	95.95	46.74	229.73	0.418	95.24	67.46	0.0	0.7	6.658	A



**08:15 - 08:30**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	27.95	27.95	95.76	182.58	0.153	27.92	45.14	0.2	0.2	5.819	A
Bluehouse Lane (E)	54.79	54.79	55.18	218.77	0.250	54.77	68.51	0.3	0.3	5.487	A
Station Road (E)	94.14	94.14	51.61	212.74	0.443	93.84	58.34	0.5	0.8	7.551	A
Bluehouse Lane (W)	85.66	85.66	55.16	224.41	0.382	85.74	90.29	0.7	0.6	6.496	A

**08:30 - 08:45**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	92.77	92.77	111.98	172.73	0.537	91.82	40.08	0.2	1.1	11.000	B
Bluehouse Lane (E)	86.69	86.69	106.96	186.71	0.464	86.17	96.84	0.3	0.9	8.906	A
Station Road (E)	83.85	83.85	82.02	194.16	0.432	83.86	111.11	0.8	0.8	8.161	A
Bluehouse Lane (W)	92.86	92.86	59.29	221.72	0.419	92.77	106.59	0.6	0.7	6.975	A

**08:45 - 09:00**

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	32.06	32.06	98.01	180.95	0.177	32.98	15.67	1.1	0.2	6.120	A
Bluehouse Lane (E)	79.48	79.48	74.39	206.97	0.384	79.70	56.59	0.9	0.6	7.083	A
Station Road (E)	61.21	61.21	55.16	210.34	0.291	61.56	98.93	0.8	0.4	6.065	A
Bluehouse Lane (W)	82.57	82.57	30.93	238.81	0.346	82.75	85.80	0.7	0.5	5.775	A

# 2028 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2028 + Development, AM	Demand Set relationships are chained. This may slow down the file.

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	6.67	A

### Junction Network Options

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2028 + Development	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
Chichele Road		DIRECT	✓	100.000
Bluehouse Lane (E)		DIRECT	✓	100.000
Station Road (E)		DIRECT	✓	100.000
Bluehouse Lane (W)		DIRECT	✓	100.000

## Origin-Destination Data

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
16:15 - 16:30	From	Chichele Road	0.00	11.57	14.13	3.34
		Bluehouse Lane (E)	20.05	0.00	10.29	31.90
		Station Road (E)	16.69	15.44	0.00	62.77
		Bluehouse Lane (W)	1.78	29.84	53.51	0.00

### Demand (Veh/TS)

		To				
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)	
16:30 - 16:45	From	Chichele Road	0.00	12.60	19.27	5.40
		Bluehouse Lane (E)	9.76	0.00	16.46	42.19
		Station Road (E)	8.45	12.35	1.03	57.62
		Bluehouse Lane (W)	1.78	20.58	38.07	0.00

**Demand (Veh/TS)**

16:45 - 17:00

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	5.40	16.19	2.31
	Bluehouse Lane (E)	13.88	0.00	11.32	28.81
	Station Road (E)	16.69	19.55	1.03	52.48
	Bluehouse Lane (W)	2.81	18.52	46.31	0.00

**Demand (Veh/TS)**

17:00 - 17:15

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0.00	5.40	19.27	1.28
	Bluehouse Lane (E)	6.67	0.00	22.64	32.93
	Station Road (E)	17.71	8.23	1.03	59.68
	Bluehouse Lane (W)	1.78	32.93	44.25	0.00

## Vehicle Mix

**Heavy Vehicle Percentages**

		To			
		Chichele Road	Bluehouse Lane (E)	Station Road (E)	Bluehouse Lane (W)
From	Chichele Road	0	0	0	0
	Bluehouse Lane (E)	0	0	0	1
	Station Road (E)	0	0	0	0
	Bluehouse Lane (W)	0	1	0	0

## Results

**Results Summary for whole modelled period**

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
Chichele Road	0.19	5.86	0.2	A	29.03	116.13
Bluehouse Lane (E)	0.32	6.18	0.5	A	61.73	246.90
Station Road (E)	0.45	7.59	0.8	A	87.69	350.74
Bluehouse Lane (W)	0.38	6.31	0.6	A	73.04	292.15

**Main Results for each time segment**

16:15 - 16:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	29.03	29.03	98.07	182.23	0.159	28.84	38.23	0.0	0.2	5.860	A
Bluehouse Lane (E)	62.24	62.24	70.48	210.00	0.296	61.82	56.43	0.0	0.4	6.056	A
Station Road (E)	94.89	94.89	54.92	211.83	0.448	94.09	77.39	0.0	0.8	7.591	A
Bluehouse Lane (W)	85.13	85.13	51.77	226.55	0.376	84.53	97.24	0.0	0.6	6.311	A

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	37.27	37.27	72.31	198.07	0.188	37.22	20.14	0.2	0.2	5.593	A
Bluehouse Lane (E)	68.41	68.41	63.88	213.84	0.320	68.37	45.65	0.4	0.5	6.185	A
Station Road (E)	79.45	79.45	57.33	210.29	0.378	79.64	74.92	0.8	0.6	6.900	A
Bluehouse Lane (W)	60.43	60.43	31.76	238.88	0.253	60.69	105.21	0.6	0.3	5.059	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	23.89	23.89	85.28	190.13	0.126	23.97	33.28	0.2	0.1	5.420	A
Bluehouse Lane (E)	54.01	54.01	65.79	212.84	0.254	54.13	43.46	0.5	0.3	5.676	A
Station Road (E)	89.74	89.74	45.10	217.88	0.412	89.67	74.83	0.6	0.7	7.014	A
Bluehouse Lane (W)	67.63	67.63	51.00	227.19	0.298	67.56	83.76	0.3	0.4	5.635	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
Chichele Road	25.95	25.95	86.44	189.33	0.137	25.93	26.21	0.1	0.2	5.507	A
Bluehouse Lane (E)	62.24	62.24	65.83	212.83	0.292	62.17	46.55	0.3	0.4	5.971	A
Station Road (E)	86.66	86.66	40.90	220.44	0.393	86.69	87.10	0.7	0.7	6.730	A
Bluehouse Lane (W)	78.95	78.95	33.78	237.46	0.332	78.88	93.81	0.4	0.5	5.672	A